

**City of Falcon Heights
2077 W. Larpenteur Ave
Falcon Heights MN 55113**

**City Council Workshop
September 5, 2007
6:30 p.m.
City Hall**

WORKSHOP AGENDA

1. 2008-2012 Capital Improvements Plan
2. Comp Plan Discussion

If you have a disability and need accommodation in order to attend this meeting, please notify City Hall 48 hours in advance between the hours of 8:00 a.m. and 4:30 p.m. at 651-792-7600. We will be happy to help.

August 30, 2007

To: Mayor Gehrz, Councilmembers Harris, Kuettel, Lindstrom, and Talbot

**From: Justin Miller, City Administrator
Roland Olson, Finance Director**

Re: 2008-2012 Capital Improvements Plan

Attached to this report is the proposed 2008 capital improvements plan. We will discuss these at our budget workshop on **Wednesday, September 5th at 6:30 pm.**

General Capital

A major purchase of a new copier was included in the 2007 budget, but no major changes are proposed for 2008.

Public Safety

New to the CIP for 2008 is the purchase of pedestrian crossing signals for the Hamline Avenue/Garden Avenue intersection. We will be splitting this cost with the City of Roseville, so our total budget for the item will be \$6,000. You will notice some big ticket items in coming years for the fire department, which will deplete this account. Planning should begin immediately as to how we plan to pay for refurbishing the Telesquirt fire truck, which is estimated at \$150,000 in 2011.

Parks/Recreation/Public Facilities

There are several new or moved up items in this account. Per the council's direction during our goal setting session, we have budgeted \$25,000 towards a paved path around the Falcon Heights Elementary School playground. Staff estimates that the entire project would cost around \$50,000. In initial discussions with the school's principal, he has stated that this project is not a high priority for them at this time.

Reconstruction of the Community Park basketball and tennis courts have been moved up from 2010 to 2008, although the project estimates have been dramatically reduced from previous CIPs

(original budget of \$110,000 for both projects, now \$20,000). Both of these courts are in dire need of repair, and staff believes that advertising these projects together will improve the bids we receive.

We have budgeted \$4,500 under city hall furnishings to replace the chairs in the council chambers. The current chairs are quite old and will be reassigned to park buildings as needed.

\$7,500 is allocated towards the purchase of flags/hanging baskets for the light poles along Larpenteur Avenue. These will help us further distinguish this corner and help identify the city.

\$25,000 is budgeted in 2009 for a Larpenteur Avenue streetscape study. The current Larpenteur Avenue landscape is barren concrete, but there are numerous opportunities to improve this corridor into our city. Special attention will need to be given to the University agriculture research fields so that their operations are not impacted. Staff has spoken to the University of Minnesota's Center for Changing Landscapes and they are interested in participating in this project for the amount budgeted.

Infrastructure

The major project budgeted for 2008 is repair of the city hall parking lot for \$100,000. Staff is seeking other funding opportunities, such as demonstration grants from the watershed districts, to offset some of this cost.

Final Comments

Since the general fund budget has been receiving a transfer from capital funds, no new contributions have been made to these funds for at least the past four years. Due to this, these capital funds will be depleted by 2010/11 if we continue at our current pace. When these funds no longer have a positive balance, we will either have to bond for budgeted improvements (thus incurring interest expenses) or levy for them as part of the operating levy.

No formal approval is needed at this time, only input on individual projects and plans for future years. The 2008-2012 Capital Improvements Plan will be adopted at our December 12th city council meeting at the same time as the general fund budget.

Enterprise and special revenue fund budgets will be presented to the council during our October and November worksessions. As always, if you have any questions or need more information before Wednesday's meeting, please let us know.

GENERAL CAPITAL IMPROVEMENTS									
5 YEAR CAPITAL IMPROVEMENT PLAN									
CAPITAL USES	2008	2009	2010	2011	2012	2007	YEAR PURCHASED	EST. LIFE IN YRS	
<i>OFFICE EQUIPMENT:</i>									
COMPUTER	4,000	4,000	4,000	4,000	4,000	4,000	YEARLY	4	
TELEPHONE SYSTEM	500	500	500	500	500	1,000	2004	7	
VOTING EQUIPMENT					0		1993	5	
G.I.S.(GEOGRAPHIC INFORMATION SYS.)	1,000	1,000	1,000	1,000	1,000	1,000	YEARLY		
CABLE/ELECTRONIC EQUIPMENT	2,000	2,000	2,000	2,000	2,000	2,000	1993	7	
COPIER	0	0	0	0	0	15,000	2007	4	
ONLINE INITIATIVES	5,000	5,000	0	0	0	10,000	YEARLY		
TOTAL OFFICE EQUIPMENT	12,500	12,500	7,500	7,500	7,500	33,000			
TOTAL GENERAL CAPITAL	12,500	12,500	7,500	7,500	7,500	33,000			
CAPITAL SOURCES									
FUND BALANCE	34,246	22,028	9,478	1,590	(6,520)	60,167			
INTEREST	856	551	237	40	(163)	2,407			
OTHER FUNDS									
BONDS/NOTES									
TOTAL SOURCES	35,103	22,578	9,715	1,630	(6,683)	62,574			
TOTAL USES	12,500	12,500	7,500	7,500	7,500	33,000			
AUDIT FEE	575	600	625	650	650	550			
FUND BALANCE YEAR-END	22,028	9,478	1,590	(6,520)	(14,833)	29,024			

PUBLIC SAFETY CAPITAL IMPROVEMENTS								
5 YEAR CAPITAL IMPROVEMENT PLAN								
CAPITAL USES	2008	2009	2010	2011	2012	2007	YEAR PURCHASED	EST. LIFE IN YRS
<i>FIRE:</i>								
REPLACE WATER TANK 757			12,000					
REFURBISH 757 TELESQUIRT FIRE TRUCK				150,000				
UTILITY VEHICLE		40,000					n/a	
EQUIPMENT	5,000	5,000	5,000	5,000	5,000	4,000	YEARLY	5
HOSES/ADAPTERS	4,000	4,000	4,000	4,000	4,000	3,500	YEARLY	5
SCBA	10,000	10,000	10,000	2,500	2,500	2,000	YEARLY	5
FIRE CLOTHING	5,000	5,000	5,000	5,000	5,000	5,000	YEARLY	5
FIRE CLOTHING STORAGE SYSTEM	0	0	0	0	0	5,000	2007	
COMMUNICATION	5,000	5,000	4,000	4,000	4,000	7,000	YEARLY	5
TOTAL FIRE	29,000	69,000	28,000	170,500	20,500	26,500		
<i>OTHER:</i>								
WASHER/DRYER FOR BUNKER GEAR							n/a	
HAMLIN SCHOOL CROSSINGS	6,000							
EMERGENCY WARNING SIREN							n/a	
TOTAL OTHER	6,000	0	0	0	0	0		
CAPITAL SOURCES								
FUND BALANCE	142,364	106,789	39,859	12,230	(158,614)	123,812		
INTEREST	3,559	2,670	996	306	(3,965)	3,095		
OTHER FUNDS								
DONATIONS								
GRANTS								
TOTAL SOURCES	142,364	109,459	40,855	12,536	(162,579)	126,907		
TOTAL USES	35,000	69,000	28,000	170,500	20,500	26,500		
AUDIT FEE	575	600	625	650	650	550		
FUND BALANCE YEAR-END	106,789	39,859	12,230	(158,614)	(183,729)	99,857		

PARKS/RECREATION/PUBLIC FACILITIES CAPITAL IMPROVEMENTS									
5 YEAR CAPITAL IMPROVEMENT PLAN									
CAPITAL USES	2008	2009	2010	2011	2012	2007	YEAR PURCHASED	EST. LIFE IN YRS	
<i>COMMUNITY PARK:</i>									
COMMUNITY GARDENS					0	5,000	2007	15	
BASKETBALL COURT RESURFACE							n/a	6	
PLAYING FIELDS & BACKSTOP							n/a		
ICE RINK BOARDS							2006	15	
ICE RINK LIGHTS							n/a	20	
SHELTER							2002	30	
TENNIS COURT RESURFACE								6	
SIGNS					0	4,000		15	
PARK ENTRANCE IMPROVEMENT							n/a		
PAVE PATH SCHOOL PARK	25,000						n/a		
BASKETBALL COURT RECONSTRUCTION	10,000			0			1980	25	
TENNIS COURT RECONSTRUCTION	10,000			0			1980	25	
SITE FURNISHINGS - BENCHES, ETC.							2004	5	
TOTAL COMMUNITY PARK	45,000	0	0	0	0	9,000			
<i>CURTISS FIELD PARK:</i>									
BASKETBALL COURT RESURFACE					0	4,000	2005	6	
BALLFIELD BACKSTOP							2005	25	
LIGHT POLE REPLACEMENT							2004	20	
BALLFIELD BACKSTOP									
REGRADING OF HOCKEY AREA	5,000								
ICE RINK BOARDS					0	4,600		15	
SHELTER									
PLAYGROUND EQUIPMENT							2006	15	
SIGNS									
TOTAL CURTISS FIELD PARK	5,000	0	0	0	0	8,600			
<i>GROVE PARK:</i>									
PATH & RUBBER SURFACING ADA COMPL								6	
PLAY AREA BASKETBALL CURT RESURFACE									
EQUIPMENT - GRILLS	1,500								
SIGNS					0	2,500			
SIDEWALK (FINISH LOOP)								15	
ICE RINK BOARDS								15	
SWINGSET/TIRE SWING							2002	15	
TOTAL GROVE PARK	1,500	0	0	0	0	2,500			

PARKS/RECREATION/PUBLIC FACILITIES CAPITAL IMPROVEMENTS								
5 YEAR CAPITAL IMPROVEMENT PLAN								
CAPITAL USES	2008	2009	2010	2011	2012	2007	PURCHASED	IN YRS
CITY HALL:								
BUILDING REPAIRS	1,000	1,000	1,000	1,000	1,000	6,000		
FURNISHINGS	4,500				0	4,000		
KITCHEN APPLIANCE REPLACEMENT								
HOT WATER HEATER								
TOOLS								
HEATING/COOLING								
LIGHTING								
TOTAL CITY HALL	5,500	1,000	1,000	1,000	1,000	0	10,000	
CITY WIDE:								
LANDSCAPING	2,000	2,000	2,000	2,000	2,000	2,000	YEARLY	
SIGNS	3,000	3,000	3,000	3,000	3,000	3,000	YEARLY	15
MISCELLANEOUS	1,000	1,000	1,000	1,000	1,000	1,000	YEARLY	
FLAGS/HANGING BASKETS	7,500				0			
LARPEUR MEDIAN / LANDSCAPE STUDY		25,000			0			40
RINK LIGHTS (ELEMENTARY SCHOOL)					0	15,000		20
STATE FAIR PARKING SIGNS					0	3,000		
TOTAL CITY WIDE	13,500	31,000	6,000	6,000	6,000	0	24,000	
PARK/PUBLIC WORKS EQUIPMENT:								
1 TON TRUCK			40,000	0			2005	5
BOBCAT			30,000	0			2003	7
RIDING MOWERS JD 1445				25,000			2004	7
TRAILER					0	5,000	2007	10
WEED WHIPS		800		900			1997	5
ASPHALT TAMPER								
TRACTOR (JD 4310)		25,000					2002	5
WALK BEHIND SNOWBLOWER					0	2,200	1987	20
TRACTOR MOWER JD 725							2000	7
BACKPAC BLOWER							1997	8
CHAINSAW					0	600		
21" PUSH MOWER					0	650	1990	12
UTILITY CART/DRAW (CUSHMAN TYPE)				10,000				5
STREET SWEEPER		160,000						
TOTAL PARK/PUBLIC WORKS	0	25,800	70,000	35,900	0	8,450		
TOTAL PARK, REC AND PUBLIC WORKS	70,500	57,800	77,000	42,900	7,000	62,550		
CAPITAL SOURCES								
FUND BALANCE	148,434	81,070	25,102	(51,770)	(96,873)	129,786		
INTEREST	3,711	2,432	753	(1,553)	(3,875)	5,191		
STORM SEWER FUND								
PARK DEDICATION FEE								
DNR FUNDS FOR FORWELL PATH IMPROVEMENTS								
TOTAL SOURCES	152,145	83,502	25,855	(53,323)	(100,748)	134,977		
OPERATING TRANSFER OUT								
TOTAL USES	70,500	57,800	77,000	42,900	7,000	62,550		
AUDIT FEE	575	600	625	650	650	550		
FUND BALANCE YEAR-END	81,070	25,102	(51,770)	(96,873)	(108,398)	71,877		

INFRASTRUCTURE CAPITAL IMPROVEMENTS									
5 YEAR CAPITAL IMPROVEMENT PLAN									
CAPITAL USES	2008	2009	2010	2011	2012	2007	YEAR PURCHASED	EST. LIFE IN YRS	
SIDEWALKS	15,500	16,000	16,500	17,000	17,000	15,000			
HOYT/SNELLING 1/2 BLOCK SIDEWALK					0	4,500			
CORNER MARKERS/STREET SIGNS									
CURBS	15,500	16,000	16,500	17,000	17,000	15,000			
SEAL COAT/CRACK SEAL			0	50,000	50,000	0			
PRIOR AVENUE MILL AND OVERLAY		60000							
CITY HALL PARKING LOT	100,000								
ROSELAWN AVE STREET IMPROVEMENTS									
HAMLIN AVE STREET IMPROVEMENTS									
MAPLE KNOLL - RECONDITION MILL/OVERLAY									
PAVEMENT MGMT PLAN ANALYSIS (EVERY 4 YRS)	7,000			0					
LANDSCAPE:									
TREE TRIMMING	15,500	16,000	16,500	17,000	17,000	15,000			
TREE REMOVAL	22,500	23,000	24,000	24,500	24,500	22,000			
TREE PLANTING	11,500	12,000	12,500	13,000	13,000	11,000			
STORM DAMAGE REPAIRS	6,500	7,000	7,500	8,000	8,000	6,000			
TOTALS:	194,000	150,000	93,500	146,500	146,500	88,500			
CAPITAL SOURCES									
FUND BALANCE	1,469,888	1,026,635	616,251	302,057	41,959	1,152,304			
INTEREST	36,747	25,666	15,406	7,551	1,049	46,092			
SPECIAL ASSESSMENTS	15,000	15,000	15,000	0	0	20,000			
MSA STREET MAINTENANCE FUNDS	40,000	40,000	40,000	40,000	40,000	40,000			
ROSELAWN/HAMLIN MSA FUNDS									
RAMSEY CTY TURNBACK FUNDS									
TOTAL SOURCES:	1,561,635	1,107,301	686,657	349,609	83,008	1,258,396			
TRANSFER OUT (GENERAL FUND)	0	0	0	0	0	161,337			
TRANSFER OUT TO 99 STREET BOND	180,000	180,000	130,000	0	0	165,000			
TIF BOND OBLIGATION	160,000	160,000	160,000	160,000	160,000	30,000			
TOTAL USES	194,000	150,000	93,500	146,500	146,500	88,500			
AUDIT & BOND FEE	1,000	1,050	1,100	1,150	0	950			
FUND BALANCE YEAR-END	1,026,635	616,251	302,057	41,959	(223,492)	812,609			
<p>* \$750,000 was allocated for debt service in 2001. Transfers out of the Infrastructure Fund are used to meet the debt service requirements of the 99 Street Improvements Bonds (317). (\$490,000 left as of 12-31-07) Additional \$100,000 was designated for 1999 NE Quad debt service in 2006.</p>									

2007 TOTALS						
	2008	2009	2010	2011	2012	2007
GENERAL CAPITAL	12,500	12,500	7,500	7,500	7,500	33,000
PUBLIC SAFETY CAPITAL	35,000	69,000	28,000	170,500	20,500	26,500
PARKS/PUBLIC WORKS CAPITAL	70,500	57,800	77,000	42,900	7,000	62,550
INFRASTRUCTURE CAPITAL	194,000	150,000	93,500	146,500	146,500	88,500
LESS MN DOT STREET AID(SEAL COATING)	(40,000)	(40,000)	(40,000)	0	0	(40,000)
LESS ROSELAWN/HAMLIN MSA FUNDS						
LESS PARK DEDICATION FEE						
LESS RAMSEY CTY TURNBACK FUNDS						
TOTALS:	272,000	249,300	166,000	367,400	181,500	170,550

ITEM: Falcon Heights Comprehensive Plan – New Draft Sections

SUBMITTED BY: Deborah Jones, Planning and Zoning Director

REVIEWED BY: Justin Miller, City Administrator

Summary:

The first *rough* draft of the narrative text of the Falcon Heights Comprehensive Plan of 2008 is nearly complete. The Planning Commission will have an opportunity for informal discussion of the draft and issues related to the Comp Plan after the Commission’s regular meeting on August 28.

Please read the attached draft and be prepared to discuss. The italicized items are places where staff would especially appreciate your discussion and input. The draft is still an amalgam of the 1990s plan, updated, and new portions written by staff. These sources have not been perfectly melded. We know there are many additions (especially maps and tables), refinements and revisions to come, and typos to correct and we would appreciate you giving us your input – including comments you have given before – in writing on paper. Please either mark up the attached copy or write up your input separately with page references.

Please also bring your Comp Plan documents from last month, if possible. (If you no longer have them, you can reprint them from the website. The link is under City Government > Agendas and Minutes > Planning Commission Agendas and Minutes.) We’re giving you a lot of paper, so we would like to avoid printing it all again.

ATTACHMENTS:

- Assembled Draft 1 (July/August, 2007) of the Falcon Heights Comp Plan 2008 (non-technical)
- Technical portions of the Comp Plan from S.E.H.

ACTION REQUESTED:

Review of documents, workshop discussion, input to staff.

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FALCON HEIGHTS COMPREHENSIVE PLAN 2007

Assembled Sections: Draft 1 – August 15, 2007

Background

Draft 2

1. Purpose and Scope
2. Vision and Objectives
3. Regional Setting
4. Unique Attributes
5. Historic Resources
6. Assumptions and Projections: Population/Housing/Employment
7. Community Input and Plan Process

Land Use Element

Draft 2, July 31, 2007

1. Existing Land Use
 - a. Recent Major Changes
 - b. Trends and Conclusions
 - c. Areas of Potential Change
2. Future Land Use
 - a. Housing/Neighborhoods
 - b. The Larpenteur Corridor
 - i. Assets and Characteristics
 - ii. Existing land uses in the Larpenteur Corridor
 - iii. Snelling/Larpenteur Commercial Core
 - iv. Cultural/Recreational Hub at Cleveland and Larpenteur
3. Goals and Policies
 - a. Larpenteur Corridor - ADD
 - b. Housing and Neighborhoods
 - c. Commercial/Business Areas
 - d. Agricultural Research and Institutional

Parks, Community Facilities and Services

1. Plan Elements
 - a. Parks and Open Spaces
 - b. City Hall/Community Room
 - c. Police, Fire and Rescue Services, Emergency Readiness
 - d. Technical Services
 - e. Schools
 - f. University of Minnesota
 - g. Minnesota State Fairgrounds
2. Goals and Policies

- a. Parks and Open Spaces
- b. Other Community Facilities and Services

Environmental Action

1. Plan Elements: Natural and Historic Resources
2. Goals and Policies
 - a. Environmental Protection and Natural Resources
 - b. Historical Resources

Economic Development

1. Plan Elements
2. Goals and Policies

Remaining portions to be completed

- *Implementation Plan (non-tech) – consultant will be enlisted to work with staff*
- *Capital Improvement Plan – Staff, after 2008 budget*
- *Demographics – Staff*

Background

Purpose and Scope

Because Falcon Heights is part of the seven-county Metropolitan Area, it is required to update its Comprehensive Plan every ten years in accordance with the Mandatory Land Planning Act of 1976. This is the third generation plan to be completed by the City since enactment. The last major update of the Falcon Heights Comprehensive Plan was completed in 1991; a revision was submitted in 2000.

The purpose of the Comprehensive Plan is to guide the City in all of its decisions relating to land use, transportation, community facilities, public improvements/investments and intergovernmental relations. It is a body of public policy that defines and promulgates a vision for the future, a vision that will be realized only if public policy is consistently and universally applied.

The Comprehensive Plan is a general statement of policy that can be interpreted rather broadly. If too loosely interpreted, it loses its value and is subject to legal challenge. It is dynamic and multidimensional establishing concepts, principals, relationships, patterns and sequencing, while zoning, with which it is frequently confused, is specific, legal, rigid, contemporary and static. Zoning is merely one of many tools available to implement the City's plans.

This plan was prepared in consultation with the Comprehensive Plan Steering Committee in concert with the Planning Commission and City Council and with assistance from City Staff and Consultants. By statute, the Planning Commission is charged with evaluating all public and private land use, transportation, community facilities and investment proposals to determine their consistency with the Comprehensive Plan's goals, objectives and policies. If proposals do not adhere to planning principals as embodied in the adopted Comprehensive Plan, the Planning Commission may either recommend denial or consider amending its plan. If it considers an amendment to the Comprehensive Plan, the burden of proof must fall to the proposer to demonstrate that the amendment will not be detrimental to the City, the neighborhood or the environment and will not substantially increase the need for publicly financed improvements.

Perhaps the one thing that needs most to be remembered is that no decision can be made independently of all others. Since the plan theoretically establishes an optimal balance between land use intensities, street capacities and other natural and cultural systems, an amendment may be far more complex than may be immediately apparent. These are the challenges that accrue to a dynamic community and its Planning Commission.

Vision and Objectives

The City of Falcon Heights' goal is to create and maintain a good high quality of life in a community that is an aging, inner ring, fully developed suburb adjacent to St. Paul and within two miles of Minneapolis. The City does this by funding good public services and investing prudently in rebuilding and maintaining infrastructure. Historically, Falcon Heights has found it cost effective to contract cooperatively with other municipalities and with Ramsey County for many of its services.

[Quote to be added]

Maintaining the urban/rural character valued by our residents. Of all responses Falcon Heights residents made when asked what they value about living in the city, "open space" was by far the leader. Falcon Heights is uniquely advantaged among fully developed inner ring Twin Cities suburbs in that it includes a high proportion of open space, thanks to the University of Minnesota's extensive agricultural research land and golf course. Future redevelopment should honor this history by finding creative ways to maintain the rural/urban character of the city while accommodating the expected growth in households and population.

Maintaining our traditional neighborhoods in this central Metro location, with opportunities for all our generations to stay in the City. Falcon Heights residents delight in their convenient location close to both central St. Paul and Minneapolis and their proximity to so much of what the Metro area has to offer. Residents prize their attractive, well-maintained neighborhoods, each of which has a distinct identity. Residents have also expressed a hope that they can remain in Falcon Heights as they age and that the City can continue to be home to the young people who grow up here as they form households of their own.

Becoming a healthier, more livable community. The open agricultural research fields in Falcon Heights contribute to the community's rural feel that residents have cited as one of its most prized qualities. This asset offers high motivation and potential for implementing a number of healthy community "best practices". On the other hand, two busy thoroughfares quarter the city: Snelling Avenue, a state highway, and Larpenteur Avenue, a Ramsey County highway. These roads constitute major obstacles to pedestrian and bicycle travel and offer a considerable challenge to the city in implementing some changes that could make the community a healthier place to live. Another challenge is lack of essential neighborhood retail businesses residents would walk to if they could. It has been years since Falcon Heights has had a grocery store or deli within its boundaries. Small businesses that provide necessities close to home – this is the only kind of business expansion residents said they would like to see in the community.

Maintaining the property tax base. Falcon Heights' geographic boundaries include the east portion of the University of Minnesota's Twin Cities campus and the Minnesota State Fair. This unique land use composition creates an interesting community that is appreciated by residents and visitors alike. However, it results in 66% of the city's land area being both tax-exempt and statutorily out of the City's land use control. In addition,

one quadrant of Falcon Heights central commercial core, the Snelling/Larpenteur business district, was acquired in 2000 by T.I.E.S., a non-profit corporation, taking another 6.3 acres out of the City's tax base, although city land use controls still apply.

Unlike many university cities, Falcon Heights tax base does not reflect the commercial or private research facilities that many university communities enjoy. Given the city's location by the university and within a few minutes of both downtowns, the city is increasingly attractive to tax exempt property owners. Since maintaining the tax base is critical to being able to pay for services that continue to make Falcon Heights an attractive community, the city must evaluate all land use proposals for their relationship to the tax base as well as their planning value to the community.

