

City of Falcon Heights

Comprehensive Plan

**Adopted by the Falcon Heights City Council
January 2020**

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I. Background

1. Purpose and Scope

The purpose of a 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 general public policy that defines and promulgates the community's vision for the future, a dynamic and multidimensional guidebook that articulates the concepts, principal relationships, patterns and general expectations which support that vision.

A clear, broadly supported comprehensive plan is a valuable tool and resource to guide all stakeholders in the City's future. The comprehensive plan is an especially critical tool for the city's Planning Commission, which is charged by statute with evaluating all public and private land use, transportation systems, community facilities and investment proposals for their consistency with the plan's goals, objectives and policies. For the City Council, the plan is a foundation for decision-making and further visioning. The city's staff is guided in day-to-day city business by the zoning code, which is a tool to implement the City's plan, one of many such tools. To residents and property owners, the plan describes the community's expectations for land use and all public systems and indicates directions for future change.

The comprehensive plan is a decision-making framework that can be interpreted rather broadly. However, if too loosely interpreted, it loses its value. The challenge to a dynamic community is to make sure public policy is consistently and universally applied and that response to changing circumstances and regional systems is undertaken with careful consideration. If a proposal does not adhere to the city's goals and policies as embodied in the comprehensive plan, the City may either deny the proposal or consider amending its plan. Amendment to the comprehensive plan is not undertaken lightly and must be demonstrated not to be detrimental to the City, its neighborhoods or the environment or to require substantial increase in the need for publicly financed improvements. The burden of that proof falls to the party proposing change.

The important thing to remember is that no decision can be made independently of all others. The elements of this Comprehensive Plan are intertwined and interdependent. Although the published plan is organized into sections with separate sets of policies and goals, it must be kept in mind that each element remains related to all others. In implementation, the vision, values and objectives of the whole will always be applied.

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 Metropolitan Land Planning Act of 1976. This is the fourth generation plan to be completed by the City since enactment. The Falcon Heights Comprehensive Plan was completed in 1991; a minor update was submitted in 1999. The last major update was formally adopted in June 2009 as the 2030 Comprehensive Plan. This 2040 Comprehensive Plan will now serve as the City's planning document until the next decennial plan update is adopted.

2. Vision, Values and Objectives

“People who live here are proud of Falcon Heights and take care of it.”

Falcon Heights resident, 2007

The City of Falcon Heights’ chief goal is to create and maintain a 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. By funding good public services and investing prudently in rebuilding and maintaining infrastructure in a sustainable and resilient way, the City seeks not only to keep those qualities valued by today’s residents but to be attractive for future reinvestment, redevelopment and renewal, which puts a premium on sustainability and resiliency, by residents, businesses and public institutions. This comprehensive plan is about shaping that future: a well-balanced community for all age groups to grow and prosper and to lead healthy, fulfilling lives.

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 and some of which are on the threshold of becoming historically significant. Reinvestment in these neighborhoods should improve the durability, energy efficiency and resiliency of the homes while remaining sensitive to the style and character of these older homes and respectful of the green space and urban forest surrounding them and the open land adjacent to them. Finally, 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.

Building connections and community identity in Falcon Heights.

Many people ask: *“Where is Falcon Heights?”* Many residents said their acquaintances from other cities do not know where Falcon Heights is located, even when they drive through it every day. In fact, even some residents themselves did not have a very clear idea of the city boundaries. The two major traffic arteries that quarter the City, Larpenteur and Snelling Avenues, serve a vital local role in giving residents easy access to nearby St. Paul, Minneapolis and Roseville for work and shopping. Built to encourage vehicle rather than pedestrian traffic, Larpenteur and Snelling also function as significant barriers between neighborhoods, fragmenting city identity. Yet these major thoroughfares offer enormous potential to become the keys to a stronger civic identity, a sense of arrival and welcome, connection and community. In-depth study of these corridors is needed in order to formulate corridor framework plans to guide public and private development aimed at realizing this potential.