Relationship with the University of Minnesota and the Minnesota State Fair. The city works very hard to develop and maintain good communication with its two major landholders and institutions, the University of Minnesota and the Minnesota State Fair. The City is a participant in the University of Minnesota Master Plan Steering Committee, which is currently developing a plan for both Twin Cities campuses. The City is also represented on the Campus Coordinating Committee, which includes members of the University administration and representatives from Falcon Heights, Lauderdale and St. Anthony Park. The expected move of the Bell Museum of Natural History to a site across Larpenteur Avenue from the Gibbs Museum will be an opportunity to promote cultural and recreational focus in the Larpenteur/Cleveland area, within walking distance of City Hall and two of the City's parks.

Regional Setting

Located between St. Paul and Roseville, Falcon Heights is within the Developed Communities area of the metropolitan region. The Developed Communities are the cities where more than 85% of the land is developed and infrastructure is well established, according to the Metropolitan Council's 2030 Regional Development framework. Within this area the Metropolitan Council supports and, in fact, gives priority to, reinvestment, infill and revitalization to increase the economic competitiveness of these communities and to enhance their quality of life.

[Map]

Unique Attributes

Falcon Heights is a very small but truly unique community. It is a city of contrasts. It has virtually no privately owned developable land, but, unlike any other first tier suburb, it has a distinctive rural appearance attributable to the University of Minnesota Agricultural Research Center (656 acres) and the huge expanses of crop land which border Larpenteur Avenue. As misleading as it might seem to the casual observer, Falcon Heights is an urban community very much like its neighbors, St. Paul and Roseville, except that it has an urban/rural identity, something that is rare or nonexistent among first tier suburbs.

Falcon Heights is a suburb with a small town character attributable in part to the University of Minnesota and the Snelling and Larpenteur retail core. On one hand, it is residentially fragmented by the separation created by University of Minnesota lands, Snelling Avenue and elementary school boundaries. On the other, it is a community that is connected by some of these same factors. It is a stable community where the housing is excellent and things have not changed very much in the last ten years.

Falcon Heights is the host city for one of the State's largest and most important outdoor events, the Minnesota State Fair (288 acres), which attracts more than one and one-half million people per year to the City and inundates City streets and parking lots with a flood of automobiles for twelve days each summer. Falcon Heights is also home to the University Golf Course, which frames the western entrance to the City.

Historic Resources

The City of Falcon Heights was originally part of Rose Township, established in 1850 in Ramsey County and named after early settler Isaac Rose. Rose Township also included the Cities of Lauderdale, Roseville and parts of Minneapolis, St. Paul and St. Anthony.

Heman Gibbs settled just west of Cleveland Avenue in 1849 on lands situated north and south of Larpenteur Avenue. There he built a sod house that was replaced in 1854 by the present Gibbs Farm. It is listed on the National Register of Historic Places and is currently owned by the Ramsey County Historical Society.

Heman Gibbs also built the first schoolhouse in Rose Township. It operated until 1959 and still occupies the southwest corner of Larpenteur and Cleveland Avenues. Owned by the University of Minnesota, the old school was extensively remodeled in 1930 by the WPA. The schoolhouse site is expected to become the home of the Bell Museum of Natural History in the next ten years. The fate of the schoolhouse building is undecided.

The Minnesota State Fair has occupied the land west of Snelling and north of Como Avenue since 1885 and draws over two million people to Falcon Heights each year. The University of Minnesota School of Agriculture, established in 1888 southwest of

Cleveland and Larpenteur, has conducted continuous agricultural experimentation and research for more than 100 years at this location.

Once dominated by farms and nurseries, Falcon Heights got its name in the 1930s from a subdivision that was platted by John Cable and named by and for his real estate agent, a man named Faulkner. Falcon Heights was incorporated as a village in 1949 and as a city in 1973 by mandate of the State Legislature. The community grew rapidly after 1940, reaching a population of nearly 6,000 in 1960.

Commercial development began in the early 1940s at Snelling and Larpenteur Avenues and on Hamline between Hoyt and Iowa Avenues. In 2003 the aging shopping center at the southeast corner of Snelling and Larpenteur was razed to make way for the City's largest development project in many years. The new complex, Falcon Heights Town Square provides a mix of commercial and residential space, including owner-occupied townhomes, senior apartments and affordable apartments for families.

Worthy of note is the University Grove subdivision, developed by the University of Minnesota beginning in 1929. Each resident owns the structure but leases the lot from the University. All dwellings, structures additions must be individually architect-designed. The University reviews all plans and imposes an additional layer of restrictions which apply only to University Grove.

The 45th parallel runs just north of Falcon Heights in Roseville. A marker at the northeast corner of Cleveland and Roselawn Avenues denotes its location.

Sources:

Falcon Heights New Resident Handbook, author unknown.

City of Falcon Heights Comprehensive Plan, October 1991, author unknown

Demographic Trends

In progress

[Tables]

Assumptions and Projections: Population/Households/Employment

The City's population will remain relatively stable between 2010 and 2030 following a slight increase (just under 10%) between 2000 and 2010. A decline in household size will be offset by an increase in the number of households. In addition to the 189 new units constructed in Falcon Heights Town Square (and included in the projection for 2010), the City will need to provide housing for an additional 208 households by 2030.

The only way the City can experience appreciable growth is if the University of Minnesota substantially increases its supply of student housing or sells some of its agricultural land for private development. Although both options are considered unlikely, the City must take them into account when planning future land use in case the University's plans change.

Due to the lack of vacant land that can be developed, the City will concentrate on the maintenance of neighborhoods and redevelopment as means to maintain the City as a viable community. Unless the University makes part of its land available for development, the expected need for additional housing units will be accommodated through redevelopment of existing multi-family and commercial properties along the Larpenteur Corridor.

Because of the lack of privately owned vacant land for commercial development, employment is unlikely to show much net change by 2030. The decrease caused by the departure of Harvest States and Hewlett Packard will be offset by a slow growth of jobs on the University campus. Limited employment growth may also occur through redevelopment or more intense use of the T.I.E.S. and TCCU facilities, which are both underutilized, and the Hermes nursery site.

Due to the City's relatively small population base and limited resources, it will satisfy many of its servicing demands through service sharing arrangements with other units and levels of government. The City will not increase servicing levels appreciably. The City will take advantage of new technologies to make services more readily available without staffing increases.

[Table: Population, Household, Employment projections]

Forecasts: Falcon Heights
Metropolitan Council, Revised January, 2007

Falcon Heights Population			
Year	Forecast	Change	%change
2000	5572		
2010	6100	528	9.5%
2020	6100	0	0.0%
2030	6100	0	0.0%
2000-2030		528	9.5%

Falcon Heights Households			
Year	Forecast	Change	%change
2000	2103		
2010	2350	247	11.7%
2020	2400	50	2.1%
2030	2500	100	4.2%
2000-2030		397	18.9%

Of the growth expected between 2000 and 2010, Falcon Heights Town Square has already added:

- **184 households**
- **Approximately ____ people**

Falcon Heights Employment			
Year	Forecast	Change	%change
2000	4190		
2010 *	3900	-290	-6.9%
2020	4050	150	3.8%
2030	4200	150	3.7%
2000-2030		10	0.2%

Including FHTS

Falcon Heights Households			
Year	Forecast	Change	%change
2000	2103		
2007	2287	184	
2010	2350	63	3.1%
2020	2400	50	2.1%
2030	2500	100	4.2%
2007-2030		208	___%
2000-2030 ⁺		397	18.9%

⁺ Including Falcon Heights Town Square 2003-2007

[Chart: Population, Household, Employment projections]

Comprehensive Plan Update Process

In order to gather community input for the comprehensive plan update, the City of Falcon Heights created a 14 member steering committee to lead neighborhood focus groups. Each of the city's five commissions (planning, park and recreation, environment, human rights, and neighborhood) were represented as well as several at-large members. Mayor Sue Gehrz chaired the steering committee and staff members included City Administrator Justin Miller and Plan and Zoning Administrator Deb Jones.

During the month of February 2007, nine focus group style meetings were held throughout the community. In total, almost 100 residents attended and provided input in small, roundtable settings. Members of the steering committee led the discussions with a list of standard questions aimed at soliciting answers to questions about the future of Falcon Heights. Meetings were also held with major business and non-profit landowners in the city. The most common themes that arose out of these meetings included:

- Residents like living here due to the quality of our neighborhoods and the central location between both downtown areas.
- Open spaces, mainly the University of Minnesota research fields, are a key component to our quality of life.
- More pedestrian and non-motorized avenues of transportation are needed.
- A mix of housing styles is important so that residents can spend their entire lives in the city.
- Any new retail or commercial business should be small in scale and serve the needs of the surrounding neighborhood.

From May through September, the plan was extensively reviewed by the following groups:

- Comprehensive Plan Steering Committee
- Park and Recreation Commission
- Neighborhood Commission
- Environment Commission
- Planning Commission
- City Council

The required planning commission and city council reviews were completed in September 2007. Copies of the plan were sent to the following neighboring jurisdictions:

- City of Lauderdale
- City of St. Paul
- City of Roseville
- University of Minnesota
- Minnesota State Fairgrounds

Existing Land Use

Falcon Heights is a fully developed inner-ring suburb. Over half of the City's land is occupied by large public institutions not subject to the City's land use controls. The City is otherwise largely residential, with clearly defined neighborhoods and limited business and commercial areas.

- Approximately two-thirds of Falcon Heights 1,400 acres is comprised of University of Minnesota lands and the Minnesota State Fairgrounds. A substantial portion (267 acres) of the University's property is used for agricultural research.
- The City of Falcon Heights has no industrial development.
- The City contains no lakes, streams, wetlands or protected waters except those found on University property.

[Existing Land Use Map – Metropolitan Council designations]
[Chart: Falcon Heights Land Use Data: 2000-2005]

Existing Zoning Designations in Falcon Heights

R-1	Single Family Residential
R-2	One and Two Family Residential
R-4	Residential: Medium Density Multiple Family and Apartment Buildings
B-1	Business: Neighborhood Convenience
B-2	Limited Business
B-3	Snelling/Larpenteur Business District
P-1	Public Land
P-1/R-1	Public Land; R-1 if reused
PUD	Planned Unit Development

[Existing Zoning Map]

Major Changes Since Falcon Heights' Last Comprehensive Plan

Since the last major update (1991) of the Falcon Heights Comprehensive Plan, the City has experienced the following land use and employment changes:

- A major redevelopment (2003 – 2006) of the block at the southeast corner of Snelling and Larpenteur Avenues into a mixed use complex incorporating:
 - 119 rental apartments, of which ___ are permanently designated affordable
 - 57 rental apartments for senior citizens
 - 14 owner-occupied townhomes
 - 12,000 square feet of commercial space. A pediatric clinic is expected to move in to part of the commercial space in 2008.
- The development of 34 additional owner-occupied townhome units and 1 single family home
- The construction of the University of Minnesota women's intercollegiate soccer stadium in 1999 on the west side of Cleveland Avenue between Larpenteur and Roselawn Avenues.
- The relocation of 450 Harvest States employees from Falcon Heights to Cenex headquarters in Inver Grove Heights in 1999. The facility is now owned by T.I.E.S., a non-profit serving school districts, which leases part of the space to other organizations. Approximately 140 people work in the building.
- The closing of the Hewlett Packard facility and relocation of ___ employees in _____, replaced by Twin Cities Cooperative Federal Credit Union's corporate offices with ___ employees.

This list includes changes mentioned in the City's minor update in 2000.

Land Use Trends and Conclusions

- The most significant change in land use in Falcon Heights in the last 15 years is the conversion of 13 acres from commercial to mixed use, with the redevelopment of the southeast corner of Snelling and Larpenteur Avenues. Falcon Heights Town Square includes 119 rental apartments, 76 senior rental apartments, 14 owner-occupied townhomes and 12,000 square feet of commercial space.
- The only significant consumer of vacant land between 1991 and 2005 was Questwood, a semi-detached residential development of 3.5 acres served by a private street, built in 1994. With the exception of the parcels referenced below, there is literally no vacant privately held land remaining in the City for new residential development.
- While the City has a significant inventory of public vacant land, the volume of private vacant land has decreased from 9 in 1990 to 4 acres in 2005. That which remains consists of relatively small disassociated parcels under one acre in size. Most of these parcels are landlocked, with no street access, and all but one are owned by the owner of the adjoining residential property.
- Park and playground acreage increased slightly between 1991 and 2005, due to the closing of a portion of the east Snelling Drive frontage road and the incorporation of that land into Curtiss Field, one of the City's two neighborhood parks.
- The City has been given no reason to anticipate that any of the University of Minnesota or State Fair land will be made available for private development within the time frame of this plan. Therefore, the City must plan to accommodate expected housing, business and community needs by redevelopment on land that is now privately owned. However, the City must also be prepared to provide for the best use of what is now public land, in the event some of it does become available.

Areas of Potential Change

Except for a few vacant residentially zoned parcels, Falcon Heights is fully developed. The City's unique composition includes the University of Minnesota's agricultural research fields. This land is not considered vacant by the City or the University. Therefore, it is not in new development, but in redevelopment where Falcon Heights will see changes over the next twenty years.

Vacant land. The only vacant land for development in the city's land use controls is one vacant lot on Tatum Street, zoned R-4, and a site of approximately 4 acres that is in a single-family residential zone [map?]. At the present time, this vacant land is divided into eight separate parcels, all but one belonging to the adjacent homeowners. None of these parcels have street access. Although these and other constraints make it unlikely that this site will be developed in the next ten or even twenty years, the City evaluated this area's development potential in the past and determined some minimal criteria that must be addressed by any future developer to guarantee that it would be developed according to sound land use planning practices. These criteria include developing the site as a whole rather than on a lot-by-lot basis. It is likely that this would be developed as a planned unit development with densities being determined at the time of the development. At this time, other properties closer to Larpenteur are considered far more suitable and likely to be redeveloped to accommodate anticipated housing needs

Redevelopment: The Larpenteur Corridor. As of the last comprehensive plan, the largest potential site for redevelopment was the southeast corner of Snelling and Larpenteur. Now that this project has been completed, there are no immediate candidates for redevelopment in 2007. However, several of the larger commercial properties are underutilized, and the existing apartment buildings are aging, so it is likely that opportunities for redevelopment will arise during the next twenty years. Most of these sites are on Larpenteur Avenue, an important bus transit route, so a chief focus of the City's planning will be the "Larpenteur Corridor."

Given the unlikelihood of University of Minnesota land being made available for development, it will be redevelopment of properties in the Larpenteur Corridor that will provide the additional housing and business development Falcon Heights is expected to need by 2030. ~~It is likely that any proposed redevelopment will be carried out as planned unit development with a housing component, densities to be determined at the time of development. The most likely candidates are considered in depth in the Larpenteur Corridor section, following.~~

Changes to Public Lands. The construction of a new Bell Museum of Natural History on the southwest corner of Larpenteur and Cleveland Avenues (scheduled to open in 2010) will bring many visitors to Falcon Heights. Intramural recreational fields presently occupying the site will be moved, the northeast corner of Cleveland and Larpenteur being discussed as a possible site.

With Gibbs Museum of Pioneer and Dakota Life (Ramsey County Historical Society) across Larpenteur Avenue to the north, and the proximity to University recreational

facilities, two City parks and existing or planned trails, the Cleveland/Larpenteur area could become the nucleus of a new cultural and recreational hub in Falcon Heights and an important element of the Larpenteur Corridor, complimenting the commercial and business core at Snelling Avenue. To allow for a proposed expansion of the Gibbs Museum the Public Land designation will be extended to the adjacent residential property, which the Ramsey county Historical Society now owns.

Demand for student housing being very strong, the University has communicated a possible need for additional student housing, including corporate housing, south of Commonwealth Avenue on campus. In the event that any of this housing is built and operated by private entities, this development could come under the City's land use jurisdiction, and the City would need to create appropriate land use controls both to meet the needs of the University and to ensure compatibility with the City's goals and best interests.

Although no further change to public lands is anticipated during the time frame of this plan, the City acknowledges that provision must be made if University of Minnesota or State Fair plans change. The City's previous comprehensive plan called for all public land not permanently reserved for public use to revert to single-family residential use if it should be sold for private development. This will remain in place for most of the present P1/R-1 district, but areas adjacent to Larpenteur will be considered for more flexible uses. Also, portions of these institutional lands, such as Community Park, may be candidates for permanent designation as public land.

[Future land use map]

Housing and Neighborhoods: Trends and Conclusions

- The City is fully developed with single-family housing at net densities ranging from 2 to 6 units per acre. Existing multi-family housing ranges from 12 to 46 units per acre and is primarily located along Larpenteur Avenue. Overall, Falcon Heights exceeds the Metropolitan Council's 3 unit per acre benchmark.
- The City's housing mix has remained remarkably stable but home ownership has decreased from 59.5% in 1990 to 54.0% in 2007, primarily due to the addition of 175 rental apartments in Falcon Heights Town Square.
- The City has a rental unit vacancy rate of ___ % and an overall vacancy rate of ___ %, which indicates that there is very little housing available in the City. There is almost no private vacant land available for the development of new housing.
- Housing quality is very good. According to the Ramsey County Department of Records and Revenue, all housing was rated Average or better in 2006, except for 12 properties which were rated Fair. None were rated Poor.
- Housing values remain strong. In 2000, median value of a single-family, owner-occupied home was \$161,400 compared to a median value of \$126,400 in Ramsey County. In 2006, the median value was \$273,100, with 90% of owner-occupied housing valued above \$214,500.
- Nearly half of the housing stock (47%) was built between 1950 and 1969. Only 18% has been built since 1970. [To be revised]
- Approximately 18% of the City's housing stock (excluding dormitory or group housing) is located on the University of Minnesota campus in Commonwealth Terrace. It is entirely under the jurisdiction of the University. Approximately one third of the City's non-university housing is comprised of multi-family units (555). [To be updated with FHTS]
- The City has eight existing Section 8 subsidized housing units and no public or subsidized seniors housing. [To be updated]
- Rental housing is skewed toward the University of Minnesota student population with a predominance of one and two bedroom units. If there are constituencies whose housing needs are not being met, they are most likely students. [No longer true? To be updated?]
- Based on accepted rules of thumb for income/housing cost, there are no constituencies in Falcon Heights whose housing needs are not being met. [Verify]

The Larpenteur Corridor

Because there is almost no vacant private land in Falcon Heights and the public land is unlikely to be available for future development, the City must identify those private properties which are possible candidates for redevelopment by the year 2020 to meet projected housing and business needs.

Next to its central location, the two characteristics of Falcon Heights that residents value most are:

- The agricultural open spaces that give the city its unique rural-in-urban character
- The high quality traditional single-family neighborhoods and the importance of preserving their value and vitality

With these values in mind, City staff looked at all private properties that are not presently zoned for single-family residential use. All but a handful of these properties are on or very close to Larpenteur Avenue, the City's primary east-west thoroughfare. Therefore, the City will consider the future of the Larpenteur Corridor as a whole in creating the City's updated comprehensive plan.

[map]

Assets and Characteristics of the Larpenteur Corridor

- **Existing higher density housing.** Most existing multi-family housing in the City is on or near Larpenteur
- **Existing business zones.** Of the City's existing business districts, all but one are on, or just off, Larpenteur. The City's central business district surrounds the intersection of Larpenteur and Snelling.
- **Transit.** Larpenteur Avenue is a public transit route between downtown Minneapolis and downtown St. Paul. It crosses Snelling Avenue, a major north-south transit route that connects Roseville's commercial center with the Midway (and future Central Corridor LRT) and the Hiawatha LRT line
- **Cultural Assets.** Gibbs Museum of Pioneer and Dakotah Life is located at the northwest corner of Cleveland and Larpenteur Avenues, across the street from the site of the new Bell Museum, scheduled to be built by 2010.
- **Recreational Amenities.** The University of Minnesota Golf Course and women's soccer stadium are both located in the vicinity of Larpenteur/Cleveland. The City's three largest parks are all directly connected to Larpenteur Avenue by walks or trails.
- **Community Amenities and Services.** Falcon Heights City Hall and fire station are both on Larpenteur, just east of Cleveland. In summer, the popular Farmers Market opens once a week on the grounds of Twin City Co-ops Federal Credit Union, just east of City Hall.

Existing Land Uses on Larpenteur Avenue

Properties on Larpenteur Avenue fall into into four broad categories:

- Business and commercial properties or groups of properties, including the Snelling/Larpenteur commercial core
- Existing multi-family residential properties
- Existing single-family homes and duplexes
- Public and institutional land

Of these, the last two categories are considered improbable candidates for redevelopment. In addition there are sites which have been redeveloped within the last 25 years and which are not considered likely redevelopment candidates by 2030.

- 1666 Coffman – senior condominium apartments
- Falcon Heights Town Square (SE corner of Snelling/Larpenteur)
- Falcon Crossing – NE corner of Snelling/Larpenteur

[map]

Existing Multi-Family Residential Properties in the Larpenteur Corridor

The existing multi-family residential properties in the proposed Larpenteur Corridor planning area occupy a total of 24.44 acres, with 677 units of housing for an average density of 27.7 units per acre. The density ranges from just over 14 units per acre at 1666 Coffman, an owner-occupied condominium residence for University of Minnesota retirees, to 46.2 units per acre at 1496 Larpenteur, an older 6-unit apartment building. The new multi-family and senior buildings at Falcon Heights Town Square are approximately 45.9 and 42.4 units per acre, respectively.

Multi-family Residential Properties in Larpenteur Corridor, West to East

Property	Present Zoning	Acres	Existing units	Existing Density Units/Acre
1666 Coffman	R-4	6.5	92	14.154
1707 Tatum	R-4	0.41	11	26.829
1707 Lindig	R-4	0.52	12	23.077
1845-1855 Larpenteur	R-4	1.11	32	28.829
1830 Larpenteur	R-4	0.59	17	28.814
1800-1818 Larpenteur	R-4	1.56	36	23.077
1710-1740 Larpenteur	R-4	4.83	144	29.814
1687-1717 Fry	R-4	2.43	68	27.984
1561 Idaho/1534-1642 Snelling	R-4	0.88	32	36.364
1550 Larpenteur	PUD	2.59	119	45.946
1530 Larpenteur	PUD	1.32	56	42.424
1510 Larpenteur	R-4	0.28	10	35.714
1504 Larpenteur	R-4	0.28	10	35.714
1496 Larpenteur	R-4	0.13	6	46.154

1490 Larpenteur	R-4	0.13	4	30.769
1486 Larpenteur	R-4	0.28	10	35.714
1472 Larpenteur	R-4	0.28	10	35.714
1466 Larpenteur	R-4	0.28	8	28.571
All Multi-family properties		24.4	677	27.746

All of these properties exceed the 12 unit-per-acre cap defined in the City’s existing zoning code. Most are at least twice as dense as the code calls for. This suggests that the 12-unit-per-acre limit is not realistic and should be revised upward for multi-family properties.

The availability of parking, on and off-street, and the need to limit impervious covering may dictate lower densities on the smaller multi-family parcels if they are redeveloped, resulting in a net loss of housing units. This loss will have to be made up by adding housing elsewhere in the City.

Commercial/Business Properties in the Larpenteur Corridor

Existing private commercial land occupies 30.46 acres in the Larpenteur Corridor. These properties range in size from just over a quarter of an acre at the northeast corner of Larpenteur and Lindig to over 12.5 acres at Larpenteur and Prior (now occupied by Twin City Co-op Federal Credit Union.)

Non-Residential Properties in Larpenteur Corridor, West to East

Property	Present Zoning	Acres
2025 Larpenteur (TCCU)	B-2	12.54
1871 Larpenteur	B-1	0.29
1750-1790 Larpenteur (Hermes)	B-2	3.44
1639 Larpenteur (Buck’s)	B-3	1.16
1644 Larpenteur (TIES west)	B-3	2.58
1667 Snelling (TIES)	B-3	3.73
1611 Snelling (Chianti Grill)	B-3	0.58
Warner center	B-3	2.1
BP	B-3	0.38
Dino’s	B-3	0.54
Falcon Crossing (including north parking)	B-3	1.66
1407 Larpenteur (Martinizing)	B-1	0.5
1347 Larpenteur (Awad Clinic)	B-1	0.58
1350 Larpenteur (SuperAmerica)	B-1	0.38
All non-residential private land		30.46

If the City allows residential in-fill development at the City’s present average of 28 units/acre, then 7.7 acres, or approximately one fourth of the existing commercial acreage, will be needed to accommodate the expected demand for housing in the community by 2030.

Acreage needed for 208 units	Acres Needed	% of total
At 12/acre	17.33	56.9%
At 20/acre	10.40	34.1%
At 24/acre	8.67	28.5%
At 28/acre	7.43	24.4%

Not all of the sites presently zoned for business are likely candidates for multi-use redevelopment by 2030. The northeast and southeast quadrants of the Snelling/Larpenteur core are comparatively new and in good condition. The B-1 properties are unlikely to attract residential development because of their small size and proximity to residential properties. They are more likely to continue serving neighborhood retail needs, with or without rebuilding.

In any case, there is sufficient private land to accommodate the forecast housing need to 2030, if the City provides in its land use controls for additional housing or mixed residential/commercial use on some or all of the land that is presently zoned for business. Where this redevelopment actually will occur will depend on the plans of individual property owners.

Snelling Larpenteur Commercial Core

The Snelling/Larpenteur commercial core was originally developed in the 1940s and is the only large retail area in Falcon Heights. By the 1980s, due to outdated design and amenity standards and access limitations imposed by the high traffic volumes on Snelling and Larpenteur Avenues, it was functioning poorly in its original use as an auto-oriented shopping center. The Snelling and Larpenteur thoroughfares impose severe limitations on the extent to which the area can be made to accommodate pedestrian traffic or function as an integrated retail center. As a result the four quadrants of the district have evolved somewhat independently over the last several decades.

The northeast quadrant, known as Falcon Crossing, was redeveloped in the mid 1980s utilizing tax increment financing for public improvements in support of private investment. The redevelopment replaced retailer Flower City, which burned in 1982, and a row of older neighborhood businesses. An aging restaurant was replaced by Dino’s Gyros in 2004 as part of the redevelopment on the southeast corner. Dino’s and Falcon Crossing share parking and access. Falcon Crossing has a history of full occupancy. The quadrant is expected to remain relatively stable, although traffic, parking and pedestrian safety will continue to be a challenge.

The northwest quadrant, occupied by a small shopping center, a restaurant, furniture store and gas station, underwent some significant cosmetic upgrades in between 2003 and

2006. Since 1990, small businesses catering to neighborhood needs have somewhat given way to larger “destination” retailers, though these locally owned businesses are still in scale with the limited space and parking available on the site. These limits, along with proximity to a residential neighborhood and access issues imposed by the highways pose challenges for any future redevelopment. None is anticipated at this time.

Falcon Heights’ last Comprehensive Plan characterized the southeast quadrant of the Snelling/Larpenteur core as the best opportunity for redevelopment. The redevelopment of this site was accomplished between 2003 and 2007 with the construction of Falcon Heights Town Square by Sherman Associates, Inc. The new mixed-use development provides 175 apartments, 56 in a senior apartment building and 119 in a multi-family building, of which ___ are designated affordable. Fourteen owner-occupied town homes are also part of the complex. The multi-family building contains 12,000 square feet of commercial space on the first floor. Parking is removed from the streetscape into the interior of the block and underground.

In the next two decades, the most likely quadrant of the Snelling/Larpenteur Core to see redevelopment is the southwest. Preserving the original art deco building would be a high priority in any future re-purposing or redevelopment of the southwest quadrant. The property, long the home of Harvest States Cooperative, is now owned by T.I.E.S., a non-profit corporation serving technological needs of school districts. Although T.I.E.S. leases out space to other entities for office use, the site as a whole is underutilized, and the western portion of the property, still occupied by the building that once served as Falcon Heights fire station and city hall, is used for little besides overflow parking.

General improvements to the Snelling/Larpenteur commercial district since 2000 include:

- Increase in landscaped area, container plantings and trees
- Elimination of billboards and replacement of unattractive and disorganized signage by new, less intrusive signage at all three commercial corners
- New bus shelters
- Refurbished street lights

Remaining problems:

- Street and walkway configuration that is hazardous to pedestrians
- Minimal landscaping separating walkways and streets from parking lots
- Visually obtrusive overhead electrical and telephone lines and utility structures
- Difficult vehicle access from public streets due to street improvements that have improved traffic flow at the expense of retail accessibility.
- High proportion of paved surface contributing to storm water run-off and detracting from the visual attractiveness of the area.

Based on its size limitations and fragmentation, the Falcon Heights commercial core will not be able to compete successfully with nearby retail centers in Roseville for specialty retail and “mall” shopping. Its primary role will be that of satisfying the neighborhood convenience retail needs of a relatively small market area consisting of Falcon Heights and parts of Roseville and St. Paul. Its secondary role will be to function as a specialty

retail/service and office center with particular emphasis given to the retention of existing businesses at Snelling and Larpenteur. Additional housing should be considered as an element of any future redevelopment, to take advantage of this location at the intersection of two important transit routes.

Larpenteur/Cleveland Cultural and Recreational Hub

With the planned construction of the new Bell Museum of Natural History at the southwest corner of Larpenteur and Cleveland, and a proposed expansion of the Gibbs Museum of Pioneer and Dakota Life at the northwest corner, the City of Falcon Heights will be home to two popular Metropolitan Area museums in 2010. Other attractions and facilities close to Cleveland and Larpenteur include:

- Falcon Heights City Hall
- University of Minnesota Golf Course
- University of Minnesota women's soccer stadium
- University Grove Park (a neighborhood park)
- Community Park
- Farmer's Market

The City intends to encourage compatible improvements on public and private land in this growing recreational and cultural nexus surrounding the Cleveland/Larpenteur intersection. The City intends to work with the surrounding property owners and Ramsey County to improve pedestrian safety and access, to maintain and expand trail and bikeway access among the amenities in the area, and to meet the parking needs of the expected visitors to the area.

Goals and Policies

The Larpenteur Corridor

Plan Elements – *to be written*

The Larpenteur Corridor Objectives – *Additions? Revisions?*

- Provide opportunities to develop additional housing to meet needs forecast to 2030
- Require pedestrian and traffic connectivity between new residential development and surrounding portions of the City.
- Require appropriate buffers between new development and existing single-family neighborhoods

The Larpenteur Corridor Policies – *to be written*

- Corridor study before use change on any parcel greater than 1 acre.

Housing and Neighborhoods

Plan Elements

The land use plan establishes ~~two~~ four broad categories of residential use as follows:

Traditional Neighborhoods (R-1 and R-2). These areas correlate with established single-family residential neighborhoods (University Grove, Falcon Woods, Northome, Northeast and Maple Knoll) where only very limited in-fill residential development is possible due to the absence of vacant land. These are neighborhood conservation areas where it is the City's intent to preserve neighborhood values, encourage the continual upgrading of the housing stock and maintain existing development densities of six or fewer units per gross acre. At neighborhood edges, only where irreversible blight can be demonstrated, it is the City's intent to consider compatible residential redevelopment at higher densities.

Traditional Medium Density Residential (R-4). These long-established multi-family buildings are generally located along Larpenteur and Snelling Avenues in close proximity to areas of higher activity such as the Snelling and Larpenteur Commercial Core and to the two main bus transit routes that cross the City. Densities range from 12 to 46 units per gross acre. Off-street parking is limited. The City's policy for the last 20 years has been to limit new medium density residential development to 12 units per gross acre. As this is unlikely to meet projected needs for housing by 2030, the City will consider compatible redevelopment at higher densities, should opportunities arise, especially in the Larpenteur Corridor. Where medium or lower density redevelopment is proposed for these zones, the City will require that rebuilding not reduce the amount of available housing in the City.

Transit-Oriented/Multi-Use Residential. The new Falcon Heights Town Square at the southeast Corner of Snelling and Larpenteur Avenues is an example of a kind of housing that is becoming more common in the inner suburbs of the Twin Cities. Retail space may occupy the ground floor, while upper floors are residential. Buildings are set forward toward the street, and parking is moved underground or to the interior of the property. Falcon Heights Town Square's largest building, and the closest to Snelling, is one story taller than any other multi-unit building in the city. To meet projected housing needs, the City intends to consider similar multi-use development, with increased height limits and housing densities up to 40 [?] units per gross acre, along the Larpenteur corridor, should any of the larger properties, presently zoned for business or medium density residential, become available for redevelopment.

New Single Family Neighborhoods (P-1/R-1). Although it is unlikely that the University of Minnesota will release any of its agricultural land for private development, it is the City's responsibility to take that remote possibility into account in its planning. If land should become available, future neighborhoods in these areas will be designed to conserve public open land, to include pedestrian and bicycle paths and access to transit, to provide connected street plans compatible with existing Ramsey County street names and address numbering, and to provide a variety of housing types and prices, including multi-family and compact single family residential use.

Neighborhoods/Housing Objectives

1. To improve the quality, appearance and maintenance of housing in neighborhoods and the health of residents.
2. To enhance access and safety for pedestrians and non-motorized transportation.
3. To minimize land use and traffic intrusions that adversely impact established neighborhoods.
4. To continue the well-maintained residential character of existing neighborhoods.
5. To encourage the availability of housing for a population of diverse ages and income levels.
6. To protect open space and natural resources, preserving the urban/rural esthetic that Falcon Heights residents value.

Neighborhoods/Housing Policies

1. Adopt and encourage “best practices” to promote public health and encourage an active lifestyle for residents. Require a health impact assessment for new development/redevelopment. *
2. Adopt and enforce the International Housing Maintenance Code to assure the maintenance of existing housing stock. * ~~Adopt and enforce a housing code to assure the maintenance of the existing housing stock.~~
3. Pursue and encourage housing rehabilitation programs, such as the Housing Resource Center.
4. Continue to make rental assistance available to residents through the Metropolitan Housing and Redevelopment Authority Section 8 Program.
5. Encourage home ownership by initiating a community land trust program to keep a proportion of homes affordable. *
6. Monitor and maintain the quality of non-owner-occupied single-family housing by requiring registration and regular inspection of rental housing. [?] *
7. Space group homes in residential districts with not less than 1/2 mile between homes, as allowable by state statutes.
8. Continue to eliminate zoning code violations and nuisance conditions that adversely affect neighborhoods.
9. Maintain the single-family character of the existing residential neighborhoods and discourage redevelopment that may be considered a change in use unless irreversible blight can be demonstrated.
10. Allow the remodeling of existing residential structures and accessory uses without adversely affecting the character of the neighborhood or substantially reducing required open space.

11. On transit routes, allow the replacement of existing medium-density multi-family structures at equal or higher density, incorporating best practices for conserving green space and promoting active living. *
12. Enhance and upgrade the value of residential properties through street maintenance and improvement programs that complement and enhance the residential character of neighborhoods, including the addition of walkways and lighting.
- ~~13. Adopt on-street parking restrictions to control adverse impacts from intense, nonresidential parking on residential streets.~~
14. Maintain the present mix of housing but consider a variety of housing types and cost ranges if existing business or multi-family properties are redeveloped or if University of Minnesota property becomes available. Establish design guidelines and standards to ensure that any new development promotes good health and preserves public open space. *
15. Permit only compatible businesses adjacent to residential uses and in mixed commercial-residential development, and place special conditions upon business uses to assure compatibility when appropriate.
16. Require that any re-subdivision of existing lots on developed blocks in residential areas conform to other lots within surrounding blocks, and be accessed in a similar manner. [In existing code]
17. Continue to build the Neighborhood Liaison program, C.E.R.T. and other community organizations for communication and security. *
18. Encourage neighborhood connectivity by installing sidewalk systems and decorative street lighting to make streetscapes more welcoming. *
19. Continue to implement an aggressive shade tree program and replace removed trees as quickly as possible. *
20. Encourage landscaping practices that reduce water consumption and minimize runoff.
*

* *New or substantially updated.*

To be discussed and addressed:

- *Mixed-use redevelopment policies*
- *Multi-family replacement /redevelopment policies*
- *Increased height limits next to Larpenteur*
- *Front porches*
- *Increased height limits in R-1, R-4 and mixed use zones.*
- *Surface parking policies – multi-family*

Commercial/Business Areas

Plan Elements

Based on the lack of a vacant land resource and the adequacy of commercial services in the general market area, the City of Falcon Heights does not intend to create additional commercial areas on land that is under the City's land use controls in 2007. Instead, it intends to improve and redevelop existing commercial business areas, ~~particularly the Snelling/Larpenteur Commercial Core~~, in a manner that is in keeping with competitive contemporary retail/service standards of design and quality for a community-oriented business district while minimizing impacts on adjacent residential areas. It is also the intent of the plan to create an attractive, easily accessible, walkable and visually secure commercial area for retail customers. Where appropriate, the City intends to consider additional housing as an element in any redevelopment of existing commercial property, in order to meet projected housing needs by 2030.

Given the limited land area for commercial use in the city, 1.8% of the total land use, it is the intent of the city to attract businesses that serve the people who live and work in Falcon Heights and nearby, rather than a broader consumer base. The broader consumer base is served by the larger, more diversified and readily accessible commercial areas in the adjacent cities of St. Paul and Roseville as well as nearby Minneapolis.

The plan also intends to include only businesses that are compatible and complementary to the adjacent residential areas, and to exclude uses that are not fully compatible with adjacent residential uses or are not consistent with the community focus of the city's commercial districts. This is especially important because given the limited land supply and corresponding limited buffer areas all commercial structures are within 270 feet of residential structures; and many commercial buildings are within 40 to 50 feet of residential buildings and homes.

~~An exception may include the expansion of the Prior Avenue Limited Business area westerly to Cleveland Avenue should the University choose to divest itself of these agricultural lands. This would provide for an additional 20 acres of limited commercial development.~~

An exception may include the expansion of the Snelling/Larpenteur Core west of Snelling Avenue, should the University or State Fair choose to divest themselves of the agricultural and fairground lands north and south of Larpenteur, east of Fairview. It is the City's intent to guide these areas toward medium to high density residential use mixed with compatible businesses that serve the local area

The City's existing Land Use Plan establishes three categories of commercial/business use including the Snelling/Larpenteur Commercial Core, Neighborhood Convenience and Limited Business as follows:

Snelling/Larpenteur Commercial Core (B-3). It is the intent of the City to see all four quadrants of the intersection of Larpenteur and Snelling Avenues maintained and

improved as the community's only major commercial/shopping center as well as a junction of vibrant neighborhoods. It is intended that the core maintain its mixed use character, including transit-oriented housing, that it be upgraded and redeveloped, as appropriate, to improve its accessibility and its commercial viability as a community retail area, while meeting standards of design that are consistent with the City's goals.

It is the intent of the City that the core continue to provide limited retail trade, business services and offices to satisfy the needs of the immediately surrounding community and complement the adjacent residential areas. Some uses which draw from a larger market area are permissible provided they do not have the potential for negative impacts on adjacent residential property. (Warner Stellan Appliances, The Source Comics and Games and Central Pediatric Clinic are existing examples of "destination" uses in scale with this location.)

It is further intended that each individual quadrant of the core be planned and developed as an integrated unit or cluster of shops, businesses, and – where appropriate – residences that are capable of functioning as a unit and sharing parking to the maximum degree possible. The City will consider housing-only redevelopment in the southwest quadrant as long as it is compatible with the transit-oriented, urban character of the other three quadrants and provides a significant share of the City's housing needs projected by 2030.

Activities and improvements that will be considered for the Snelling/Larpenteur Commercial core include:

- ~~Redevelopment of the southeast quadrant for mixed use.~~
- ~~Storefront and sign improvements for the northwest quadrant.~~
- Establishment of sign and design guidelines for improvements throughout the Core. *[Was this done?]*
- Placement of electrical and telephone utilities underground.
- Planning and implementation of parking, circulation, lighting and landscaping improvements.
- *[Healthy living enhancements to be added to this list]*

Neighborhood Convenience Commercial (B-1). Located at the extreme eastern boundary of the City of Falcon Heights and on small parcels scattered along Larpenteur Avenue, these existing retail goods and service areas are intended to continue to provide only limited service to relatively small market areas. They are not intended to expand beyond their present boundaries and any changes in use are intended to be dealt with on a case-by-case basis by Conditional Use Permit. [?] These centers generally consist of freestanding buildings which function independently of one another.

Limited Business (B-2). These areas are primarily intended to accommodate a limited array of service establishments including governmental, professional and general office and studio uses and banks and financial institutions. It is the City's intention to consider mixed use including housing and neighborhood convenience retail businesses (as in B-1), in addition to the present uses, should these areas become available for redevelopment, in which case these properties will be eligible for reclassification.

Mixed Use Commercial/Residential: The new multi-use complex at Falcon Heights Town Square in the southeast quadrant of the Snelling/Larpenteur Commercial Core is unlikely to be the only such development in Falcon Heights. In addition to the existing categories of commercial/business use, the City intends to establish a new flexible multi-use category that can encompass both residential and commercial use.

Recognizing the projected need for approximately 208 additional housing units in Falcon Heights in the next twenty years, it is the City's intent to encourage additional residential capacity combined, as appropriate, with commercial use if redevelopment is proposed for any properties in the Larpenteur Corridor. Any such project will be individually designed, most likely as a planned unit development.

Commercial/Business Objectives

1. To allow an appropriate range of businesses that satisfy the convenience goods and service needs of residents.
2. To insure maximum compatibility with adjacent neighborhoods.
3. To ensure access and safety for pedestrians and those using non-motorized transportation
4. To improve the image and function of the Larpenteur Corridor and the Commercial Core at Snelling/Larpenteur.
5. To improve access, traffic circulation and on-site parking for the Commercial Core at Snelling/Larpenteur.
6. To provide convenient parking in sufficient amounts to meet parking demand.
7. To provide high density mixed use development in support of Light Rail Transit (LRT) close to bus transit routes when larger sites are redeveloped. [?]

Commercial/Business Policies

1. Guide development toward existing neighborhood/ convenience commercial areas in clusters rather than in strip developments along major streets.
2. Require health impact assessments and environmental impact assessments for new development or redevelopment. [Traffic impact also?]
3. Require sufficient parking but encourage shared parking with other land uses to minimize hard surface coverage and improve the visual appearance of parking areas.
4. Promote attractive parking areas and infiltration by requiring landscaped traffic islands and setback areas.
5. Encourage and facilitate aesthetic improvements to building facades, parking, signage, landscaping and lighting throughout the Larpenteur Corridor and Snelling/Larpenteur Commercial Core.

6. Encourage building and sign designs to be in scale with the small town character of the City.
7. Maximize land use compatibility by requiring buffering, screening and landscaping between new commercial uses and residential areas and, wherever possible, between existing commercial uses and residential uses to minimize conflicts.
8. ~~Make the Snelling/Larpenteur Commercial Core the only community scale retail center in Falcon Heights.~~
9. Require that any redevelopment project that may logically extend beyond the area already zoned for commercial use have a straight boundary that generally correlates with a public street line or the rear lot lines of residences and take all of the property to the project boundary. Further, where such extension of a project takes place, extraordinary setbacks and landscaping be required to mitigate neighborhood impacts and storm water runoff and to conserve open land.

To be discussed and addressed:

- *Incorporation of healthy living best practices, including health impact assessment for new development/redevelopment*
- *Storm water requirements*
- *“Green” building practices*
- *Increased height limits next to Larpenteur*
- *Surface parking policies (See St. Paul standards)*

Agricultural Research And Institutional The Cleveland/Larpenteur Hub

Plan Elements

Comprising two-thirds of the City's total area, the University of Minnesota St. Paul campus/golf course and the State Fair are the uses that have the potential to most influence growth over the next 20 years. Both institutions are autonomous which means that the City has no regulatory authority so long as land is used for its intended public purposes. While both institutions provide most of their own services, much needs to be done to minimize conflict and coordinate public service deliveries. Particular attention needs to be given to transit and sanitary sewer coordination/cooperation.

It is the current policy of the University to retain ownership of all of its land and that of the State Fair to continue to operate in Falcon Heights. It is the City's intent to encourage both but, recognizing that circumstances change, the City wishes to influence future institutional policy directions to reflect the City's best interests. To that end, the City

intends to establish underlying land use designations to guide possible future development.

State Fair and University of Minnesota Objectives

1. To encourage the State Fair, as it currently operates, to remain in Falcon Heights.
2. To encourage the University of Minnesota to retain its agricultural research lands in Falcon Heights.
3. To continue to communicate and cooperate with University of Minnesota and State Fairground staff in planning considerations which include traffic and pedestrian circulation, conflict avoidance with nearby business and residential areas, visual appearance and drainage considerations.

State Fair and University of Minnesota Policies

1. Work with the University of Minnesota and the State Fairground Staff to keep informed of any significant changes in long-range development plans.
2. Encourage the University of Minnesota physical plant to expand south of Larpenteur in areas adjacent to the built campus rather than in agricultural lands and open spaces.
3. Encourage the University of Minnesota to formulate future plans for the Larpenteur/Cleveland area to be compatible with nearby cultural and recreational resources, planned and existing.
4. Regulate all non-university development/use of University owned lands.
5. Establish design guidelines and standards for privately owned university group housing (such as dormitories or fraternities) developed on University owned land that come into the City's jurisdiction.
6. Regulate non-State Fair development on the State Fair property.

Parks, Community Facilities and Services

Draft 2 –July/August, 2007

Parks and Open Spaces

Falcon Heights has four developed parks totaling 24.32 acres, equivalent to approximately 4.9 acres per 1,000 population. Of the 24.32 acres, the City owns less than 2.0 acres of park property. The City leases 16.5 acres of land for park use from the University of Minnesota. Falcon Heights Elementary School provides an additional 6.25 acres of park land. (*Acres to be verified/corrected.*)

Of the four existing parks, one is classified as a community park, two as neighborhood parks and one as a mini-neighborhood park. Curtiss Field, which serves one of the largest neighborhoods, underwent expansion and major renovation during the summer of 2004, when a portion of the former Snelling Drive frontage road was incorporated into the park.

There are no existing or proposed metropolitan park facilities within Falcon Heights. The City does, however, embrace the Minnesota State Fairgrounds, the University of Minnesota agricultural fields and the public University Golf Course, none of which are included in the calculation of park needs. The City completed a Comprehensive Park and Recreation Plan in 1989 and is undergoing a similar process in 2007, parallel to, but independent of, this Comprehensive Plan.

[Table: parks]

[Map: parks]

City Hall/Community Room

The City has a staff of eight full-time employees and one part time employee housed in a 15,104 square foot City Hall/Community Center located on Larpenteur Avenue just east of Cleveland Avenue. Departments at City Hall include Administration (5 employees), Public Works (3 employees), and Parks (1 employee). The structure was built in 1982 and contains a large multi-purpose meeting room which functions both as a community room and a Council Chambers. There are currently no plans for expansion; the existing facility is considered sufficient to serve the population growth forecast to 2030. Unless substantial residential growth occurs on University of Minnesota property north of Larpenteur, there will be no need to do more than maintain and remodel the present facility.

Technical Services

The City contracts with the City of Roseville for engineering and information technology services. The City's staff computers and internet-based telephone are connected by cable modem to a network that covers 14 local units of government, managed by the City of Roseville. The City is represented on the North Suburban Communications Commission,

which provides cable televising of City Council and Planning Commission meetings to the community and cable TV service to City Hall.

The City is a member and active participant in the Ramsey County GIS User Group, a consortium of cities, school districts, soil and water conservation districts and other agencies that share costs for acquiring and maintaining geographic data. Through the efforts of this group, public property information and maps are now available to residents on the Internet for free.

Since 2001, the City has provided information and online services to residents through its website, now named www.falconheights.org. The City website received a major upgrade in 2006 with a move to GovOffice hosting, enabling online recreation program registration and business licensing. In 2007 the newly recodified City ordinances were added to the website.

Police, Fire and Rescue Services and Emergency Readiness

The City has a fire department that includes a paid on-call Chief, a part-time Fire Marshall and a force of 20 volunteer fire fighters. The department has one station located at City Hall, which serves the entire City within a five-minute response time. The City has a very good ISO or fire insurance rating of 5. The adjacent City of Lauderdale contracts with Falcon Heights for fire department services. The City contracts with St. Paul for ambulance service.