Becoming a healthier, more active and 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 active living and for implementing a number of healthy community "best practices". On the other hand, the two busy highways 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. These highly travelled roadways contribute to poor air quality at peak commuting times, and the City has opportunities for incentivizing clean transportation alternatives like zero-emission vehicles and public transportation. 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.

Falcon Heights has been a partner of the Active Living Ramsey Communities initiative for over ten years. This initiative improves health through community engagement. It promotes and creates environments that make it safe and easy for everyone to integrate physical activity into their daily routine. The city will continue collaborating to encourage active living as a way of life throughout the city and county.

Becoming a sustainable, energy efficient, resilient, and environmentally just community

"Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

– The United Nations World Commission on Environment and Development.

The climate crisis and rising cost of energy present all cities with an extraordinary challenge. Local action is a critical part of global solutions to these problems. Individuals, businesses, public institutions and local governments all have an important role to play in making wise choices that ensure the health and viability of our communities for future generations. By establishing policies that balance social, economic and ecological needs, encourage wise stewardship of natural resources and incorporate environmental responsibility into future development, Falcon Heights can become a sustainable and resilient community that remains a community where people want to live and work for generations to come.

What is meant by sustainability and resilient communities? It is not always clear. Sustainability is based on a simple principle: Everything that we need for our survival and well-being depends, either directly or indirectly, on our natural environment. To pursue sustainability is to create and maintain the conditions under which humans and nature can exist in productive harmony to support present and future generations. Resilient communities have the strength to withstand, respond to, and adapt more readily to acute shocks (such as flooding from extreme precipitation) and chronic stresses (such

as ongoing effects of the changing climate on the local tourist economy). The urban heat island effect may worsen chronic stresses. These stresses often affect marginalized and low-income individuals the hardest. The City will keep environmental justice a part of its goal making and policy development processes. Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

The City has this goal for all communities and persons across this community. It will be achieved when everyone enjoys:

- the same degree of protection from environmental and health hazards, and
- equal access to the decision-making process to have a healthy environment in which to live, learn, and work.

Falcon Heights faces a number of resiliency challenges, those challenges and opportunities can be found in the resilience analysis, Appendix E.

The City will strive to make the community more resilient, save energy and reduce its carbon emissions and become more sustainable. The City's Energy Goals are as follows:

1. Reduce carbon emissions by 80% by 2030
2. Secure 50% of the community's electric energy from renewable energy sources by 2030, including 10% of its electricity from local renewable energy resources
3. Continue to secure nearly 100% of municipal facility electricity from renewable energy sources
4. Make the community "EV-ready" with electric vehicle charging stations in every public and private parking lot or ramp by 2030
5. Substantially increase participation of low- and moderate-income housing in energy efficiency programs so that 80% of these buildings have completed deep energy efficiency retrofits by 2030.
6. Assess critical public facilities for potential for "renewable energy plus storage" options installations to improve the resiliency of these facilities.

The City's Energy Policies are as follows:

1. Promote utility, government, and nonprofit programs that encourage energy conservation, efficiency, and renewable energy.
2. Encourage net-zero energy development.
3. Engage the community in energy goal setting exercises.
4. Offer regulatory incentives within zoning.
5. Offer technical assistance for private sector developments to incorporate net-zero and/or solar-ready designs.
6. Require energy efficiency and renewable energy within PUD ordinance.
7. Adopt an energy benchmarking ordinance in cooperation with local energy utility providers.
8. Regularly re-evaluate zoning and permitting procedures to remove barriers to renewable energy.
9. Adopt a voluntary net-zero energy code.

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.

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.

Celebrating and developing the 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 new Bell Museum of Natural History and the Gibbs Farm are opportunities to promote the growing civic, cultural and recreational precinct in the Larpenteur/Cleveland area, within walking distance of City Hall and two of the City's parks and to re-imagine the campus entry and the Larpenteur streetscape between Fairview and Cleveland.

3. The City of Falcon Heights

Community Designations City of Falcon Heights, Ramsey County

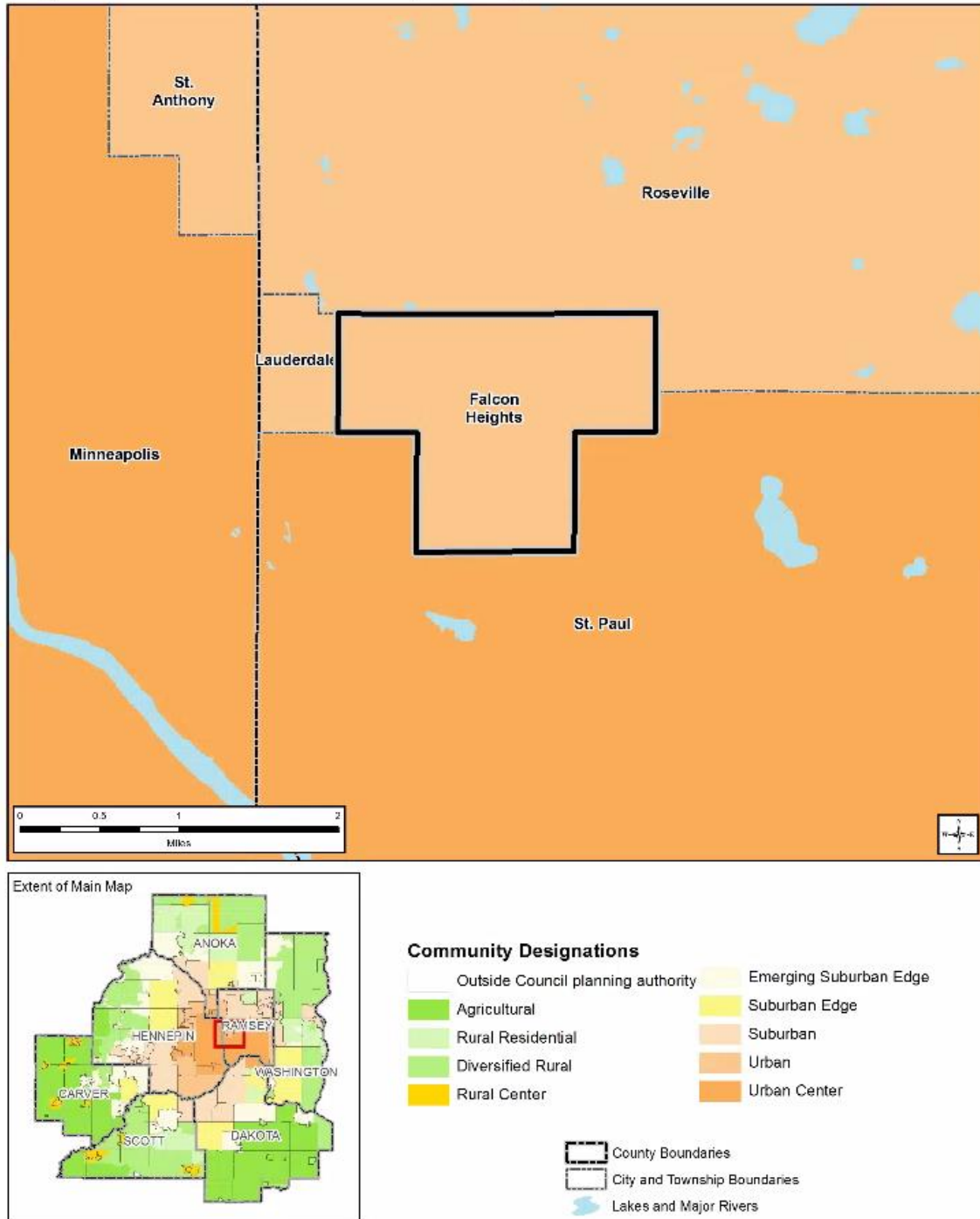


Figure 1: Metropolitan Council 2040 Planning Areas.