Even if the population continues to grow, there will be no need for additional fire stations. Continuing improvements to the present facility plus new equipment will be required as set forth in the Capital Improvements Program.

The City has contracted for police services from the Village of St. Anthony since ____ and before that with the City of Roseville, an arrangement that has proven to be a cost effective way to deliver this important service. The University of Minnesota provides its own police, fire and rescue service.

The City will continue to participate actively in countywide and metro-wide efforts to develop a coordinated emergency response system. Over 40 local residents and workers have been trained through the Community Emergency Response Team (CERT) program to supplement government emergency services in case of a local disaster or emergency.

Schools

Falcon Heights belongs to Roseville School District No. 623. Falcon Heights Elementary School is located in the City. Elementary students residing east of Snelling Avenue attend Falcon Heights Elementary School while those west of Snelling attend Brimhall Elementary School in Roseville. All Falcon Heights public school students attend Roseville Area Middle School and Roseville Area High School.

Falcon Heights Elementary was temporarily closed from 1982 to 1985 due to declining enrollment. The school was reopened in September 1985 in response to growing numbers of elementary aged children. Current enrollment is 425.

University of Minnesota

The St. Paul campus, comprising 452 acres, houses the University's Colleges of Biological Science, Veterinary Medicine, Food/Agriculture/Natural Resources and part of the College of Design, as well as the Raptor Center. The campus had a 2007 enrollment of approximately 6000 students and a dormitory population of 505 students (Bailey Hall). (The University no longer separates enrollment statistics for the two Twin Cities campuses, counting them as one.) Additionally, Commonwealth Terrace, a married student apartment complex, contains 367-housing units. Following a decline in the 1980s and 1990s, enrollment has increased significantly since 2000 on the Twin Cities campuses. Demand for student housing near campus has also increased.

The University Golf Course occupies 204 acres of land along Larpenteur Avenue between Cleveland and Fulham. No major improvements are proposed which would cause it to grow beyond present boundaries.

Though it is within the City's limits, the University is autonomous. The University provides its own police, fire, public utility and bus services. The City bills it for sewer service.

The University has conducted agricultural experimentation and research at this site for over 100 years, and its policy is to retain all University lands for this purpose. In other words, it is not known to be interested in selling any of its land for private development, an action that would bring such lands under the City's regulatory control. Nevertheless, plans can change, and the City is prepared to incorporate these public lands into its updated comprehensive plan should the University decide to sell or repurpose any of the campus in the future.

State Fairgrounds

The Fairgrounds property comprises 288 acres. It is the site of the State's largest outdoor event, drawing people from all over the State to Falcon Heights. Like the University of Minnesota, the Fair Board is autonomous which means that the City has no regulatory control over Fairgrounds lands.

Periodically, there have been discussions about moving the State Fair to a different location where traffic could be better handled. The City does not favor relocation of the Fairgrounds but would entertain the use of some land in the vicinity of Snelling and Larpenteur Avenues for non-fair commercial or mixed-use development provided it does not exacerbate parking problems during the State Fair. Any non-fair use of land would fall within the City's regulatory jurisdiction and the City should make sure the underlying zoning is compatible to the objectives outlined in this plan.

Goals and Policies

Parks and Open Spaces

Plan Elements. The character and function of parks shown on the land use plan are described in greater detail in the 2007 Comprehensive Park and Recreation Plan. The mission of the City's Parks and Recreation Department is to provide quality parks and recreation programs that promote healthy and active lifestyles to benefit residents and foster a sense of community. Providing convenient **access** to parks and open spaces is considered part of this mission.

Parks and Open Space Objectives

1. To develop a park system to serve both neighborhood and community needs.
2. To provide a variety of recreation programs and events for all ages, abilities and economic groups in a cost-effective manner that best serves the needs of the community ~~adequate active and passive recreation programs and facilities for community residents.~~
3. ~~To provide opportunities for healthy living for residents of all ages.~~ To promote healthy and active lifestyles for residents and visitors through quality leisure programs and well-maintained parks and trails.
4. Provide and maintain convenient access to city parks, businesses, and neighborhoods to encourage people to be mobile and active.

Parks and Trails Policies

1. Upgrade and improve existing parks.
2. Offer park/recreation programs to residents that complement recreation programs available from surrounding cities and the school district, and duplicate programs only when necessary.
3. Cooperate with the University of Minnesota and the State Fairgrounds in shared use of recreation and open space lands.
4. Acquire additional park land through the City's land acquisition and park dedication program if the University of Minnesota's agricultural land ~~north of Larpentur Avenue along Fairview~~ is sold and developed for residential use.
5. Include park accessibility in design of new and upgraded parks.
6. Provide space for community gardens.
7. Pursue opportunities to expand trail and sidewalk facilities throughout the City.

OTHER COMMUNITY FACILITIES AND SERVICES

Plan Elements

Police and Fire

The City intends to continue to contract for police and ambulance services. It intends to maintain the volunteer fire department at current levels but will continue to evaluate the potential for the sharing/consolidating of fire services with adjacent communities as appropriate to maximize efficiency and minimize costs.

Schools

The City intends to cooperate with the Roseville School District to foster the neighborhood school concept.

City Administration

If the City's population increases according to Metropolitan Council forecasts, there will be no need to expand City Hall. If, on the other hand, substantial new development takes place on University of Minnesota or State Fair properties, there may be a need for the expansion of City Administration office space on the present site.

Other Community Facilities and Services Objectives

1. To assure maximum efficiency and economy in the delivery of public services.
2. To provide municipal services equitably to all residents.
3. To provide adequate space for municipal administration and related services.
4. To continue cooperation among the City and other governmental units including the School District, the County and neighboring cities.

Other Community Facilities and Services Policies

1. Provide emergency services including police, volunteer fire and rescue services comparable to surrounding communities.
2. Continue to replace and upgrade equipment as necessary to maintain the present levels of local service.
3. Provide adequate levels of police protection.
4. Provide adequate and efficient snow plowing service.
5. Provide meeting facilities for civic groups at City Hall and park buildings.
6. Continue to evaluate options for the least duplicative and most effective and efficient delivery of municipal services including direct service, private contracts and cooperative agreements with other governmental units.
7. Encourage the Roseville area schools to keep Falcon Heights Elementary School and Brimhall Elementary School open and functioning as elementary schools.
8. *Continue to expand on-line community services.*

9.

ENVIRONMENTAL ACTION ELEMENT

NATURAL AND HISTORIC RESOURCES

Plan Elements

Natural Resources

The City of Falcon Heights has no lakes, streams or protected wetlands and only a relatively few manmade ponding areas, many of which are located on University owned lands. It has no woodlots other than residential street trees and it has relatively little topographic relief. This is not to say that the City is devoid of character, only that its most significant resources are not water based thus requiring considerably less regulation. The City also has virtually no privately owned vacant land to accommodate development.

Historic and cultural resources

The City's most important and meaningful resources are manmade or man-shaped and they include huge expanses of permanent open space, wooded residential areas with tree lined streets and historical sites as manifested in the Gibbs Farm, the Gibbs schoolhouse and the University of Minnesota agricultural research lands.

In addition to historic structures on the grounds of its large public institutions, the City is home to a number of architecturally significant structures, most notably the T.I.E.S. building at the southwest corner of Snelling and Larpenteur. The unique University Grove neighborhood between Cleveland and Fulham is a district of individually built architect-designed homes constructed from the 1920s through the 1970s for the use of University faculty and staff.

Environmental Protection Objectives

1. To conserve unique and essential natural resources.
2. To protect people and property from excessive noise, pollution and natural hazard.

Environmental Protection Policies

1. Minimize runoff velocities from newly developed sites.
2. Require stormwater management and erosion control plans for all new developments.
3. Encourage retention of precipitation as practicable by providing additional storage either on-site or through the construction of a comprehensive retention area with new development or redevelopment.
4. Encourage the removal and replacement of diseased trees on street rights-of-way.
5. Identify and encourage preservation of trees in excess of 50 years old, whenever possible.
6. Maintain wildlife populations.
7. Monitor air quality at Snelling/Larpenteur Avenues and upgrade the inter-section to assure that ambient pollution levels are not substantially increased.

8. Consider solar access protection and the use of vegetation to facilitate summer shading and winter solar gain when reviewing plans for existing development, new development and redevelopment. *[See current code]*
9. Support a metropolitan-wide integrated waste management program comprised of waste reduction, resource recovery, recycling and limited landfilling.
10. Continue to promote a curbside recycling program and encourage on-site management and/or recycling of yard wastes.
11. Maintain open space views especially along the south side of Larpenteur Avenue as a means to protect the urban/rural character of the City.

Historical Resource Protection Objectives

1. To conserve historical resources in the community.
2. To protect architecturally significant structures of all ages within the City.

Historical Resource Protection Policies

1. Encourage the protection of properties designated as historically and architecturally significant by the State Historical Society.
2. Identify properties and neighborhoods that may be candidates for designation as historically and architecturally significant by the State Historical Society.
3. Identify properties that possess historical or architectural significance within the Falcon Heights community but which may not be candidates for state designation.
4. Support and encourage community efforts to protect properties that have been identified as having historic or architectural significance in the community.

ECONOMIC DEVELOPMENT ELEMENT DEVELOPMENT/REDEVELOPMENT

Plan Elements

The City of Falcon Heights has virtually no privately owned vacant land available for development. Already small in population, size and geographic area and having limited tax base, it is prudent for the City to continue taking advantage of opportunities to collaborate with and create partnerships with other government entities to provide a full range of high quality public services. ~~would be imprudent for the City to provide the full range of high quality public services on any but a service sharing basis with other governmental entities.~~

~~If University of Minnesota and State Fair policies change so as to allow the sale of land for private development, there could be a substantial opportunity for the development of approximately 140 acres of land north of Larpenteur Avenue plus 12 to 15 acres of State Fair property in the southwest quadrant of Snelling and Larpenteur Avenues. If such policies change or are induced to change by the advent of LRT, it will be the City's intent to assume regulatory authority and encourage developments that are consistent with the goals and policies of the Comprehensive Plan. Without this vacant land resource, it will be the City's intent to rely on commercial redevelopment and residential rehabilitation as the cornerstone of its economic development policy.~~

If University of Minnesota policies change so as to allow the sale of land for private development, there could be a substantial opportunity for the development of approximately 102 acres between Larpenteur and Roselawn Avenues east of Fairview. In this case it will be the City's intent to assume regulatory authority and encourage developments that are consistent with the goals and policies of this Comprehensive Plan. Such development will be designed to be a walkable, vibrant urban neighborhood, incorporating housing, business and retail areas, parks and trails, accessible to transit and respecting the urban/rural open space character that is highly valued by the City's residents, especially adjacent to existing neighborhoods [and along Larpenteur avenue?]. The same principles will apply to any State Fair land south west of the Snelling and Larpenteur intersection, should this land be sold for development.

Economic Development Objectives

1. To continue the growth of the City's tax base by maintaining and upgrading the existing housing stock, redeveloping blighted areas, rehabilitating deteriorating buildings and properties, retaining businesses and improving esthetics.
2. To be prepared to address the development of University of Minnesota lands ~~north of Larpenteur Avenue~~ and the State Fairgrounds lands west of Snelling Avenue.

Economic Development Policies

1. Encourage growth in tax base primarily through upgraded and increasingly concentrated retail centers. (*How does this mesh with walkability and healthy living goals?*)

2. Improve existing housing quality by adopting a regulatory approach to housing maintenance.
3. Plan for the possible expansion of limited and neighborhood business and mixed business and residential use along Larpenteur Avenue ~~south side of Larpenteur~~, west of Snelling Avenue as designated on the Comprehensive Land Use Plan.
4. In the event that a portion of the State Fairgrounds property becomes available for development over the life of the plan, allow mixed use development near the Snelling/Larpenteur Commercial Core that provides services to residents and the University of Minnesota and State Fairground users.
5. ~~In the event that a portion of the State Fair property becomes available or an LRT station is located in the proximity of the Snelling/Larpenteur intersection, allow the entire area, but not a portion, of Hollywood Court to be redeveloped with mixed uses as part of the Snelling/Larpenteur Commercial Core.~~
6. In the event that the University of Minnesota lands north of Larpenteur Avenue east of Fairview Avenue become available for development over the life of the plan, allow neighborhood related uses such as housing, parks, open space and neighborhood scale commercial development. [and limited business?]
7. In the event that the University of Minnesota lands north of Larpenteur Avenue east of Cleveland Avenue become available for development over the life of the plan, allow expanded limited business on the northeast corner of Cleveland and Larpenteur Avenues in the area that is contiguous to the area designated for limited business uses on the Comprehensive Land Use Plan.
8. In the event that the University of Minnesota lands north of Larpenteur Avenue east of Cleveland Avenue become available for development over the life of the plan, allow and encourage uses complementary to the Gibbs and Bell museums on the northeast corner of the Cleveland/Larpenteur intersection.
9. Pursue the dedication of the Community Park to the City prior to the sale and redevelopment of the University property north of Larpenteur and east of Cleveland Avenues. [Justin's note: Continue long term lease, with first right of refusal?]
10. Carefully evaluate the City's potential financial exposure and seek guarantees from developers where public financial assistance is to be provided in support of redevelopment.

To be discussed:

- *Should the State Fair land item be kept in from old plan?*
- *Is there a need to revisit the first policy item to reflect the walkability goals, i.e., to encourage local neighborhood (decentralized) businesses close to where people live?*
- *What about the Hollywood Court item?*

Comprehensive Plan Update

Transportation, Utility, and Storm Water Management

City of Falcon Heights

SEH No. AFALCO0701.00

August 24, 2007

August 24, 2007

RE: Transportation, Utility, and Storm Water
Management
Comprehensive Plan Update
City of Falcon Heights
SEH No. AFALCO0701.00

Mr. Justin Miller, City Administrator
City of Falcon Heights
2077 West Larpenteur
Falcon Heights, MN 55113

Dear Justin:

Short Elliott Hendrickson Inc. (SEH[®]) is pleased to submit four (4) final draft copies of the Comprehensive Transportation, Utility, and Storm Water Management Plan Update for your review and comment. Please distribute to the appropriate plan reviewers. This final draft plan incorporates your comments received for the draft plan on April 18, 2007 except as noted below.

- Comment – Do we need any references to TAZ analysis? Response – The traffic forecast was not generated using the regional model; it was completed with historical straight line growth. The land use section of the comp plan (not completed by SEH) should include this information.

- Comment – Can we list the accident rates as a ratio, such as accidents per million vehicles? Response – We have defined the crashes graphically through the City to point out the intersections and areas that experience the highest crash frequencies. Our scope of services indicated that we would identify safety hotspots. With conversations with the St. Anthony Police, no safety hotspots were identified. A detailed crash analysis would provide more conclusive results but is not part of our original scope of services. However, if there is a specific question/location you would like us to address we may be able to include it under the original scope.

Justin Miller, City Administrator

August 24, 2007

Page 2

- General comments regarding mapping. Response - We received the base mapping used for the figures in the plan in pdf format and cannot make edits as such.

Upon receipt of your comments SEH will revise the document and resubmit a Final Plan. Please do not hesitate to call me if you have any questions or require additional information.

Sincerely,

Jay C. Murzyn, PE

Project Manager

Enc.

c: Ross Harris, SEH

Erin Krueger, SEH

jcm

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Transportation, Utility, and Storm Water Management
Comprehensive Plan Update
City of Falcon Heights

SEH No. AFALCO0701.00

August 24, 2007

I hereby certify that this report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of _____.

Jay C. Murzyn, PE

Date: _____ Lic. No.: _____

Reviewed by: _____

Date

Short Elliott Hendrickson Inc.
10901 Red Circle Drive, Suite 200
Minnetonka, MN 55343-9301
952.912.2600

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Certification Page
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Appendix A

Comprehensive Plan Update

Transportation, Utility, and Storm Water Management

Prepared for City of Falcon Heights

1.0 Introduction

Falcon Heights is currently a City of approximately 5,600 residents located in Ramsey County, Minnesota bordered by the cities of Roseville to the north, St. Paul to the south, and Lauderdale to the west. The Minnesota State Fairgrounds and the University of Minnesota –St. Paul Campus make up over half of the City’s total incorporated area. Figure 1, on the following page, provides the general location map for the City.

1.1 Purpose of Plan Update

This report summarizes the results of a comprehensive plan update for the City of Falcon Heights. The plan update included a review and evaluation of the following:

- Transportation system.
- Sanitary sewer system.
- Storm water management.

The main purpose of the plan update was to evaluate the existing and future transportation and the sanitary sewer system needs of the City, as well as the infrastructure improvements and expansions necessary to serve the current and future residents. Also, a review and evaluation of the City’s storm sewer system was completed and a storm water management plan was developed.

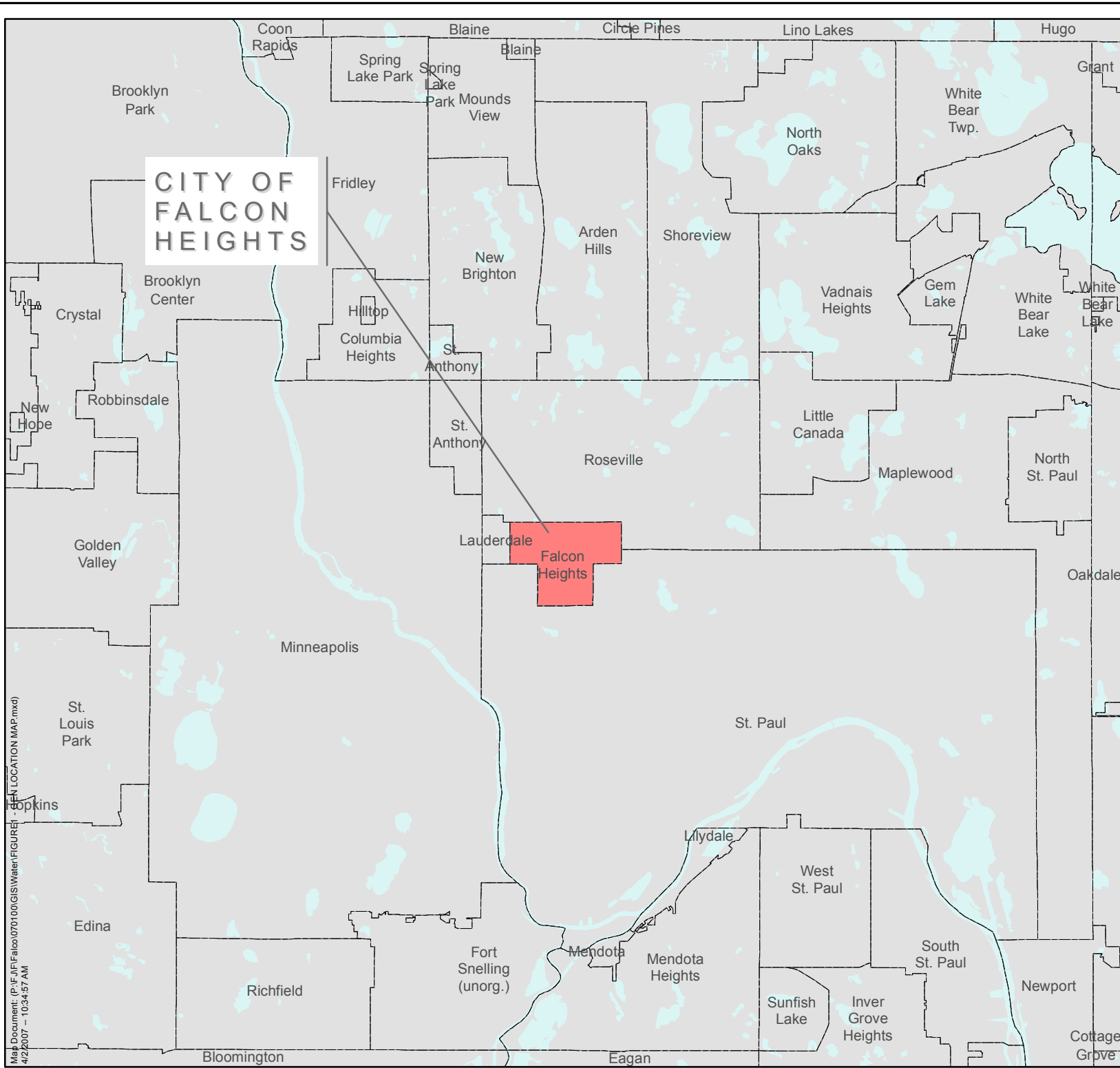
The City’s present and future needs have been evaluated and recommendations made for necessary improvements to maintain adequate service levels for the transportation, sanitary sewer, and storm water systems. This plan update will serve as a guide for future infrastructure improvements for these three systems.

CITY OF FALCON HEIGHTS



CITY OF FALCON HEIGHTS

COMPREHENSIVE PLAN



Map Documents (P:\E\F\Falcon\07100\GIS\Water\Figure1 - GEN LOCATION MAP.mxd)
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GENERAL LOCATION MAP

FIGURE 1

1.2 Scope of Plan Update

The approach used for this plan update started with an assessment of existing transportation, sanitary sewer, and storm sewer system condition and an evaluation of the City's needs. Current and future needs were evaluated over a 20+-year planning period extending to the year 2030.

A review and evaluation of the existing transportation system is provided in Section 2. A review and evaluation of the existing sanitary sewer system is provided in Section 3, which also includes a summary of recommended sanitary sewer system improvements.

A review and evaluation of the existing storm sewer system is provided in Section 4. A recommended storm water management plan is also provided in this section. Section 5 provides the recommended Goals and Policies for the City.

As a result of needs changing over time, the City's planning process for the transportation, sanitary sewer, and storm water management will be continuous. Long-term projections and improvements provided in this plan update should be reviewed, re-evaluated, and revised, as needed, to assure effective future planning efforts. Proper future planning will help assure that infrastructure improvements are coordinated and constructed in the most effective manner.

2.0 Transportation System

The transportation plan is a key part of the City's Comprehensive Plan as it covers all modes of transportation, including highways and roads, bicycles and pedestrians, transit, and aviation. This plan expresses the location, limits, function, and capacity of all facilities in the City of Falcon Heights.

2.1 Highways and Roadways

The City of Falcon Heights is a fully-developed suburban community with a well-established roadway network. MnDOT has jurisdiction over Snelling Avenue (TH 51), Ramsey County has jurisdiction over the County State Aid Highways (CSAH) and the county roads, and the City has jurisdiction over the rest of the roadways in the city.

2.1.1 Functional Classification System

The existing functional classification system as defined by the Met Council is reported in Figure 2, on page 5. Snelling Avenue, Larpenteur Avenue, and Cleveland Avenue are "A" minor arterial roadways. Fairview Avenue, north of Larpenteur Avenue and Hamline Avenue, north of Larpenteur and Como Avenues are "B" minor arterial roadways. Roselawn Avenue and Hamline Avenue, south of Larpenteur Avenue are collector roadways. All other streets in the City are local roadways. No changes to the "A" minor arterial system are recommended as part of this transportation plan update.

The primary function of minor arterials is mobility. “A” minor arterials are classified by the Met Council as “reliever” routes, which provide direct relief to congested principle arterials. “B” minor arterials provide important connections through the City and region. Collector roadways provide access to adjacent land by connecting the local street network and the arterial roadways. Collectors may need to accommodate higher speeds traffic and also serve direct property access. Local roadways are intended to serve direct property access. Local streets are characterized by short blocks and a grid system.

2.1.2 2030 Traffic Forecasts

The Metropolitan Council guidance provides two options for developing traffic forecasts. One option is to use the regional model and the second option is a historical trend analysis, which is recommended for developed communities. The City of Falcon Heights is considered a developed community. Redevelopment may occur during the planning time frame, but none that would be expected to result in traffic growth significantly different than the historical growth.

Historical traffic volumes have been collected from MnDOT’s traffic flow maps for the period between 1980 and 2005. Historical growth rates were projected to 2030 along a linear trendline to determine the 2030 traffic volumes. For instances where the trendlines indicated a historical decrease, it was assumed that no growth would occur and the 2005 ADT would remain the same through 2030. See Figure 1 for the existing and 2030 traffic volumes on collector and arterial roadways.

Most roadways are expected to experience minimal growth in the City with the exception of Snelling Avenue, which, as a regional facility, is expected to experience the greatest amount of growth.

Future roadway capacity deficiencies have been identified based upon the future daily traffic forecast. The existing numbers of through lanes on the collector and arterial roadways are also displayed in Figure 1 as well as the number of through lanes anticipated to serve future demands. The existing roadway network should serve the 2030 traffic volumes with the exception of Snelling Avenue. Options for increasing capacity will need to be evaluated in light of proposed 2030 traffic volumes along Snelling Avenue



COMPREHENSIVE PLAN

Legend

- A MINOR ARTERIAL
- B MINOR ARTERIAL
- COLLECTOR
- LOCAL

X,XXX 2005 AADT

(x,xxx) (2030) AADT

2 / 2 EXISTING / FUTURE NUMBER OF LANES

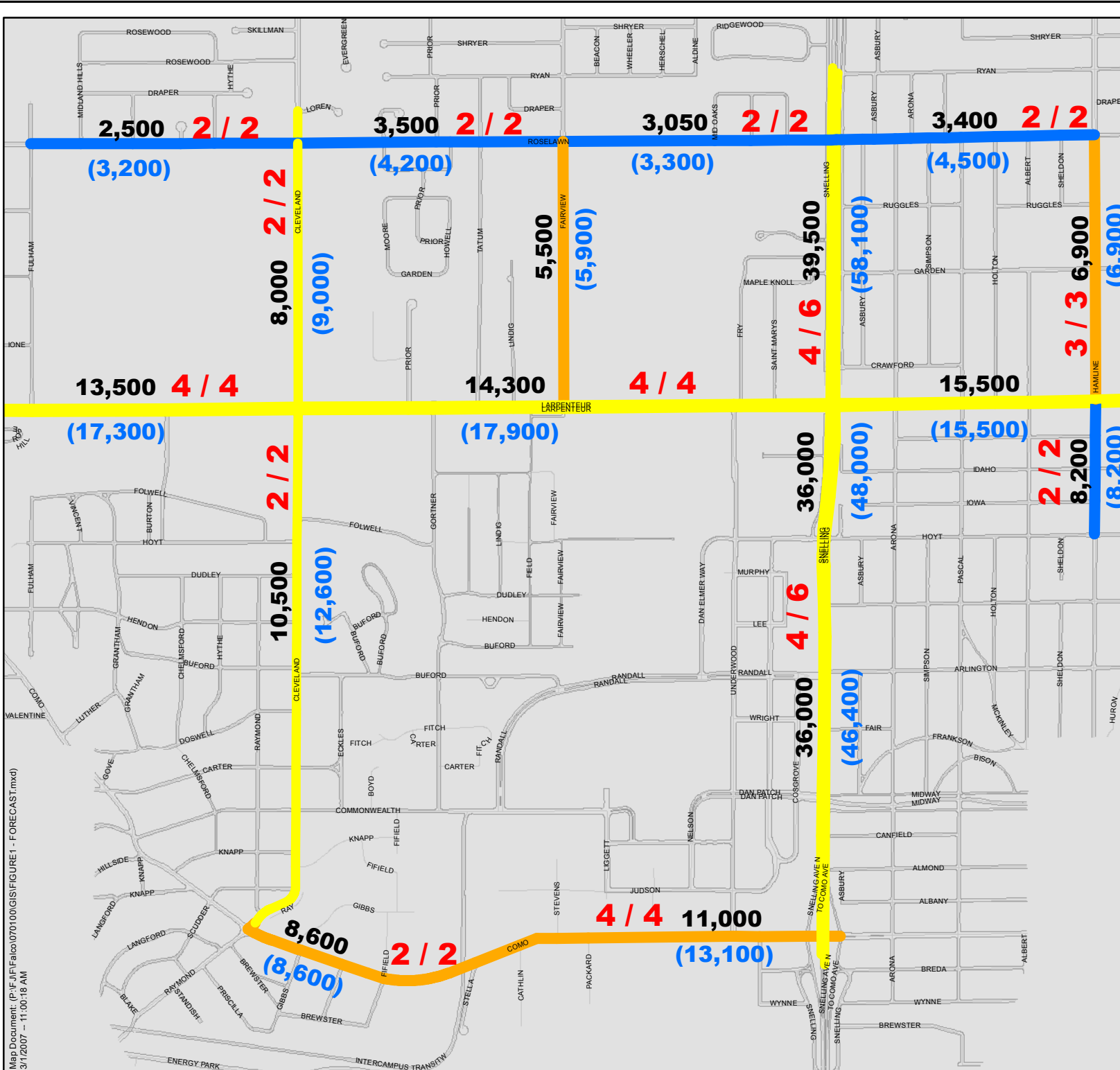
0 0.125 0.25 Miles

1" = 1/4 MILE



EXISTING AND 2030 FORECAST TRAFFIC VOLUMES

FIGURE 2



2.1.3 Access Management

The primary goal of managing access locations in any corridor is to improve safety and flow. Different roads serve different purposes. Arterials provide movement for through traffic. Local roads provide access to local land uses. Conflict occurs when a roadway is forced to perform unintended functions. A local street that serves too much through traffic creates issues for the neighborhood it serves. Conversely an arterial roadway that serves too much local access creates safety and flow issues for the through traffic. Therefore, guidelines have been established for access spacing for each type of facility. See the table below which highlights access management guidelines.

According to MnDOT, Snelling Avenue is categorized as an Urban Core Minor Arterial south of Larpenteur Avenue. The urban core designation recognizes that the arterial roadway traverses through a mature portion of the local street system where existing block lengths and land uses have established a more frequent access condition. North of Larpenteur Avenue, Snelling Avenue is categorized as an Urban Minor Arterial.

The recommended access spacing for these types of arterials, and also the other types of roadways in the City, are described in Table 1 below.

Table 1 – Access Management Guidelines

Functional Class	Minimum Access Spacing
Urban Core Minor Arterial	1 block
Urban Minor Arterial	1/4 mile (1/8 mile for a conditional secondary intersection)
Urban Core Collector	1 block
Urban Collector	1/8 mile
Local	1 block

As the Snelling Avenue corridor and other arterial roadways evolve, opportunities to limit and reduce access should be undertaken to address safety and capacity issues.

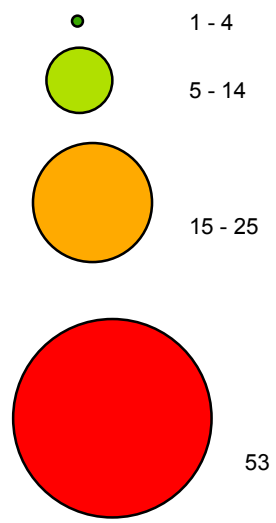


CITY OF FALCON HEIGHTS

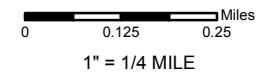
COMPREHENSIVE PLAN

Legend

Crash Frequency

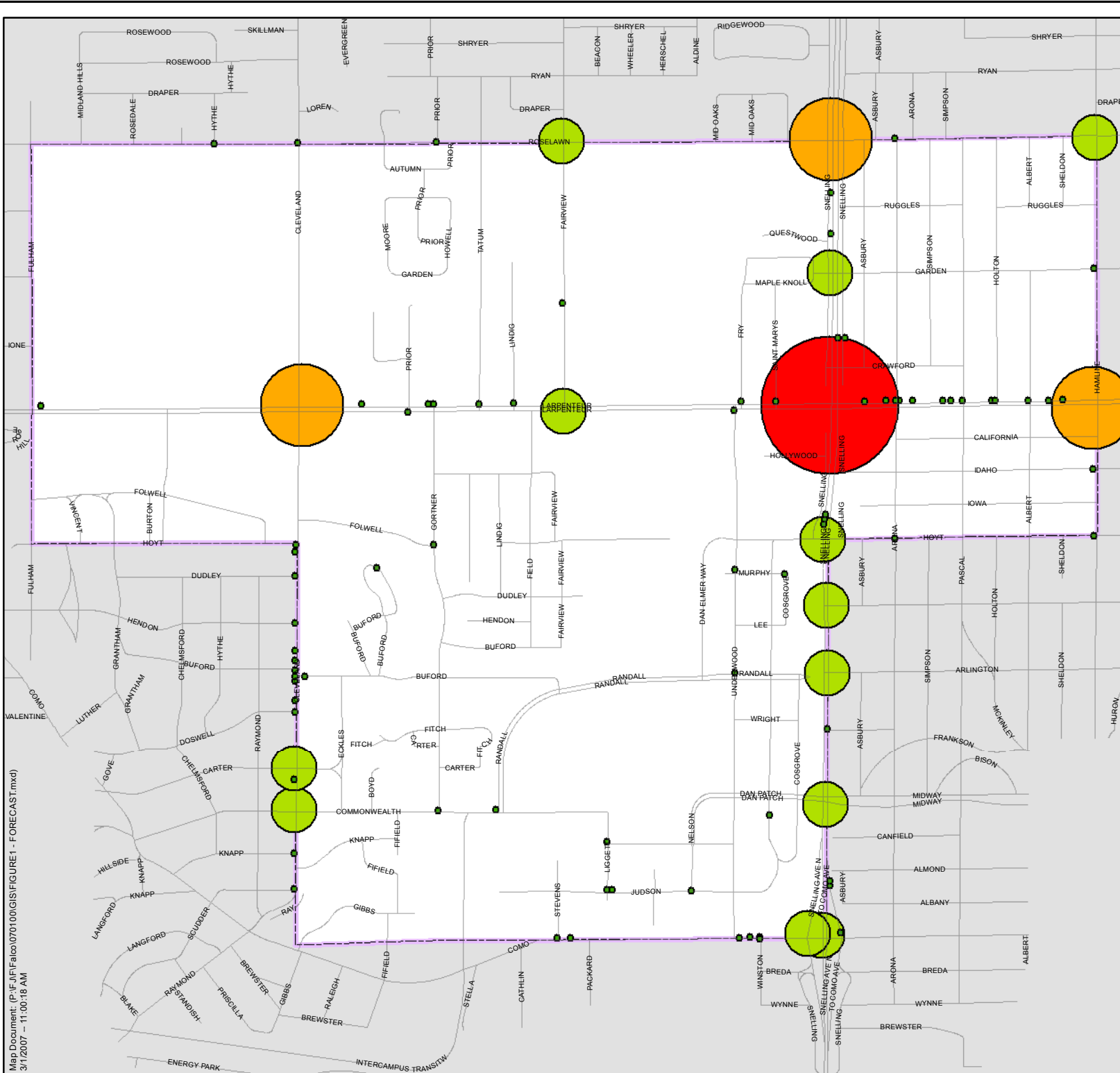


Crash Data Source: MnDOT C.M.A.T.



2003 - 2005
CRASHES

FIGURE 3



Map Document: P:\E\Falcon\070100\GIS\FIGURE1 - FORECAST.mxd
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2.1.4 Roadway Safety

Roadway crash data related to the City of Falcon Heights were obtained using the Minnesota Crash Mapping Analysis Tool (MnCMAT). Locations of reported crashes during 2003 through 2005 are displayed graphically in Figure 3, on the previous page. During this period a total of 331 crashes were reported. Of these, 82 percent occurred on minor arterials traversing the City including Cleveland Avenue, Larpenteur Avenue, and Snelling Avenue. The highest frequency of crashes generally occurred at the highest volume intersections.

Intersections that experienced an average of five or more crashes per year are:

- Snelling Avenue at Larpenteur Avenue.
- Snelling Avenue at Roselawn Avenue.
- Larpenteur Avenue at Cleveland Avenue.
- Larpenteur Avenue at Hamline Avenue.

A more rigorous investigation of crash rates, types, and severity is suggested prior to drawing conclusions regarding appropriate corrective measures. As improvements in these corridors are considered, these safety concerns should be explored more thoroughly.

2.1.5 Operational and Facility Concerns

An assessment of the existing and forecast operational concerns through the community have been completed using the traffic forecast data, crash data, and coordination with Ramsey County and MnDOT.

2.1.5.1 Existing and Forecast Congestion Issues

Capacity deficiencies are identified in Figure 2, on page 6. Snelling Avenue is the only minor arterial with a projected deficiency. Snelling Avenue crash history indicates a relatively high frequency of crashes. Many of these are suspected to be related to congestion experienced in the corridor.

2.1.5.2 Planned Improvements

For the “A” minor arterial roadways, Figure 1 shows existing and proposed number of lanes. Basing the additional lanes needed in the future condition on the 2030 forecast Snelling Avenue is the only roadway that may require some capacity improvements. Generally, the existing road network through the City should adequately serve traffic demands in the City to 2030.

There are no planned improvements to the City’s roadways that would increase the capacity. The City does have an aging roadway network that will require maintenance and some neighborhood roadways may be reconstructed in the planning timeframe.

2.1.6 Special Use Areas

The State Fairgrounds are located in the southeast part of the city. In

March of 2007 they were contacted to discuss this comprehensive plan update. At that time they did not foresee any major changes in land use or their transportation network.

The University of Minnesota is located in the northwest section of the city. They were contacted in April of 2007 to discuss this comprehensive plan update. At that time the University said that they are in the process of constructing a 140,000 square foot museum in the southwest quadrant of Cleveland and Larpenteur Avenues. Primary access for this building will be on Larpenteur Avenue.

2.1.7 Connection Between Land Use and Transportation

The connection between land use and transportation requires integrated strategies that advance regional economic land use and growth management goals. Achieving goals for regional growth with limited ability to expand the transportation system requires strategic investment in facilities coupled with encouragement to broadly implement travel demand management techniques.

Below are some techniques for connecting land use and transportation:

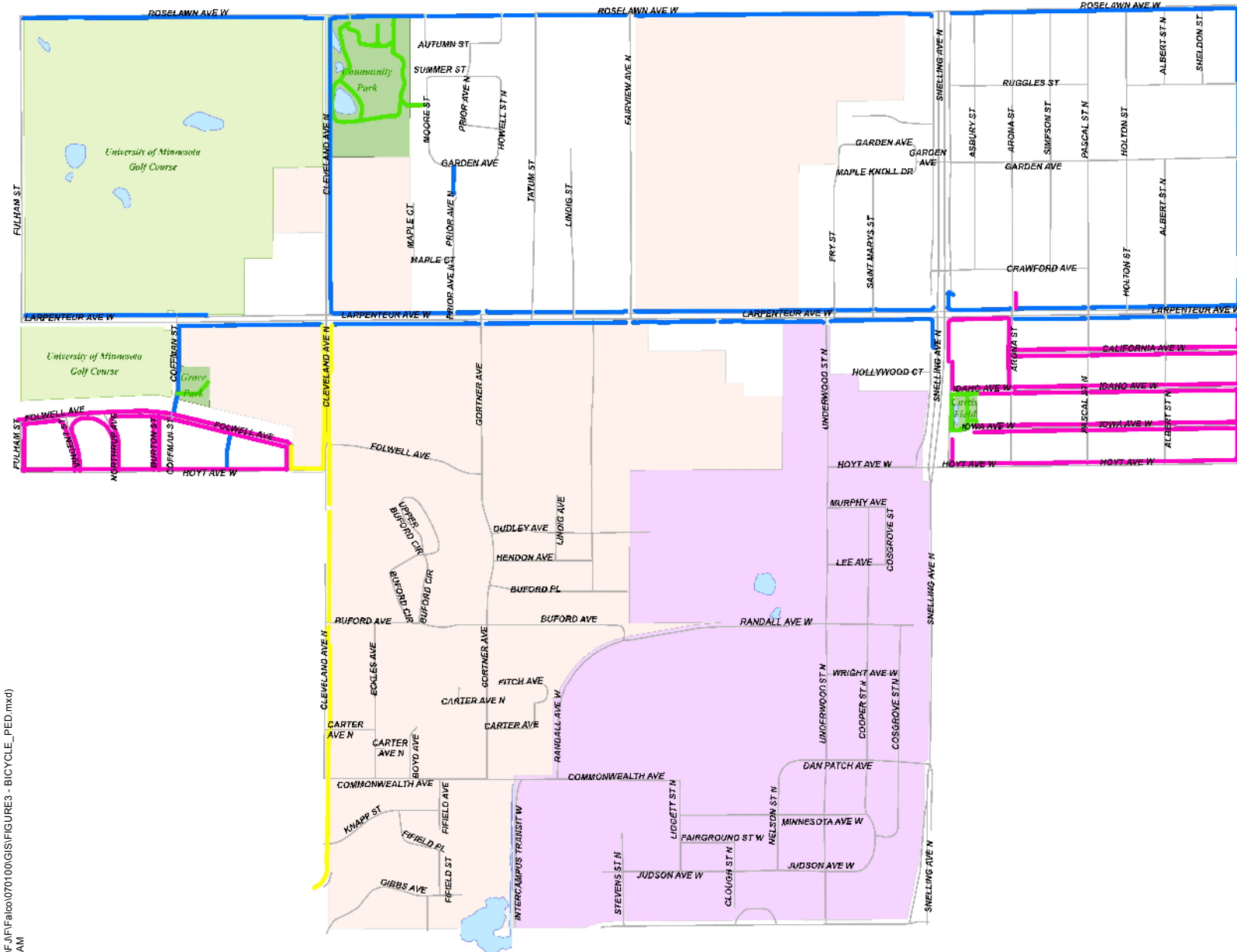
- Plan and invest in multi-modal transportation choices based on the full range of costs and benefits.
- Make more efficient use of the regional transportation system.
- Encourage travel demand management strategies, including flexible work hours and telecommuting.
- Focus highway investments first on maintaining and managing the existing system, and second on slowing the growth of congestion.
- Implement a system of fully interconnected arterial and local streets, pathways, and bikeways.
- Promote the development and preservation of various freight modes.
- Support airport facilities investments.
- Serve the region's economic needs.

2.2 Bicycle and Pedestrian Plan

The trail system consists of on and off-street bikeways and exclusive pedestrian sidewalks. Off-street bikeways are intended to be separated from pedestrian ways or sidewalks where possible. Off-street bicycle/pedestrian trails are generally intended to be eight feet wide with paved surfaces and signs. The existing trail system is shown in Figure 4 on the following page.



COMPREHENSIVE PLAN



LEGEND:

- City Plowed Pathway/Sidewalk
- Pathway/Sidewalk Not Maintained by City
- City Park Pathway
- U of M Maintained
- Roadway
- Parks
- Water
- Golf Course
- State Fair Property
- University of MN Property



NOT TO SCALE

EXISTING BICYCLE AND PEDESTRIAN FACILITY NETWORK

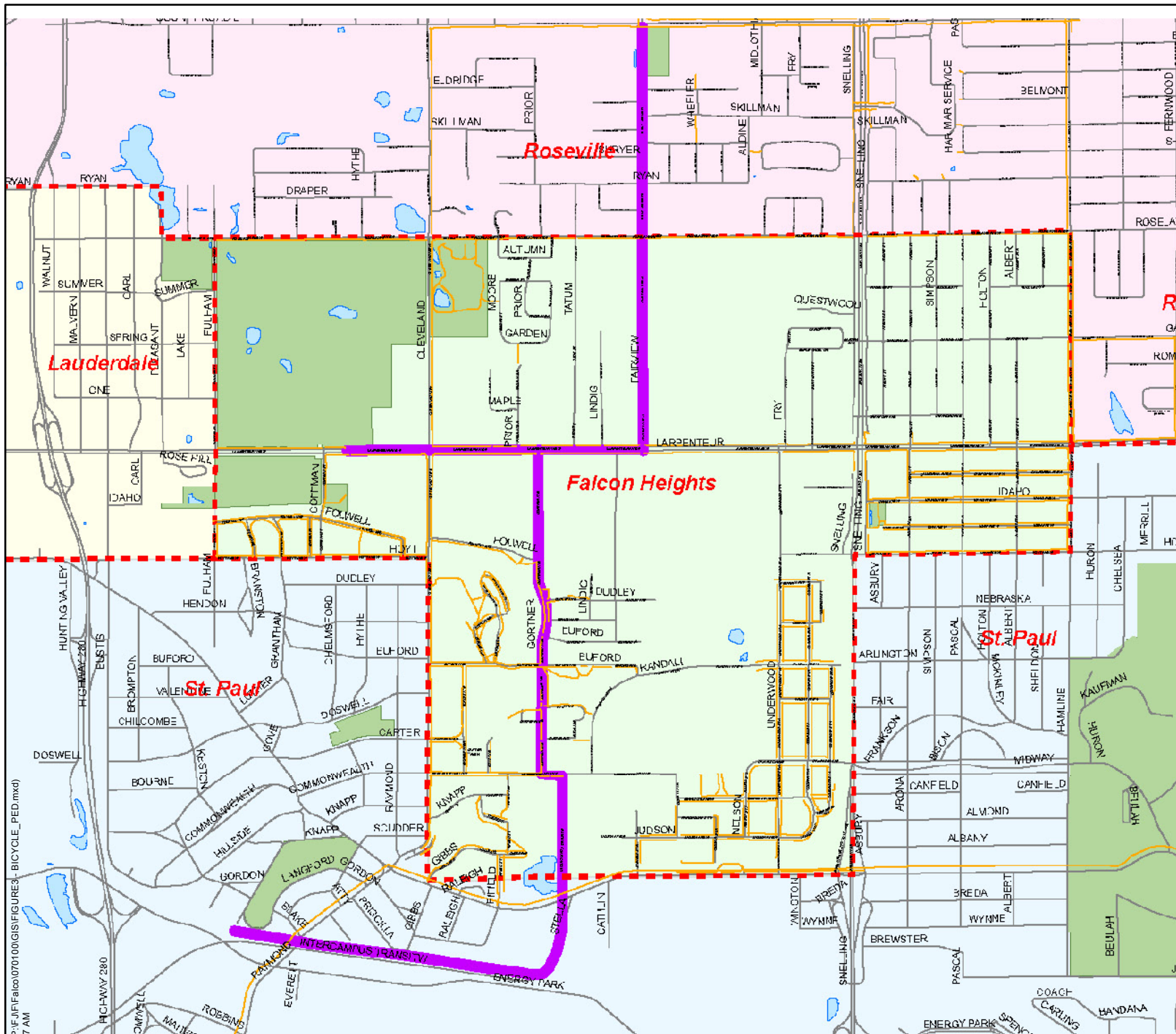
FIGURE 4



COMPREHENSIVE PLAN

LEGEND:

-  Existing Pathway
-  Roadway
-  Potential Bike/Pedestrian Route
-  City Boundary
-  Parks and Golf Courses
-  Water



NOT TO SCALE

PROPOSED BICYCLE AND PEDESTRIAN FACILITY PLAN

FIGURE 5



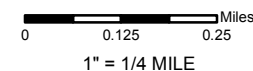
CITY OF FALCON HEIGHTS

COMPREHENSIVE PLAN

LEGEND

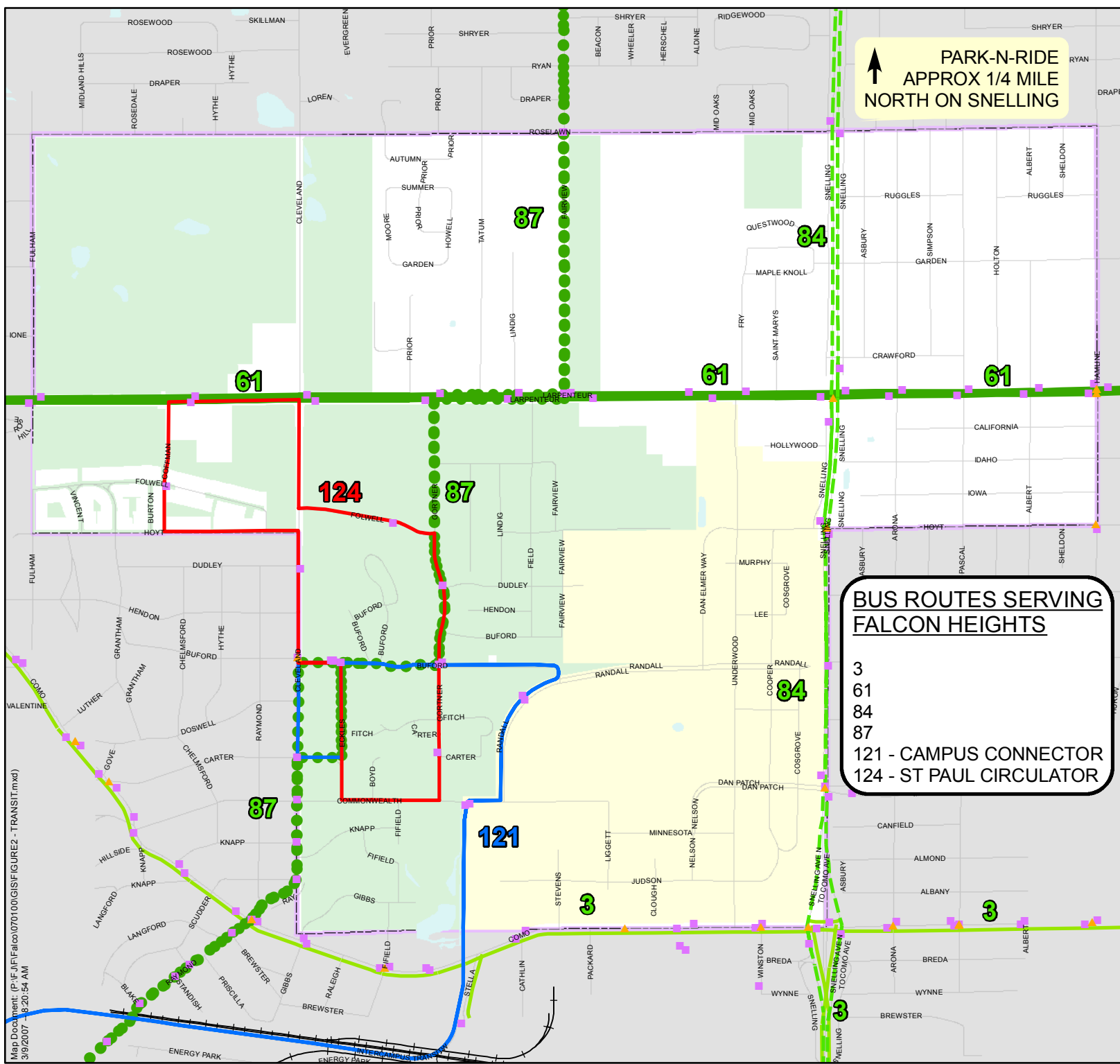
- METRO TRANSIT
- BUS ROUTE
- U OF M ROUTE
- CAMPUS CONNECTOR
- U OF M ROUTE
- ST PAUL CIRCULATOR
- BUS STOPS
- BUS SHELTERS
- U OF M PROPERTY
- STATE FAIRGROUND

SOURCE - METROGIS, RAMSEY COUNTY GIS



TRANSIT FACILITY MAP

FIGURE 6



↑
PARK-N-RIDE
 APPROX 1/4 MILE
 NORTH ON SNELLING

BUS ROUTES SERVING FALCON HEIGHTS

3
 61
 84
 87
 121 - CAMPUS CONNECTOR
 124 - ST PAUL CIRCULATOR

Map Document: P:\E\Falcon\070100\GIS\FIGURE2 - TRANSIT.mxd
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The City is investigating a potential bike/pedestrian route along Fairview Avenue, part of Larpenteur Avenue and south down Gortner Avenue. This route can be seen in Figure 5 on page 11. The bicycle and pedestrian trail network provides adequate accessibility to the transit corridors and transit facilities, which can be seen in Figure 6 on page 12.