Unique Attributes

“I feel as though I’m living in a small town”

Falcon Heights resident

Falcon Heights is a very small but truly unique community. With virtually no privately owned vacant land for development, it is an urban community very much like its neighbors, St. Paul and Roseville, and yet it has a distinctive rural appearance due to the wide expanses of University of Minnesota research fields which border Larpenteur Avenue. Falcon Heights has a small town identity, unlike any other first tier suburb of the Twin Cities.

Falcon Heights is an inner suburb with a small town character: It has a well-defined retail core, two major traffic arteries crossing and dividing it, and a dominating agricultural presence – albeit in the core of the city instead of the surrounding land. 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 of good quality, the location is convenient, and changes have been slow and relatively small in scale over the last ten years. For changes that do happen, Falcon Heights is dedicated to including sustainability and resilience in the changes. This is because Falcon Heights is determined to improve the community and be a good steward to future generations.

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 nearly two million people per year to the city and inundates city streets and parking lots with a flood of automobiles for twelve days each summer. The State Fairgrounds are used for a number of other activities throughout the year while none of those events are as intense as the twelve days of the State Fair itself. Falcon Heights is also home to the Les Bolstad University Golf Course, which frames the western entrance to the city

History

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 occupied 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 became the home of the Bell Museum of Natural History in 2018. The

schoolhouse building was demolished and a stone commemorative marker indicates its previous location.