2.3 Transit

2.3.1 Existing Transit Routes

The existing transit routes and facilities are shown in Figure 6 on page 12. Six bus routes currently serve the City, routes 3, 61, 84, 87, 121 (Campus Connector), and 124 (St. Paul Circulator).

2.3.2 Transit Market Area

The City is the Market II Transit Service Area. Market Area II has a moderate concentration of jobs, housing and activities. Typically Market Area II has a population density of 9-14.9 persons / acre augmented by contiguous High Transit Dependency areas. Typical service options in this market area are regular route locals, all day expresses, small vehicle circulators, special needs paratransit (ADA, seniors) and ridesharing. Area II has a primary emphasis on big bus / regular route service. The frequencies of service are typically 15-30 minutes or 30-60 minutes depending on land use patterns and time of day. The span of service is typically 12-20 hours per day, seven days a week. The access is typically spaced .5–1.0 miles apart with six to eight stops per mile.

2.3.3 Future Transit Facilities

The Central Corridor is an 11-mile Light Rail Transit (LRT) route planned between Minneapolis and St. Paul running along University Avenue. There is a planned stop at Snelling Avenue. Bus service connecting Falcon Heights, including the University of Minnesota and State Fair, will connect to the LRT stop at Snelling.

The Red Rock Corridor is a 30 mile transportation corridor starting in Hastings and running along Highway 61 and then west along I-94 through St Paul and then to Minneapolis. Planned stops are not defined at this time, but like the Central Corridor there would be stops that could be serviced to Falcon Heights via bus service.

2.4 Aviation

The nearest airports to Falcon Heights are the Anoka County (12 miles north) and Downtown St. Paul (9 miles southeast) reliever airports which provide general aviation access while reducing congestion at Minneapolis-St. Paul International Airport, which is 10 miles south of the City. Falcon Heights is not within the airspace protection zones of these facilities. The City will work as a contributing community with the Metropolitan Airports Commission. The City will monitor progress and participate as appropriate in the public process of improving the MSP International Airport.

3.0 Sanitary Sewer System

The City of Falcon Heights owns and maintains a sanitary sewer system. The City discharges all sanitary flows to the Metropolitan Council Environmental Services (MCES) interceptor system. The State Fair and University of Minnesota operate and maintain their own sanitary sewer system separate from the City's system. The City's sanitary sewer system facilities include:

- One small sanitary sewer lift station
- Forcemain associated with the lift station
- A network of gravity sewer piping and manholes

3.1 Existing Sanitary Sewer System

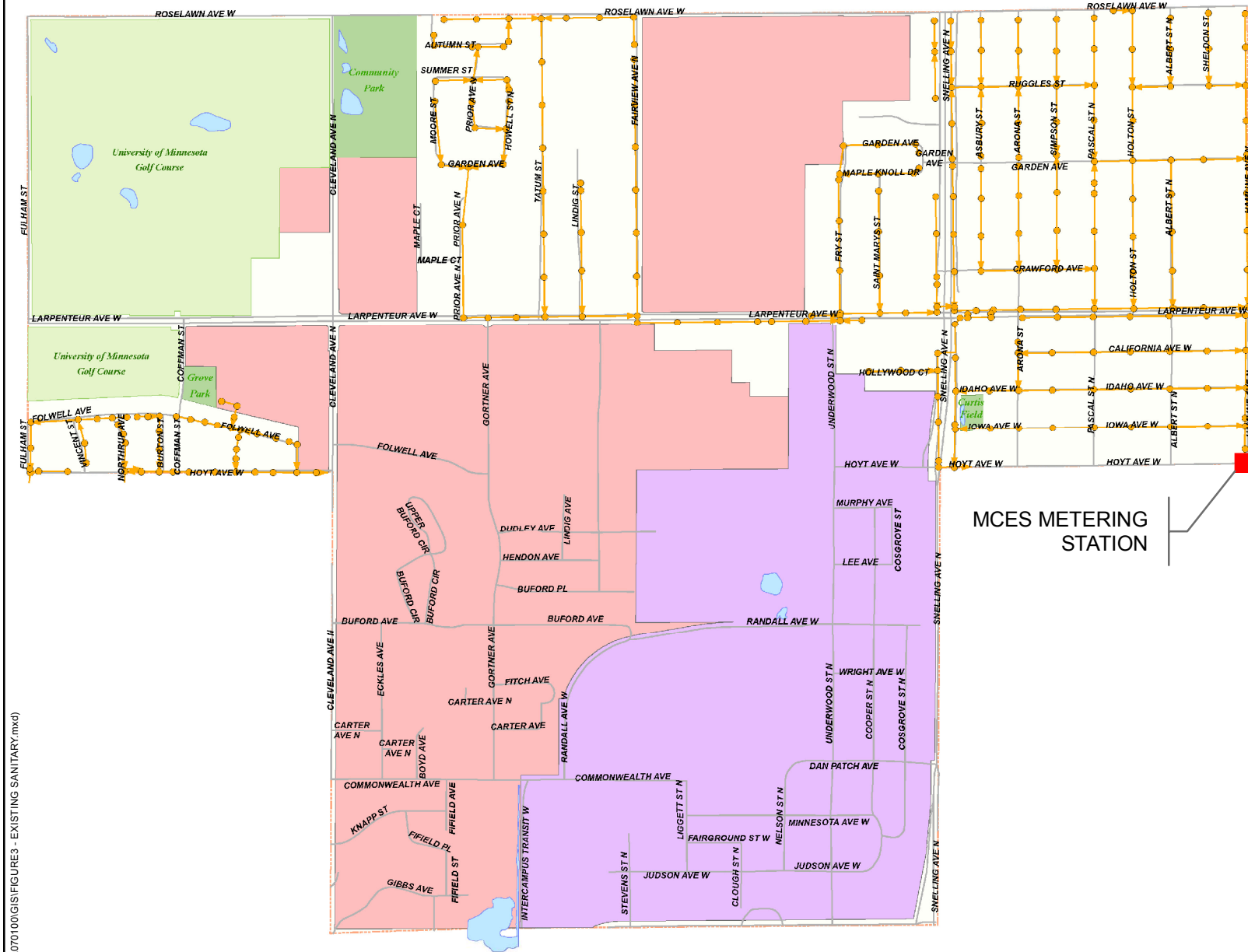
The City's sanitary sewer collection system has been in operation in excess of 50 years and consists of approximately 68,800 LF of gravity sewer. A lift station serves a small area near Larpenteur Avenue and Coffman Street. The existing sanitary sewer system facilities are illustrated on Figure 7, on the following page. This figure shows the City's existing collection and trunk sewer system. The extents of the existing sewer service area is not expected to increase through 2030.

The system is constructed of various pipe materials including vitrified clay pipe (VCP) and polyvinylchloride pipe (PVC). The collection system ranges in pipe size 8" to 18" in diameter.

Sewer flows generated in the City are collected and conveyed to number of discharge points into the St. Paul sanitary sewer system. A MCES metering station is located by the intersection of Hamline Avenue North and Hoyt Avenue West and measures sanitary sewer flow entering the MCES interceptor system. All other discharge points are estimated by MCES for billing purposes and are based on water consumption rates. In 2004 MCES re-evaluated this method to consider significant irrigation use by the Fairgrounds and university resulting in a lower and more accurate sewer flow entering the MCES system.





COMPREHENSIVE PLAN



MCES METERING STATION

LEGEND:

-  Contact State Fair
-  Contact University of MN
-  Sanitary Manhole
-  Sanitary Pipe

SOURCE - METROGIS, RAMSEY COUNTY GIS



NOT TO SCALE

EXISTING SANITARY SEWER SYSTEM

FIGURE 7

3.1.1 Existing Sanitary Sewer Condition

The evaluations provided in this report are based on field inspections, construction as-built drawings, and discussions with city staff. The condition of the sewer collection system was evaluated using previous closed circuit televised (CCTV) inspection records. The lift station was evaluated for pumping performance. A pump down test was performed at the site to estimate the pumping capacities. This data was then compared to the rated capacities. Based on this information, the lift station has the capacity to continue serving its area where it is located.

3.1.2 Sewer Flow Quantification

Projected flows for the sanitary sewer system were estimated using historical sanitary sewer flows and population projections provided by MCES. The amount of sanitary sewer measured by MCES in 2005 was recorded as 240.85 MG. The population of the City in 2005 was estimated by MCES to be 5800.

Table 2 summarizes the project sanitary sewer flows for the City for up to the year 2030.

Table 2 - Sanitary Sewer Flow Projections

Year	2010	2020	2030
Sewered Population	6,100	6,100	6,100
Sewered Households	2,350	2,400	2,500
Sewered Employment	3,900	4,050	4,200
Average Annual Wastewater Flow (MGD)	0.91	0.89	0.88
Allowable Peak Hourly Flow (MGD)	2.91	2.85	2.82

3.1.3 Existing and Potential Sanitary Sewer Related Issues

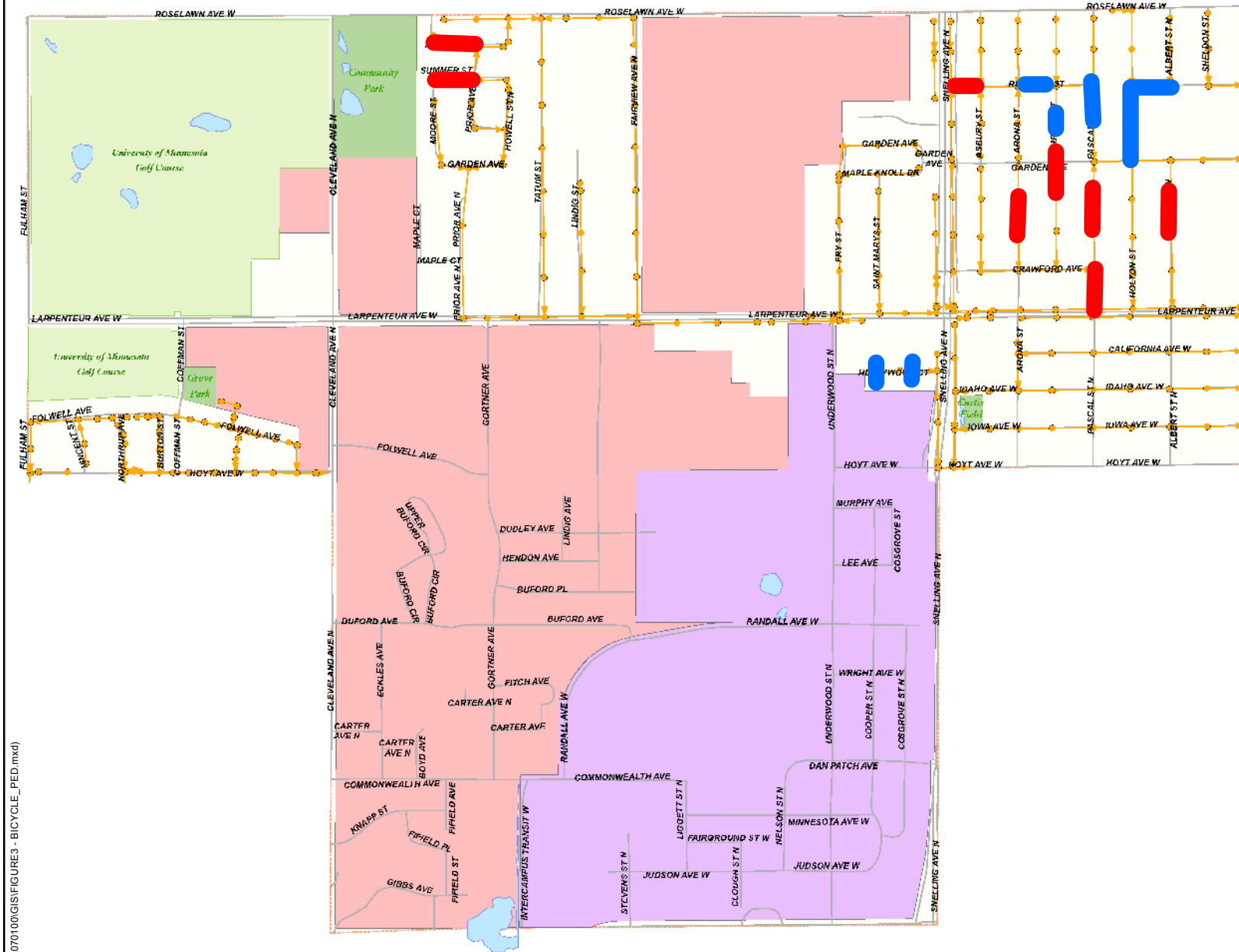
3.1.3.1 Sanitary Sewer Collection System

Previous CCTV inspection documents were reviewed to determine the condition of the sanitary sewer at the time of the inspections. It is possible that additional deficiencies exist in the system today would need to be addressed in the short-term. The City is currently televising the entire sanitary sewer collection system. This section should be updated following completion and review of data from the CCTV effort.







Deficiencies and defects identified include mid-segment sags in excess of 4-inches, offset pipe joints, and significant joint separation. These types of defects can severely impact the capacity and structural integrity of the collection system and should be addressed. The locations of these defects are shown in Figure 8, on the following page.



COMPREHENSIVE PLAN



LEGEND:

-  Contact State Fair
-  Contact University of MN
-  Sanitary Manhole
-  Sanitary Pipe
-  Reconstruct Sanitary Sewer
-  Rehabilitate Sanitary Sewer

SOURCE - METROGIS, RAMSEY COUNTY GIS



NOT TO SCALE

PROPOSED SHORT TERM SANITARY SEWER IMPROVEMENTS

FIGURE 8

While some of these types of defects can be resolved cost effectively using trenchless technology, the sever sags and offset joints should be corrected using conventional open trench methods and should be, if possible, coordinated with the City’s street reconstruction program.

3.1.3.2 Inflow and Infiltration Reduction

The City of Falcon Heights, like the majority of the communities in the metropolitan area, has spent considerable time and energy managing inflow and infiltration (I/I) within their sanitary sewer collection system. The Metropolitan Council Environmental Services (MCES) has implemented a surcharge program which is designed to encourage metro communities to reduce I/I entering their portion of the sanitary collection system. While the City has not exceeded the pre-determined maximum peak level established by MCES the City should continue it’s effort to minimize I/I and should prepare and implement an I/I reduction program.

The I/I reduction program would be used to isolate and prioritize sewer rehabilitation in the sanitary sewer collection system, both on the public and private side of the system. The City should continue with the cleaning and closed circuit television inspection, conducting a sewer rehabilitation program, including conducting follow-up inspections in neighborhoods with significant I/I potential, and develop a service lateral inspection and repair program.

4.0 Storm Water Management

4.1 Purpose of Storm Water Management Plan

The City has developed this Water Resources Management Plan (WRMP) section of the City’s Comprehensive Plan to meet regulatory requirements, and to plan for future alterations in the existing drainage system due to redevelopment activities. The City is within the Capitol Region Watershed District (CRWD), the Mississippi Watershed Management Organization, and the Rice Creek Watershed District (RCWD), as shown on Figure 9, on the following page. The CRWD completed its Stormwater Management Plan in 2000, and the RCWD completed its Water Resource Management Plan in 1997. Since the City is located entirely within two watershed districts that implement extensive surface water management programs, and the lack of surface water features within the City, the City wishes to use this section to serve as its local water plan.

The City will continue to work to ensure the City’s Goals and Policies and Development Standards are consistent with both Watershed Districts as the plans and rules are revised. Most of the City is located within the Capital Region Watershed District, and the City uses their plan and rules as a guide to implementing stormwater management policies within the City. The City is completely developed with a mix of commercial, residential, public, and open space uses. The public space consists of the University of Minnesota – St. Paul Campus and the State Fairgrounds.



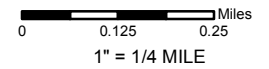
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Watershed Management Organizations

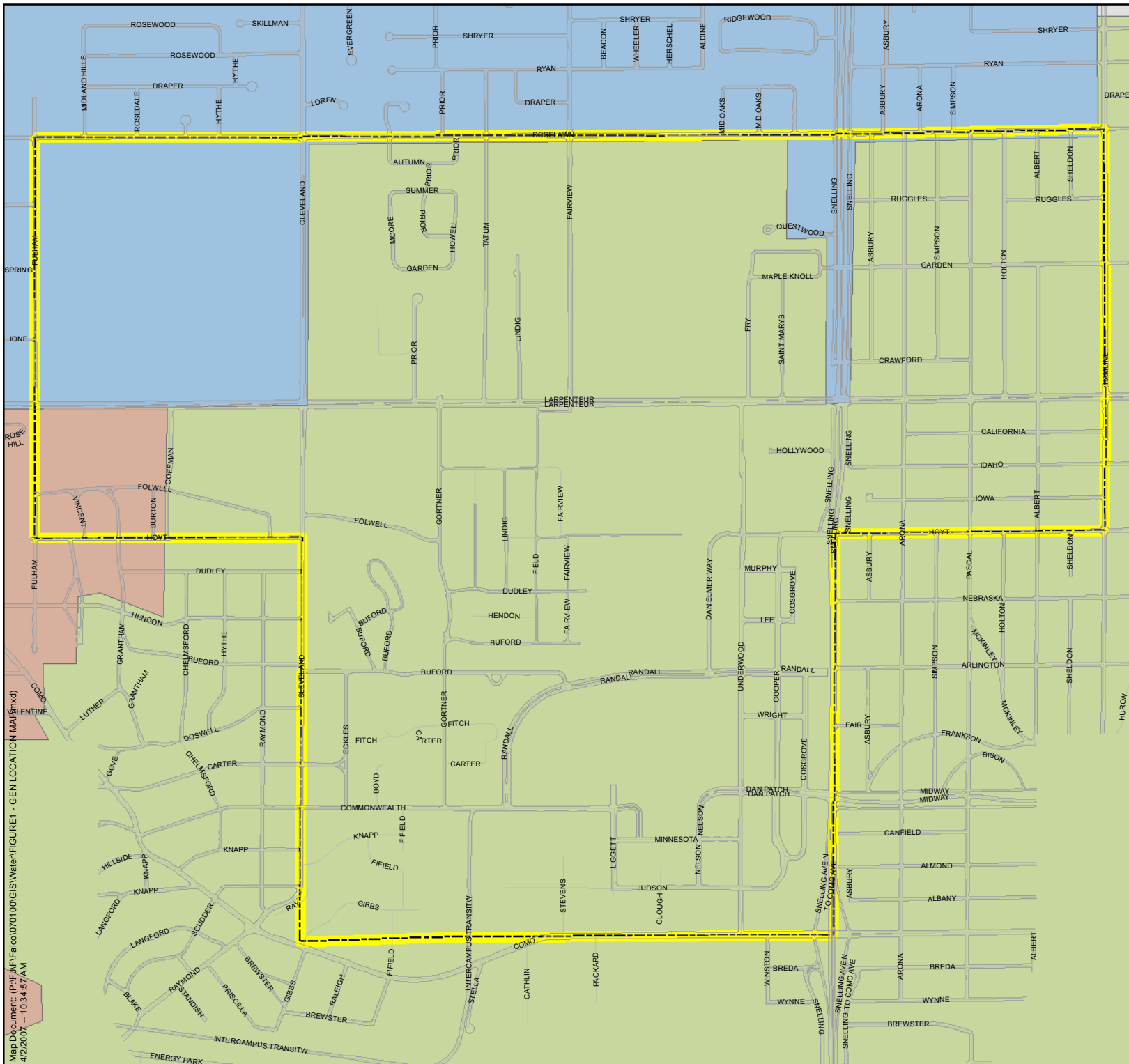
BWSR NAME

- MISSISSIPPI RIVER
- RICE CREEK
- CAPITOL REGION



WATERSHEDS

FIGURE 9



Map Document: P:\E\F\Falco\070100\GIS\Water\Figure1 - GEN LOCATION MAP.rxd
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4.2 Water Resource Management Agreements

Storm sewer maintenance agreements are in-place between the City and both MnDOT and Ramsey County.

The agreement with MnDOT is for the Snelling Avenue reconstruction project through Falcon Heights, and states that the City is responsible for storm sewer facilities located outside the Snelling Avenue rights-of-way. The City is therefore only responsible under this agreement for the Snelling Avenue East and West Frontage Road storm sewer systems and their connections to the Snelling Avenue trunk line.

The agreement with Ramsey County states that the City has a responsibility for maintaining the trunk storm sewer lines and connections from City storm sewer systems for all County Road segments throughout the City.

4.3 Land and Water Resources Inventory

The land and water resources inventory is a summary of information provided in the Capital Region Watershed District Plan and the Rice Creek Watershed District Plan.

4.3.1 Climate and Precipitation

The climate of the City of Falcon Heights is similar to the overall Seven County Metropolitan Area. The climate consists of fairly short summers with an average temperature of 70 degrees F, and snowfall covers much of the ground from late fall to early spring, with an average winter temperature of 17 degrees F. Average annual precipitation is 28.32 inches, including approximately 46 inches of snowfall.

30-year average temperature and precipitation for the Minneapolis-St. Paul Airport Weather Station are summarized in Table 3 on the following page. Data obtained within the CRWD Plan are available from the University of Minnesota – St. Paul Campus Weather Station and the Office of the State Climatologist.

Table 4, on the following page, illustrates the probability of a rainfall event occurring in any given year. The recurrence interval is a measure of the probability of occurrence of the storm event. For example, a rainfall event of 5.9 inches has a 1% probability of occurring in any given year which is expressed as once in every 100 years, the 3.6-inch rainfall event has a 20% probability of occurring in any given year, which is expressed as once in every five years.

Table 3 - Minneapolis-St. Paul Weather (30 Year Record)

Average Temperature and Precipitation

	Temperature (F)	Precipitation (in)
January	12.2	0.95
February	18.2	0.88
March	31.0	1.94
April	46.4	2.42
May	58.5	3.39
June	68.2	4.05
July	73.6	3.53
August	70.5	3.62
September	60.5	2.72
October	48.8	2.19
November	33.1	1.55
December	17.9	1.08
Year/Mean	44.8	28.32

Table 4 - Storm Events

Recurrence Interval	Probability of Exceedance(%)	24-hour Rainfall Amount (in)
1	100	2.4
2	50	2.8
5	20	3.6
10	10	4.2
25	4	4.8
50	2	5.3
100	1	5.9

Additional description of the climate of the area is provided in the CRWD Water Resources Management Plan.

4.3.2 Topography

The City of Falcon Heights is part of the Anoka Sand Plain. This is a glacial outwash plain and consists generally of fine sand with small depressions.

4.3.3 Geology

Geologic maps of the City area are published in the Geologic Atlas of Ramsey County, Minnesota (Minnesota Geological Survey, 1992).

The uppermost geologic formation is quaternary deposits. Figure II-1 in the CRWD Plan shows the extent of these deposits. The quaternary deposits are associated with the Des Moines Lobe (Grantsburg Sublobe) and Superior lobe of the Wisconsin Glaciation. In the District, these consist mainly of meltwater deposits. In the central portion of the watershed, quaternary deposits consist of meltwater stream sediment,

generally coarse sand with pebbles. As mentioned above, the Anoka Sand Plain extends into the northwest part of the District. In the north central and northeast portion of the watershed are deposits of till, consisting of loamy sand and clay.

Figure II-2 in the CRWD Plan shows the bedrock for the District. Bedrock geology in the City of Falcon Heights consists of Decorah Shale, which acts as a confining layer. The Decorah Shale is green calcareous shale with thin limestone interbeds.

The Platteville and Glenwood Formations underlie the Decorah Shale. The Platteville consists of fine-grained dolostone and limestone. The Glenwood consists of thin green sandy shale (3-5.5 feet thick).

4.3.4 Soils

The soils of the City of Falcon Heights are found in Figure 10 on the following page. The main soil classification groups are based on hydrologic features of the soils. Hydrologic soil groups are used to estimate runoff from precipitation. Vegetation, soils composition, and slope area are all used to determine the soils runoff potential. There are four hydrologic groups, Table 5, below, provides a summary of the four hydrologic soil groups.

Table 5 – Soil Classification

Hydrologic Group	Description
A	Soils having high infiltration rates when thoroughly wet (low runoff potential). Deep, well drained to excessively drained sand or gravelley sand.
B	Soils having a moderate infiltration rate when thoroughly wet. Moderately deep or deep, moderately well drained or well drained with moderately to moderately coarse texture.
C	Soils having a slow infiltration rate when thoroughly wet. Soils that have a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture.
D	Soils having very slow rates of infiltration when thoroughly wet (high runoff potential). Soils consists of clays with high shrink-swell potential, soils that have a permanent high water table, soils that have a claypan or clay layer at or near the surface and soils that are shallow over nearly impervious materials.
Urban Land	Areas of development that are covered by asphalt, concrete, and buildings.

Data from SCS, 1977.



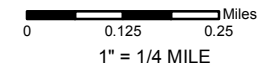
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Legend

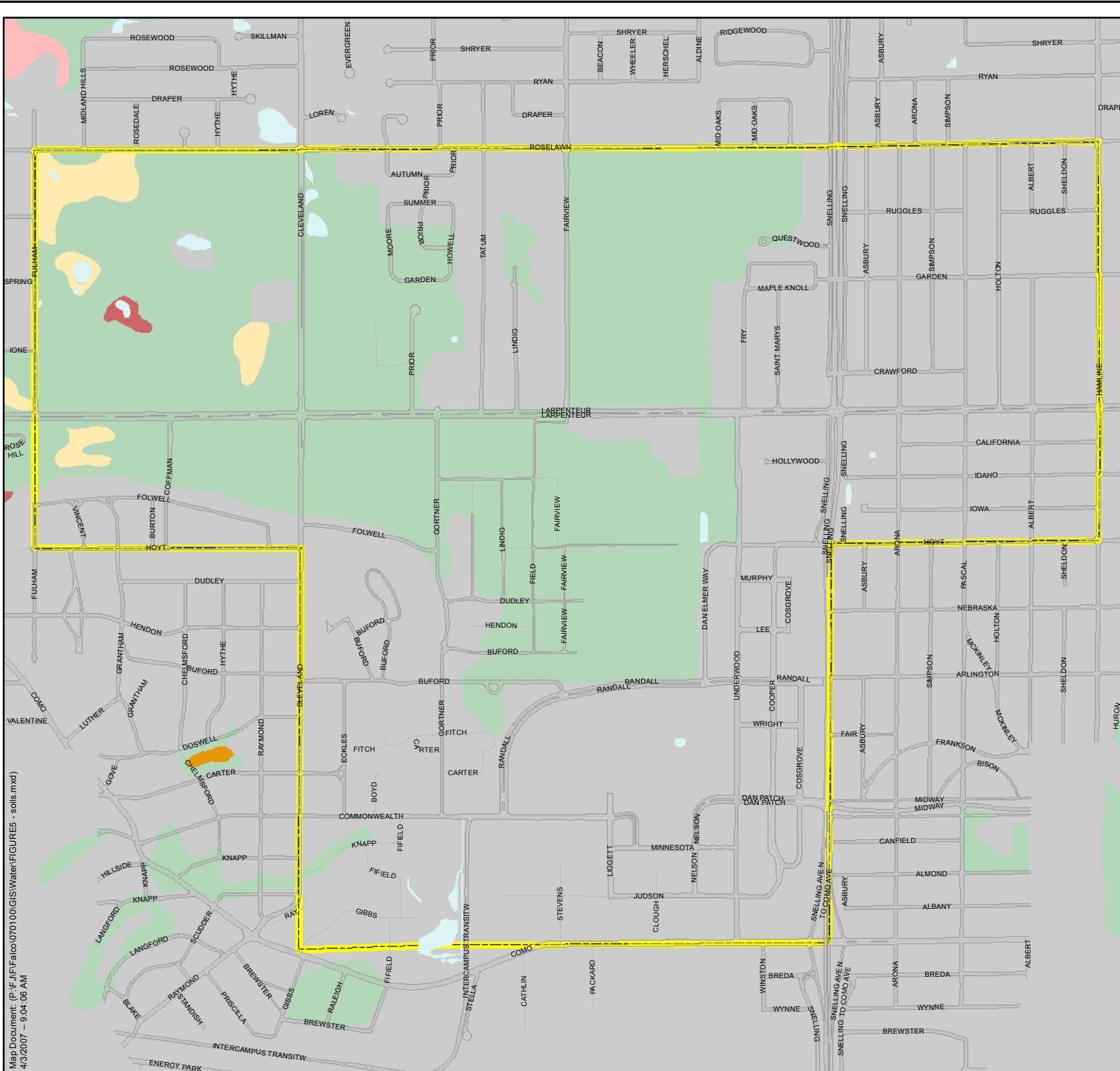
Ramsey County Soils Hydrological Group

- A
- A/D
- B
- B/D
- C
- C/D
- Urban Land



SOILS MAP

FIGURE 10



4.3.5 Groundwater

Groundwater needs protection because it is a source of drinking water for the metropolitan area. The Ramsey County Soil and Water Conservation District has written two documents for the County that describe both the status of groundwater in the county as well as the anticipated role of each local government in the protection of groundwater resources.

Ramsey County adopted the Groundwater Quality Protection Plan in May 1996. This plan outlines the roles and responsibilities of county and local governments, including watershed management organizations, in groundwater management in the County. The main responsibility assigned to the WMO (now the CRWD) is to adopt the County plan and amend or incorporate this plan into the CRWD Watershed Management Plan. There are several recommendations outlined in the county plan that include participation in wellhead protection programs, sensitive geologic area programs, well sealing programs, and aquifer protection programs.

Ramsey County also conducted a Well and Contamination Source Inventory in March 1996. This report's purpose is to show locations of wells in Ramsey County that are active, and those wells that are inactive and unsealed. The CRWD has 18 public water supply wells, approximately 850 active wells, and over 11,000 inactive and unsealed wells. The report also includes information on known sources of contamination from hazardous waste generators and sites, landfills, leaking tanks, above and below ground storage tanks, and old dump sites. There is also information on Superfund sites, Brownfields, Voluntary Investigation and Clean-up (VIC) sites, Toxic Release Inventory (TRI), and the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS).

4.3.6 Surface Water Resources

There are no lakes located within the City of Falcon Heights, but a portion of the storm water runoff from the City discharges to Como Lake. Most of the City's stormwater is conveyed through the City by an existing storm sewer system.

There is one Minnesota Department of Natural Resources (MNDNR) Protected Waters and Wetland (MNDNR No. 62-223W) within the City as shown in Figure 11 on page 26. There are a few storm water ponds in the City that also provide water quality and quantity protection. The City's existing storm sewer is shown in Figure 12 on page 27.

4.3.7 Hydrology

The City of Falcon Heights is a highly urbanized area. A significant portion of the City that the City has jurisdiction over is impervious and an extensive series of pipes is in place to collect and to convey storm water downstream. The University of Minnesota owns a golf course and agricultural land within the City, but the City does not have jurisdiction over these areas. The conveyance system in the City is mostly man-

made. The City is divided into two subwatersheds within the CRWD. The northeast portion of the City discharges to the Como Lake subwatershed, and the central and western portions of the City discharge to the St. Anthony Park subwatershed. A small portion of the north part of the City discharges to the Rice Creek Watershed District. All subwatersheds within the CRWD ultimately discharge to the Mississippi River. The subwatersheds in the RCWD discharge to Rice Creek, which ultimately discharges to the Mississippi River.

4.3.8 Land Use

There are two large state owned lands within the City of Falcon Heights: State Fairgrounds and University of Minnesota – St. Paul Campus. The CRWD has summarized the existing storm water systems for both properties. Figure 13 on page 28 provides the current Land Use Map.

4.3.8.1 State Fairgrounds

Stormwater drainage from most of the Fairgrounds property flows to the University of Minnesota-St. Paul Campus. The storm sewer system for the exhibit area in the south and east portions of the Fairgrounds discharges to a 42-inch pipe connected to an open ditch on University property at a point south of Commonwealth Avenue and north of Como Avenue. The north and west portions of the Fairgrounds, mainly parking lots and a portion of Machinery Hill, flows to pastureland on University property. A storm water detention basin south of Larpenteur Avenue receives flow from two large, unpaved Fairgrounds parking lots and a portion of Larpenteur Avenue. As part of reconstruction of a section of Larpenteur Avenue in 1998, roadside ditches were replaced by a piped outlet to the Fairgrounds basin. During the project, additional basin excavation was completed. Pond size and outlet characteristics are available from Ramsey County Public Works. The flow from Larpenteur drains a total of 123 acres, which also includes runoff from the University agricultural fields north of Larpenteur and east of Fairview as well as other city runoff. Outflow from the basin enters a ditch to the University Animal Science pastureland. Water infiltrates in the pastureland over time. Very high water conditions (not reported by Fairgrounds staff) would result in surface runoff down Randall Avenue to the ditch south of Commonwealth referenced above.

At the request of the MPCA, the Fairgrounds initiated a multi-year combined sewer separation program in 1995. All of the animal exhibit buildings were separated early in the program. The sewer separation program was completed in 2002. Two additional areas have been identified since 2002 and are scheduled to be completed in 2007.



CITY OF
FALCON HEIGHTS

COMPREHENSIVE PLAN

LEGEND

 DNR P.W.I.

0 0.125 0.25 Miles
1" = 1/4 MILE



DNR PROTECTED
WATERS INVENTORY

FIGURE 11








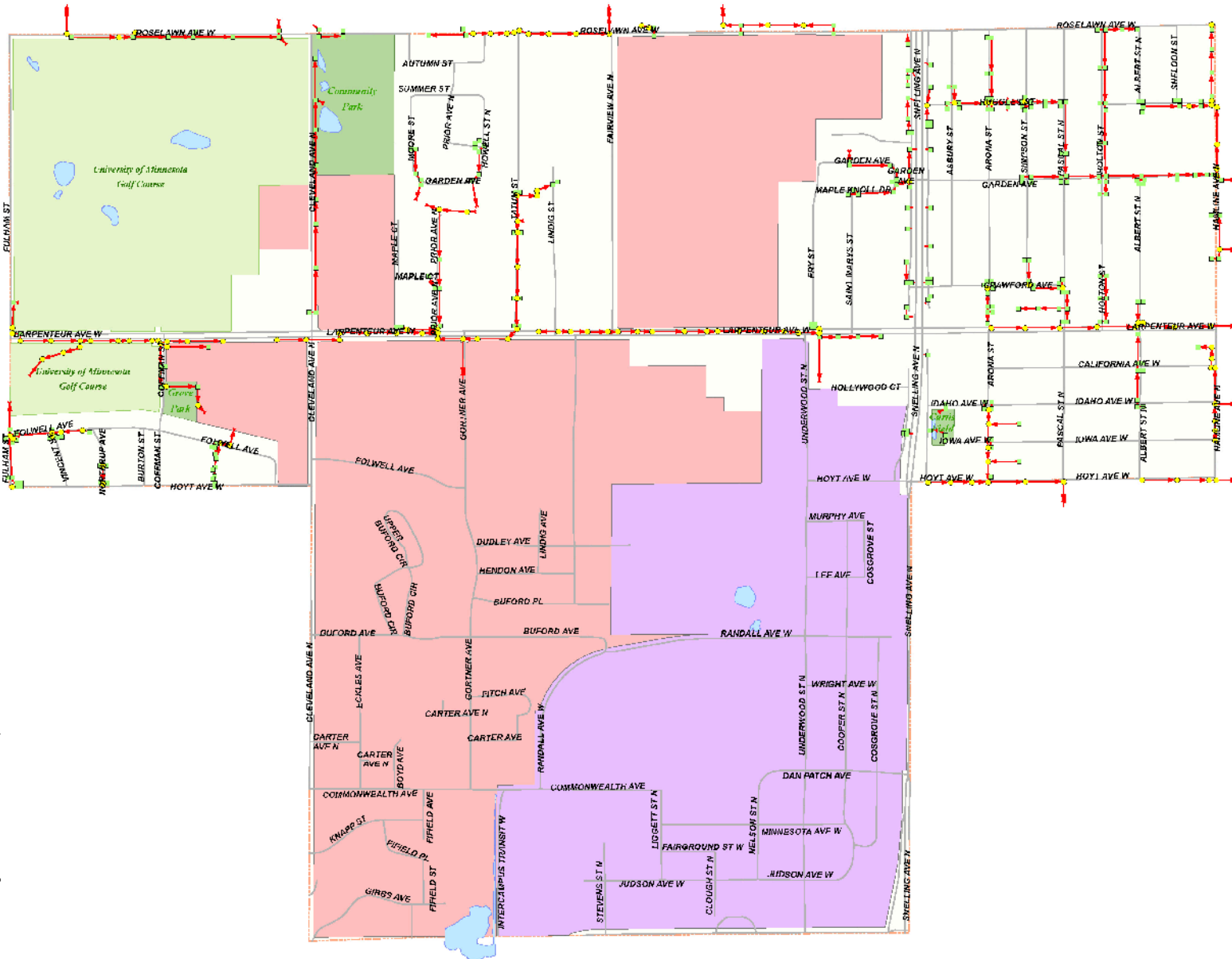
Map Document: P:\E\F\Falco\070100\GIS\Water\FIGURE11 - GEN LOCATION MAP (Print).xd
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COMPREHENSIVE PLAN

LEGEND:

-  Contact State Fair
-  Contact University of MN
-  Catch Basin
-  Storm Manhole
-  Storm Pipe



Map Document: P:\E (Falcon)\070100\GIS\Water\Figure 6 EXISTING STORM.mxd
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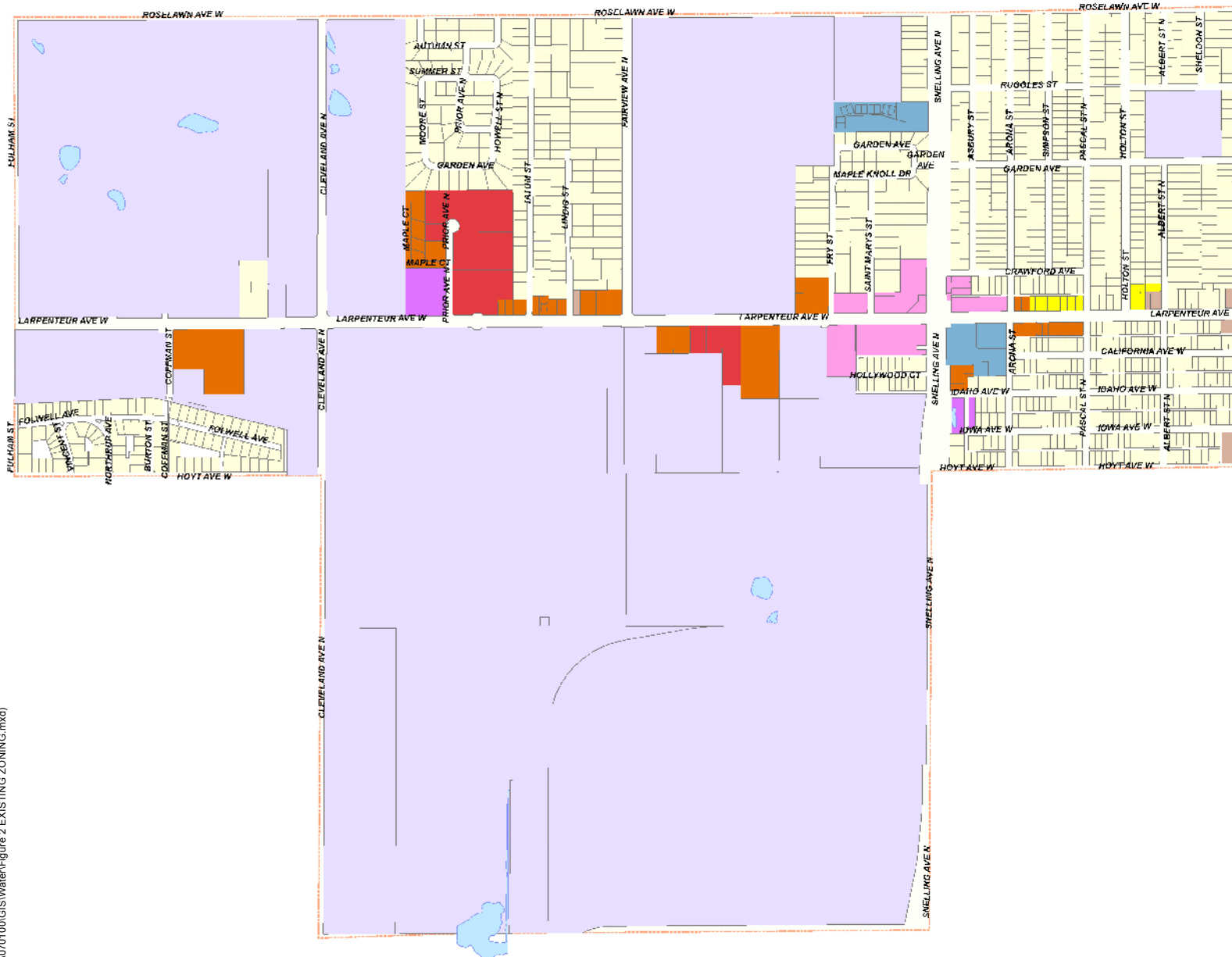
NOT TO SCALE

EXISTING STORM SEWER

FIGURE 12



COMPREHENSIVE PLAN



LEGEND:

- B1- Neighborhood Convenience Business
- B2- Limited Business
- B3- Snelling/Larpenteur Business District
- P1- Public Land
- P1/R1- Public Land, Reverts to Single Family
- PUD- Planned Unit Development
- R1- Single Family
- R2- Two Family
- R4- Medium Density Multiple Family and Townhouses



NOT TO SCALE

EXISTING LANDUSE

FIGURE 13

4.3.8.2 University of Minnesota-St. Paul Campus

Drainage from University property south of Larpenteur Avenue flows to a DNR Protected wetland located in the southeast corner of the campus. The agricultural fields have an extensive drainage tile system which is connected to the University storm sewer system. Piped flow from Falcon Heights crosses Larpenteur Avenue at Gortner Avenue and joins the University storm sewer system at Folwell Avenue. An agreement was executed in the 1980's between the City of Falcon Heights and the University related to these flows. The pipe system from the northern portion of the campus (discussed above) outlets to the open ditch at Commonwealth Avenue, which also receives the flow from the Fairgrounds. University staff indicates that a parking lot near this junction is flooded following larger storm events. The University wetland outlets to the Saint Anthony Tunnel system.

4.3.9 Existing and Potential Water Resource-Related Issues

4.3.9.1 Como Lake

Part of the storm water runoff from the City discharges to Gottfried's Pit, which is located upstream of Como Lake and has a pumped outlet to Como Lake. The CRWD has defined an Issue Statement for Como Lake. The key issues the District wishes to resolve include:

- Articulate the importance of Como Lake to the Community and the District.
- Define a vision for Como Lake that includes economic, political, and social considerations. Public and agency input and evaluation is not currently coordinated. There is a need to develop realistic expectations based on currently best available science.
- Evaluate available data for Como Lake to determine how best to address and manage stormwater pollutant loads to Como Lake.
- Develop a clear public education and information program to serve as a link in establishing a realistic public expectation for the Lake and promote implementation of citizen-based activities to protect Como Lake.
- Encourage implementation of housekeeping BMP's by citizens, cities, county, and agencies within the watershed of Como Lake.
- Consider the costs relative to improvements of the quality of Como Lake beyond that accomplished under the EPA Clean Lakes projects implemented by Ramsey County in the 1980's.

4.3.9.2 Trout Brook Stormwater System

Como Lake discharges to the Trout Brook Stormwater System, which carries the stormwater flow from several communities within the CRWD, including Falcon Heights. The CRWD has defined an Issue Statement for the Trout Brook Stormwater System. The key issues that are associated with this system that make it a relevant matter include:

- The interceptor is an important piece of storm water

infrastructure that carries intercommunity flows from St. Paul, Maplewood, Falcon Heights, and Roseville.

- Much of the interceptor is fairly old and likely in need of maintenance and repairs in the near future.
- There is no other governmental entity willing to take responsibility for the interceptor at this time.
- The financial implications of assuming ownership, in the context that ownership of the system may be transferred to the CRWD from the Metropolitan Council and the City of St. Paul under conditions satisfactory to the CRWD Board of Managers.

4.3.9.3 Urban Redevelopment and the Utilization of Urban Best Management Practices and retrofitting

Urban redevelopment in the City of Falcon Heights offers an opportunity to develop green spaces, preserve and restore historical natural resources, and provide for environmentally sensitive urban planning approaches. Often redevelopment projects have potential water quantity and quality components that can provide environmental and amenities to the site. Retrofitting and using BMPs in redevelopment is one of the main opportunities to improve water quality at sites. The CRWD and RCWD require the use of BMPs on development and redevelopment sites, and also encourage infiltration practices where feasible.

4.3.9.4 Wetland Restoration and Protection

The CRWD has also defined an Issue Statement for wetland restoration and protection. According to the Issue Statement, the CRWD could address the following items regarding wetlands:

- Identification of the wetland functions and values within the watershed. This information is critical to the planning process.
- Identify priority waterbodies such as lakes or large wetlands and wetlands tributary to District lakes.
- Identify opportunities for wetland restoration or improvement projects.
- Improve wetland habitat of the wetlands within the watershed that are severely degraded due to non-native vegetation.
- Educate watershed community on the functions and values of wetlands in the urban setting.