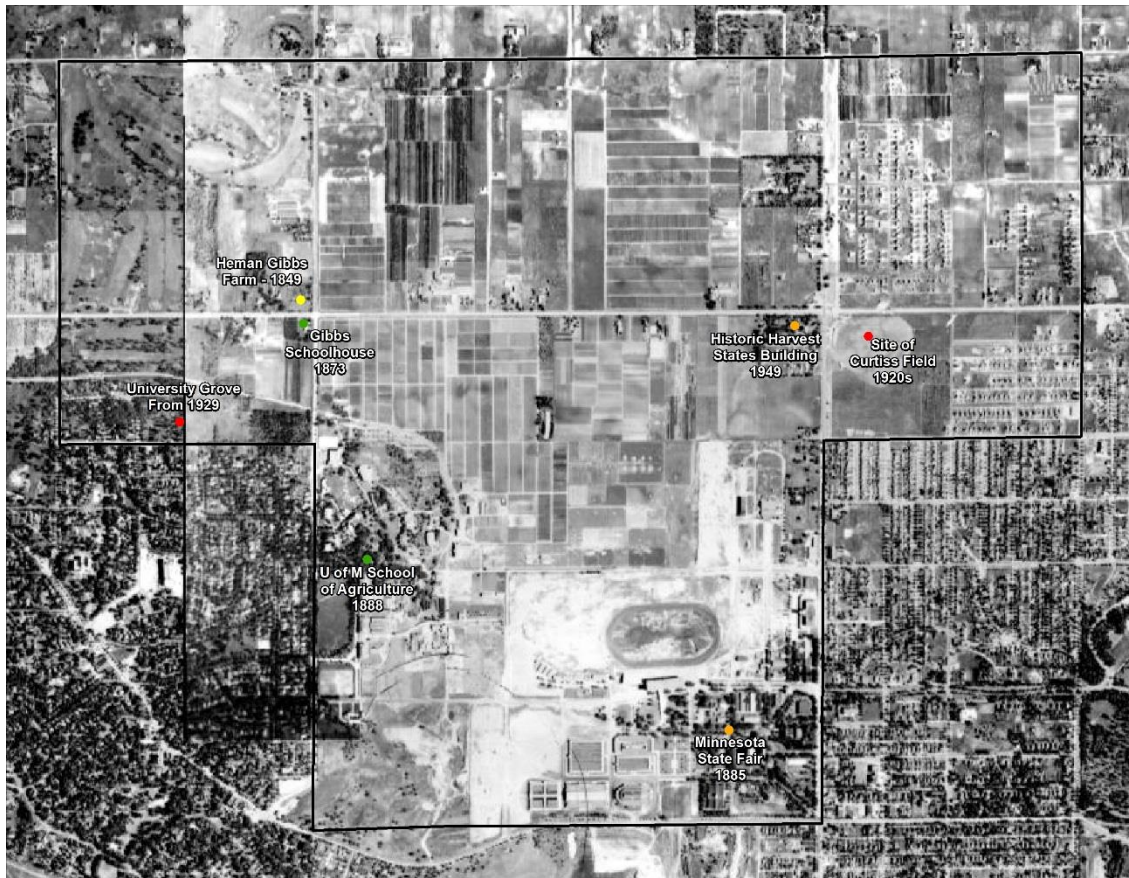


Figure 2: Future Falcon Heights in Rose Township. 1940 Aerial Photo, Ramsey County GIS User Group

The Minnesota State Fair has occupied the land west of Snelling and north of Como Avenue since 1885 and draws nearly 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.

In the 1920s the Snelling and Larpenteur intersection was the site of Curtiss Field, one of the Twin Cities' earliest air fields. The only remaining trace of Curtiss Field, where Northwest Airlines is said to have "gotten off the ground," is in the name of the nearby neighborhood park. Commercial development began at Snelling and Larpenteur and on Hamline between Hoyt and Iowa Avenues in the 1940s. The distinctive Harvest States Co-op building at the southwest corner of Snelling and Larpenteur was built in 1949.

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

Table 1: Population Growth, 1860 to Present

	Census Year	Population
Rose Township *	1860	499
	1940	4777
Village of Falcon Heights	1950	3884
	1960	5927
	1970	5770
City of Falcon Heights	1980	5291
	1990	5380
	2000	5572
	2010	5321
(Estimated)	2018	5479
(Forecast)	2020	5900
(Forecast)	2030	5900
(Forecast)	2040	5900

* Rose Township included portions of Ramsey County outside the present boundaries of Falcon Heights.

Table 2: Population, Households, Employment Historical Summary: 1970 – 2010

Year	Population	Employment	Households	Group Housing	Household Size
1970	5530	3160	1766	N/A	2.98
1980	5291	3120	1894	478	2.54
1990	5380	3180	2016	441	2.45
2000	5572	4190	2103	505	2.41
2010	5321	5298	2131	462	2.28

Falcon Heights Comprehensive Plan 2000 with 2010 U.S. Census data

Major Changes Since Falcon Heights' Last Comprehensive Plan

Since the last major update (2009) of the Falcon Heights Comprehensive Plan, the City has experienced the following land use and employment changes:

- In 2012, the Cox Insurance Associates building was reconstructed at 1639 Larpeur Ave West. The building also includes Hermes Floral and law office.
- In 2015, The Good Acre food hub opened on Larpeur Avenue next the University of Minnesota campus which is home to the College of Food, Agricultural and Natural Resource Sciences. The Good Acre facility includes aggregations and distribution of locally grown produce for individuals, retail, wholesale and institutional markets. They also provide education, training and research opportunities. Good Acre's opening is supportive of the region's development of local, sustainable food systems.
- In 2015, The Les Bolstad Golf Course was reconstructed including renovation the clubhouse and increasing the yardage of the fairways.
- The construction of the University of Minnesota's Bell Museum opening in the summer of 2018 at the corner of Larpeur and Cleveland featuring a digital planetarium, high-tech exhibits, wildlife dioramas outdoor learning experiences and more.
- In 2018, the Hendrickson, a 66-unit senior housing building located east of The Good Acre began construction.

4. Demographics, Assumptions and Projections

The population of Falcon Heights has been relatively stable since 1960, following rapid growth after World War II. A decline in the 1970 and 1980s had reversed by 2000, and the number of residents continued to grow until 2010. Forecasts reveal that beyond the year 2020 Falcon Heights population will not grow. The average household size has not increased and will see slight growth year 2020 and beyond. This stabilization and modest growth can be attributed to the fact there is no new development opportunities in the community of Falcon Heights for additional housing to be built.