4.3.9.5 Curtiss Field Pond

Curtiss Field pond is located within a park in the City of Falcon Heights. The pond is designed as an infiltration basin and adequately handles normal to slightly higher rainfalls, but excessive rainfalls can result in flooding of the neighboring park. The City has identified flooding problems with this pond, and should review the issue further.

5.0 Goals and Policies

5.1 Transportation System

This section provides recommended goals and policies for the City's Transportation Plan.

5.1.1 Highways and Roadways

5.1.1.1 Highway and Roadway Goals

- To promote safety on all streets.
- To avoid unnecessary street congestion and the resulting negative effects on air quality.
- To develop and maintain efficient hierarchy of streets to move larger volumes of traffic safely on relatively few through streets and discourage high volumes of traffic on residential streets.
- To maintain the transportation infrastructure of the City.

5.1.1.2 Highway and Roadway Policies

- Coordinate all City street planning and design with County, Metropolitan and State agencies.
- Require adequately spaced driveways along arterial streets when access cannot be limited to cross streets.
- Maintain roadbeds and curb and gutter on City Streets.
- Prevent parking on residential lots (other than driveways) especially during State Fair activities.
- Enhance the appearance and image of major roadway entry points to the City.

5.1.1.3 Right of Way Preservation

The City is responsible for identifying and preserving right-of-way for transportation uses such as roads, transit, bikeways and walkways.

Below are some techniques to identify and preserve right of way:

- Prepare an Official Map for corridors planned for expansion
- Possible early acquisition of properties prior to environmental study, as specified in the Transportation Efficiency Act (TEA-21)
- Purchase of development rights
- Purchase options
- Letters of agreement with developers
- Right of first refusal
- Donations of property
- Contributions, exchanges of property
- Access management
- Use of local government land use tools

5.1.2 Bicycle and Pedestrian Plan

5.1.2.1 Trails Goals

- To provide an interconnected park and open space system that provides pedestrian and bicycle linkages throughout the City.
- Continue coordination between the University of Minnesota and the City regarding the trail network.

5.1.2.2 Parks and Trails Policy

- Build trails as an integral part of the upgrading of collector and arterial streets.

5.1.3 Transit

5.1.3.1 Public Transit Goals

- To improve the quality of and increase the emphasis on public transit, non-motorized and pedestrian travel.
- To encourage planning and design that increases and complements transit use.

5.1.3.2 Public Transit Policies

- Continue to work with the Metropolitan Council to determine future transit services consistent with the City's transit market area and its associated service standards and strategies.
- Reduce overall travel demand by cooperating with the University of Minnesota in developing a Travel Demand Management (TDM) strategy and encouraging programs that provide alternatives to single occupant automobiles.
- Evaluate the need for and the location of transit services in conjunction with surrounding communities.
- Coordinate public transit with all transit planning and delivery agencies to improve transit services (MTC, RTB, Ramsey County Regional Railroad Authority).
- Continue to coordinate with the County Regional Railroad Authority in the implementation of LRT plans.

5.1.4 Aviation

5.1.4.1 Aviation Goals

- To protect the City's airspace from vertical obstructions that could impede air traffic.
- To regulate and ensure the compatibility of land use with aviation.

5.1.4.2 Aviation Policies

- Require that heliports comply with the licensing requirements of MnDOT, the approach and altitude standards established by the FAA and the noise standards established by the MPCA as requirements of Conditional Use Permit Approval.
- Require that no tall towers (obstructions over 500 feet tall) be built within the City.
- Monitor the progress and participate, as appropriate, in the public process of enhancing or replacing MSP International Airport.

5.2 Sanitary Sewer System

This section provides recommended goals and policies for the City's Sanitary Sewer System.

- 5.2.1 Maintain Operational Efficiency**
- 5.2.1.1 Maintain Operational Efficiency Policies
 - Initiate reconstruction or rehabilitation program for sanitary sewer to repair or replace segments of system in distressed condition or determined to be over capacity.
 - Initiate and continue a closed circuit television (CCTV) inspection program to provide updated condition observations of the collection system at a minimum of every five years.
 - Complete annual inspections and cleaning of lift station.

- 5.2.2 Inflow and Infiltration**
- 5.2.2.1 Inflow and Infiltration Reduction Plan Policies
 - The City should implement an I/I reduction program to isolate and prioritize sewer rehabilitation in their sanitary sewer collection system.

5.3 Sanitary Sewer System Recommended Improvements

This section discusses recommended improvements to address existing sanitary sewer system deficiencies. The improvements are shown in Figure 8 and are summarized below. This section should be updated following the completion and review of data from the City’s current CCTV effort.

5.3.1 Correction of Deficiencies

5.3.1.1 Pipe Settlement
 Review of CCTV video footage has revealed a number of pipe settlements in excess of 4-inches. The dip that is created by these settlements cause low velocities and sedimentation of solids which results in on-going sewer maintenance problems. These pipe segments are difficult to repair without removing and replacing the settled sections of pipe. It is recommended that the entire segment from manhole to manhole be replaced for each settled location identified. If possible, the timing of these improvements should be incorporated into the City’s street reconstruction program.

5.3.1.2 Root Intrusion
 The review of CCTV video footage also revealed a significant amount root intrusion in the sanitary sewer system. Roots can cause flow restrictions and require continuous sewer monitoring and maintenance. It is recommended that the City implement an on-going sewer rehabilitation program to address this problem. The program would include rehabilitation of the sanitary sewer using trenchless methods for sections identified through CCTV inspections.

5.3.2 CCTV Inspection

It is recommended that the City implement a CCTV inspection program for the sanitary sewer collection system. This program will allow the City to monitor the system and respond to problems in a proactive manner.

5.3.3 Capital Improvement Plan

This section summarizes the recommended sanitary sewer system improvements and presents a capital improvements plan that prioritizes the improvements and provides a schedule for the timing of implementation. Budget cost estimates are also summarized. Budget cost estimates are based on 2007 dollars and adjusted annually at 3%.

Table 6
Cost Estimates for Short-range Sanitary Sewer Improvements (0-5 years)

Project	Estimated Cost
CCTV Sanitary Sewer Inspection*	\$60,000
Reconstruct Sanitary Sewer**	\$275,000
Rehabilitate Sanitary Sewer***	\$310,000

*Includes CCTV of entire city in 2007

**Includes all segments shown in Figure 8

***Assumes 10% of sanitary sewer to be rehabilitated every CCTV cycle.

Table 7
Cost Estimates for Medium -range Sanitary Sewer Improvements (5-10 years)

Project	Estimated Cost
CCTV Sanitary Sewer Inspection*	\$134,000
Rehabilitation of Sanitary Sewer**	\$385,000

*Includes CCTV of entire city in 2012 & 2017

**Assumes 10% of sanitary sewer to be rehabilitated every CCTV cycle.

Table 8
Cost Estimates for Long-range Sanitary Sewer System Improvements (10-20+ years)

Project	Estimated Cost
CCTV Sanitary Sewer Inspection*	\$152,000
Rehabilitation of Sanitary Sewer**	\$720,000

*Includes CCTV of entire city in 2022 & 2029

**Assumes 10% of sanitary sewer to be rehabilitated every CCTV cycle.

5.4 Storm Water Management

This section provides recommended goals and policies for the City’s Storm Water Management Plan. The City of Falcon Heights will reference and adopt the Capitol Region Watershed District’s goals and policies that are applicable to the City. These goals and policies are consistent with the Rice Creek Watershed District’s goals and policies.

5.4.1 Intergovernmental Cooperation

5.4.1.1 Intergovernmental Cooperation Goals

Coordinate with the CRWD and RCWD to pursue partnerships to provide effective, efficient and consistent water management activities.

5.4.1.2 Intergovernmental Cooperation Policies
Policies WM1a and WM1b: Participate in CRWD and RCWD water management forum(s) and committees.

Policy WM1c: Coordinate preparation and updates of local water management plan and regulatory programs with CRWD and RCWD.

5.4.2 Integrated Resource Management

5.4.2.1 Integrated Resource Management Goals

When planning and implementing water resource management activities, evaluate the effects on other natural resources and strive for a balanced approach.

5.4.2.2 Integrated Resource Management Policies

Policies WM2a and WM2b: Coordinate and cooperate with the CRWD and RCWD when establishing unique and high value natural resources associated with water resources. Coordinate with CRWD and RCWD when identifying water resources related projects in the City's Capital Improvement Plan (CIP).

5.4.3 Financing

5.4.3.1 Financing Goals

Utilize long-term planning, education and partnerships to minimize capital expenditures to address water resource management issues.

5.4.3.2 Financing Policies

Policy WM3a: Utilize appropriate financing mechanisms for the finance of capital improvements to the storm water system in Falcon Heights.

5.4.4 Water Body Management

5.4.4.1 Water Body Management Policies

Policy WQUAL1a: Cooperate with the CRWD to establish water quality standards for the wetlands within the CRWD and the City of Falcon Heights.

Policy WQUAL1b: Cooperate with the CRWD to establish target pollutant loads for subwatersheds within the City.

Policy WQUAL1e: Cooperate with the CRWD to set performance standards for the management of aquatic and terrestrial habitats within and adjacent to water bodies. Standards shall maximize the recreational opportunities as well as fish and wildlife habitat.

Policy WQUAL1g: Fulfill NPDES permit requirements for City owned storm sewers.

5.4.5 Non-Point Source Reduction

5.4.5.1 Non-Point Source Reduction Goals

Reduce non-point source pollution loads to City water bodies.

5.4.5.2 Non-Point Source Reduction Policies

Policy WQUAL2a: Require adherence to the Ramsey County Soil Erosion and Sediment Control Handbook for all construction sites within the District. Revise Storm Water Ordinance to reference this handbook.

Policy WQUAL2d: Require on-site detention basins or alternative effective BMPs on all new development sites and redevelopment sites as required by the City’s Storm Water Ordinance.

Policy WQUAL 2e: Require NURP or similar criteria for wet detention ponds.

Policy WQUAL2f: Require the use of effective nonpoint source pollution reduction BMPs in development projects.

Policy WQUAL 2h: Create and provide education to residents and business on nutrient reduction, sediment reduction and other sources of non-point source pollution, as consistent with City’s MS4 Permit.

5.4.6 Retrofitting Existing Systems and BMPs

5.4.6.1 Retrofitting Existing Systems and BMPs Goals

Require retrofitting of existing storm water management facilities and BMPs where necessary to achieve the CRWD’s water quality standards.

5.4.6.2 Retrofitting Existing Systems and BMPs Policies

Policy WQUAL3a: Look for retrofitting opportunities with public improvement projects.

Policy WQUAL3b: Incorporate the use of BMPs in redevelopment initiatives.

Policy WQUAL3d: Inspect and maintain all components of the storm water management system.

5.4.7 Flood Control

5.4.7.1 Flood Control Goals

Preserve existing flood levels on City water bodies at or below the 100-year flood elevations.

5.4.7.2 Flood Control Policies

Policy WQUAN1b: Restrict the construction of structures within the 100-year flood elevation of water bodies within the City.

Policy WQUAN1c: Require water quantity control practices on all new development and redevelopment to preserve existing 100-year elevation.

Policy WQUAN1d: Evaluate the feasibility of retrofitting existing storm water management systems to achieve water quantity standards.

Policy WQUAN1e: Inspect and maintain City owned storm sewers.

5.4.8 Runoff Rate Control

5.4.8.1 Runoff Rate Control Goals

Reduce runoff rates to levels that allow for stable conveyance of flow throughout the water resources of the City.

5.4.8.2 Runoff Rate Control Policies

Policy WQUAN2a: Require rate control practices on all new development and redevelopment to maintain existing runoff rates for the 2-, 10-, and 100-year storm events.

Policy WQUAN2b: Protect the stability and integrity of City managed conveyance systems.

Policy WQUAN2c: Create and provide education to residents, community groups, redevelopment planners and project designers on the importance of rate control, as consistent with the City’s education component of the MS4 Permit.

Policy WQUAN2d: Create and provide education to contractors on proper BMP installation, as consistent with the MS4 Permit.

5.4.9 Protection of Existing Wetlands

5.4.9.1 Protection of Existing Wetlands Goals

Coordinate wetlands management with CRWD and RCWD standards and requirements.

5.4.10 Groundwater Protection

5.4.10.1 Groundwater Protection Goals

Protect groundwater resources and recharge areas consistent with the responsibilities identified in the Ramsey County Groundwater Quality Protection Plan.

5.4.10.2 Groundwater Protection Policies

Policy GWQP1a: Adopt the Ramsey County Groundwater Quality Protection Plan.

Policy GWQP1b: Work with CRWD and county to develop policies that encourage groundwater recharge and discourage over-pumping of aquifers.

5.4.11 Infiltration

5.4.11.1 Infiltration Goals

Encourage the infiltration of properly treated surface water into the groundwater system, where appropriate.

5.4.11.2 Infiltration Policies
Policy GWQP2a: Incorporate infiltration techniques into City storm water management projects.

Policy GWQP2b: Encourage infiltration on development and redevelopment sites in the District.

5.4.12 Stewardship

5.4.12.1 Stewardship Goals

Cooperate and coordinate with the CRWD to implement ‘Major Area VI – Stewardship’ of the CRWD Water Resources Management Plan.

5.5 Storm Water Management Plan Implementation

5.5.1 Implementation Priorities and Cost

The implementation plan includes information on plan amendments and financing alternatives. At this time the City does not have any storm water issues included in their capital improvement plan. The City will continue to cooperate and coordinate capital improvement projects with the Capitol Region and the Rice Creek Watershed Districts as the Districts add projects within the City to their Plans. At this time no specific projects have been identified in their Plans.

Paying for water management projects and administrative activities has become more complex in recent years. In the past, special assessments against benefited properties financed most of the necessary improvements. However, the financial options have broadened considerably. The question is, which method(s) best suits the needs of the City. The major categories of funding sources are: Ad Valorem Taxes; Special Assessments; Storm Water Utility; and Grants as summarized below.

- *Ad Valorem Tax*
- *Special Assessments*
- *Trunk Storm Sewer/Development Fees*

5.5.2 Amendment Procedures

The Falcon Heights WRMP is intended to extend through the year 2017. For the plan to remain dynamic a means must be available to implement new information, ideas, methods, standards and management Amendment proposals can be requested any time by any person or persons either residing or having business within the City.

5.5.2.1 Request for Amendments

Written requests for plan amendment are submitted to the City staff. The request shall outline the need for the amendment as well as additional materials that the City will need to consider before making its decision.

5.5.2.2 Staff Review

A decision is made as to the validity of the request. Three options exist, 1) reject the amendment 2) accept the amendment as a minor issue, with minor issues collectively added to the plan at a later date 3) accept the amendment as a major issue, with major issues requiring an immediate amendment. In acting on an amendment request, staff shall recommend to City council whether or not a public hearing is warranted.

5.5.2.3 Council Consideration

The amendment and the need for a public hearing shall be considered at a regular or special Council meeting. Staff recommendations should also be considered before decisions on appropriate action(s) is made.

5.5.2.4 Public Hearing, Council, CRWD and RCWD Approval

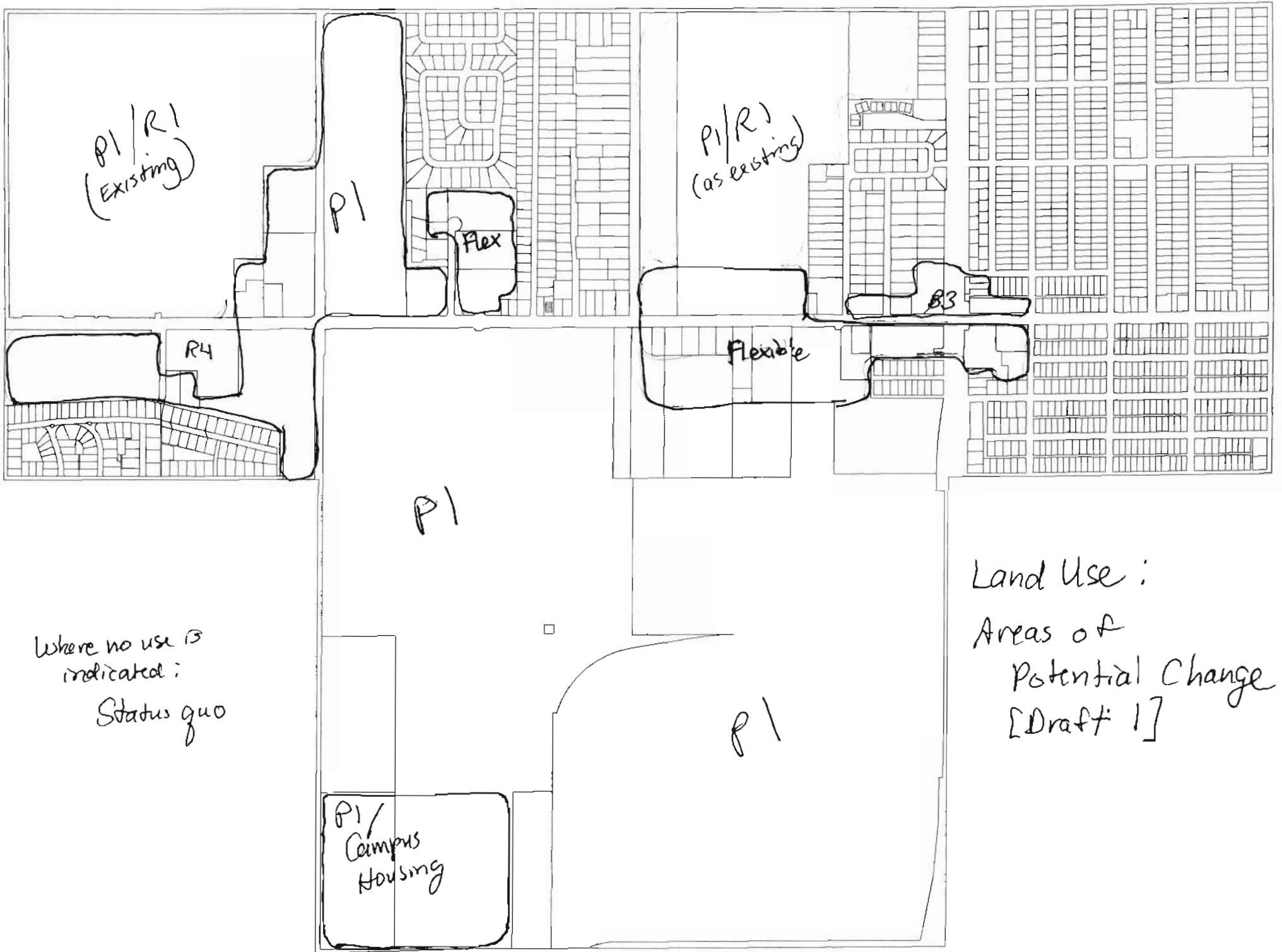
This step allows the public input based on the public sentiment. Council shall determine when the public hearing should occur in the process. Based on the Public hearing, Council could approve the amendments, and if necessary, refer the amendments to the Watershed District Boards for comment and approval.

5.5.2.5 Council Adoption

Final action on an amendment following approval by the CRWD and RCWD is Council adoption. However, prior to the adoption, an additional public hearing could be held to review the plan changes and notify the appropriate stakeholders.

5.5.2.6 Annual Report to Council

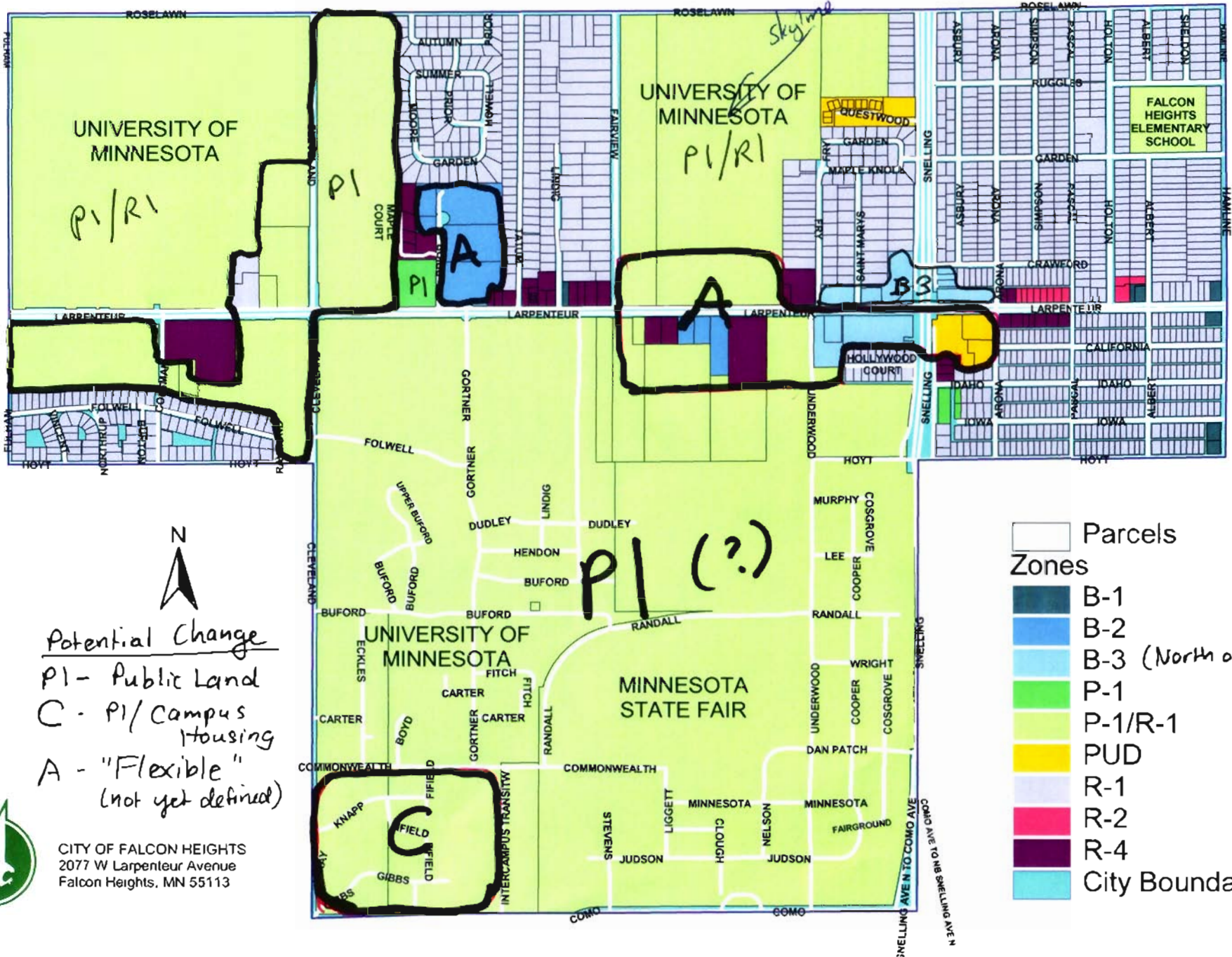
A brief annual report should be made by City staff summarizing development changes, capital improvements and other water management-related issues that have occurred over the past year. The review should also include an update on available funding sources for water resource issues. This annual report is also part of the City's MS4 Program. Grant programs are especially important to review since they may change annually. These changes do not necessarily require individual amendments. The reports can, however, be considered when the plan is brought up to date. The report should be completed by July 1st to allow implementation items to be considered in the normal budget process. Copies of the report should be filed with the CRWD and the RCWD. The annual update can also serve as an important public information tool. A summary could be published in the City's newsletter. The plan will remain in effect through 2017. The plan should then be reviewed for consistency with current water resources management methods. At that time, all annual reports and past amendments can be added to the document. Depending on the significance of changes, a new printing of the plan may be appropriate. At a minimum, the Capital Improvement Program should be amended every five years.



Where no use is indicated:
Status quo

Land Use:
Areas of
Potential Change
[Draft 1]

City of Falcon Heights - Zoning, 2006



Potential Change
 PI - Public Land
 C - PI/Campus Housing
 A - "Flexible" (not yet defined)



CITY OF FALCON HEIGHTS
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