According to United States Census data, the population in 2010 was 5,321. By 2020, the Metropolitan Council estimates the population of Falcon Heights will increase by 10.9% to 5,900. By year 2020, the number of households in Falcon Heights is to reach 2,350 but no new population growth is expected afterwards.

Demographic Trends: Summary

- The City's 2010 population included a University of Minnesota population of approximately 2,131 in owner occupied units and 455 residents in a dormitory. Residents on campus make up over one fourth of housing occupancy Falcon Heights.
- The ratio of minority residents in Falcon Heights has continued to increase since 1990 but is lower than that of Ramsey County and of the United States as a whole. However, Falcon Heights has a higher proportion of foreign born residents than the county or United States as a whole and a higher proportion of residents who speak a language other than English at home.
- The University of Minnesota remains the City's largest employer and, since the departure of Harvest States and Hewlett Packard, the only employer of significant size. Due to the departure of these large organizations, employment in Falcon Heights has declined since 2000. New trends indicate increases in employment.
- As of 2016, the percentage of residents 25 years old or older with a bachelor's degree or higher is 33.3% in Falcon Heights compared to 24.7% in Ramsey County.
- Though more economically diverse than in past decades, the City remains somewhat more affluent than the County as a whole and has higher value housing stock. Between 2012-2016, the median value of Falcon Height's owner-occupied housing units was \$283,200, which is drastically higher than Ramsey County's median housing value of \$199,200.
- According the 2010 Census, the census tract that includes both the University of Minnesota student housing and the affluent University Grove neighborhood had 19.2% of households living in poverty. The rate in the rest of the City was 11.7%.
- Although the proportion of the population aged 65 and over declined slightly in Falcon Heights between 1990 and 2000, the City will almost certainly see the same dramatic increase in this age group expected nation-wide in the next two decades.

- Due to the large number of university students in the community, the City is generally younger than the County as a whole (and the nation). In 2016, nearly 27.5% of Falcon Heights' population was aged between 20-34 years old in comparison to Ramsey County at 24.1% and the United States at 20.7%
- Falcon Heights has a relatively large proportion of renter-occupied housing. The year 2010 revealed that of the 2,131 total occupied housing units in Falcon Heights, 44.5% are renter-occupied.
- Beyond the year 2020, Falcon Heights is not expected to experience growth in households or population size.

Assumptions and Projections: Population/Households/Employment

The City's population is expected to grow modestly between 2010 and 2030 following a slight decrease (just under 5%) between 2000 and 2010. A decline in household size will be offset by an increase in the number of households. No addition to population is expected to occur past 2020, but a slight growth in households is anticipated.

One 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 sustainable and resilient 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 2040. The decrease caused by the departure of Harvest States and Hewlett Packard in the early 2000s were not offset by a slow growth of jobs on the University campus. Limited employment growth may occur through redevelopment or more intense use of the larger commercial properties west of Snelling.

Historically, Falcon Heights has found it cost effective to contract cooperatively with other municipalities and with Ramsey County for many of its services. Due to the City's relatively small population base and limited resources, it will continue to satisfy many of its needs through service sharing arrangements with other units and levels of government. The City will take advantage of new technologies to make services more readily available without staffing increases.

Table 3: Population, Household, Employment Forecasts

Falcon Heights Population			
Year	Forecast	Change	%change
2000	5572	n/a	n/a
2010	5321	-251	-4.5%
2018	5479	158	2.9%
2020	5900	421	7.7%
2030	5900	0	0.0%
2040	5900	0	0.0%

Falcon Heights Households			
Year	Forecast	Change	%change
2000	2103	n/a	n/a
2010	2131	101	1.3%
2018	2172	41	1.9%
2020	2350	178	8.2%
2030	2380	30	1.3%
2040	2410	30	1.2%

Falcon Heights Employment			
Year	Forecast	Change	%change
2000	4190	n/a	n/a
2010	5298	1108	26.4%
2018*	5202	-96	-1.8%
2020	5300	98	1.9%
2030	5600	300	5.7%
2040	5900	300	5.4%

Metropolitan Council, Revised July, 2019

II. Housing

“Home is where safety begins. Home is where self-respect begins. Home is where our connections to our community, our city, and our nation begin.”

- Henry G. Cisneros, former Secretary of HUD

Introduction

Communities are often characterized by the quality of their residential neighborhoods and housing stock. Falcon Heights prides itself on maintaining a high quality of life and providing its residents with long-term housing opportunities. Retaining Falcon Heights’ reputation as a highly desirable place to live and encouraging its neighborhoods to become more energy efficient, sustainable, and resilient is important to the ongoing vitality of the community.

Housing Diversity

Life-cycle housing is a common term used to describe the provision of housing types for all stages of life. Life-cycle housing is based on the premise that as people go through life, their housing needs change. A young person getting out of school and just starting out usually cannot afford to own a home so they often begin by renting. As a person grows older, they often establish a family and buy their first home, sometimes either a starter home or townhome. As a family’s income grows, they may move up to a larger home. Once the children leave and the family size decreases, parents often move back to a

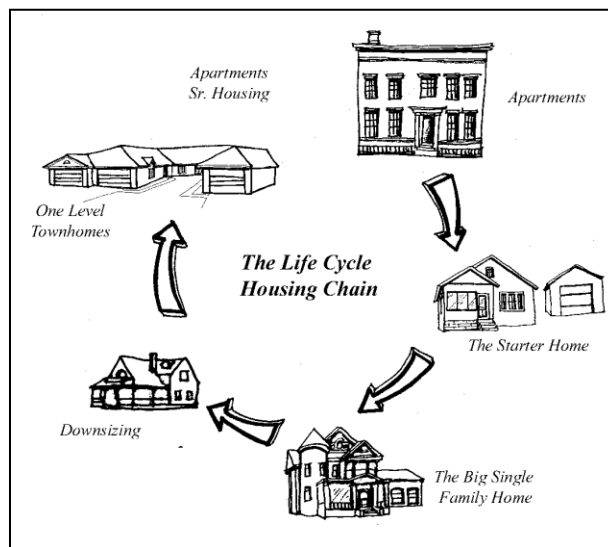


Figure 4 - Life Cycle Housing

smaller home with fewer maintenance needs or to one of the growing number of either single-family or multi-family housing options that has an association that take care of home and property maintenance. Eventually, as a person ages, there is often a need for assisted living or an extended care facility.

Many of Falcon Heights’ households are breaking this trend. Almost 45% of the households are renting their housing unit. Many, but not all, of these households include students attending the University of Minnesota. Falcon Heights location adjacent to the University of Minnesota and

near both the Downtowns of St. Paul and Minneapolis will make Falcon Heights attractive to people looking for an alternative from the typical suburban environment. As such, Falcon Heights will need to plan for a variety of housing to accommodate a variety of household.

Existing Housing Tenure & Type

In US Census terms, a housing unit is the physical structure while a household refers to a housing unit occupied by at least one resident. Falcon Heights' housing stock consists of 54 percent ownership units, and 46 percent rental units. Roughly 57 percent of housing units are single family (attached and detached), and 43 percent are multi-family. This high percentage of multi-family units is due in part to the large college student population (23 percent) that resides within the City. Roughly three percent of the City's units are publicly subsidized. See *Table 4* for further details.

Housing Tenure			
Ownership Units		Rental Units	
1223		1031	
Housing Type			
Single-Family	Multi-Family	Manufactured homes	Other housing units
1291	963	0	0
Publicly Subsidized Units			
All publicly subsidized units	Publicly subsidized senior units	Publicly subsidized units for people with disabilities	Publicly subsidized units: All others
65	0	8	57

TABLE 4 – FALCON HEIGHTS HOUSING TENURE & TYPE
SOURCE: METROPOLITAN COUNCIL

Age of Existing Housing Stock

Analyzing the age and value of a city’s housing stock provides meaning insight into future needs. Falcon Heights has an aging housing stock with 53 percent of housing units being built prior to 1960. With an ageing housing stock, maintenance needs will become more prevalent.

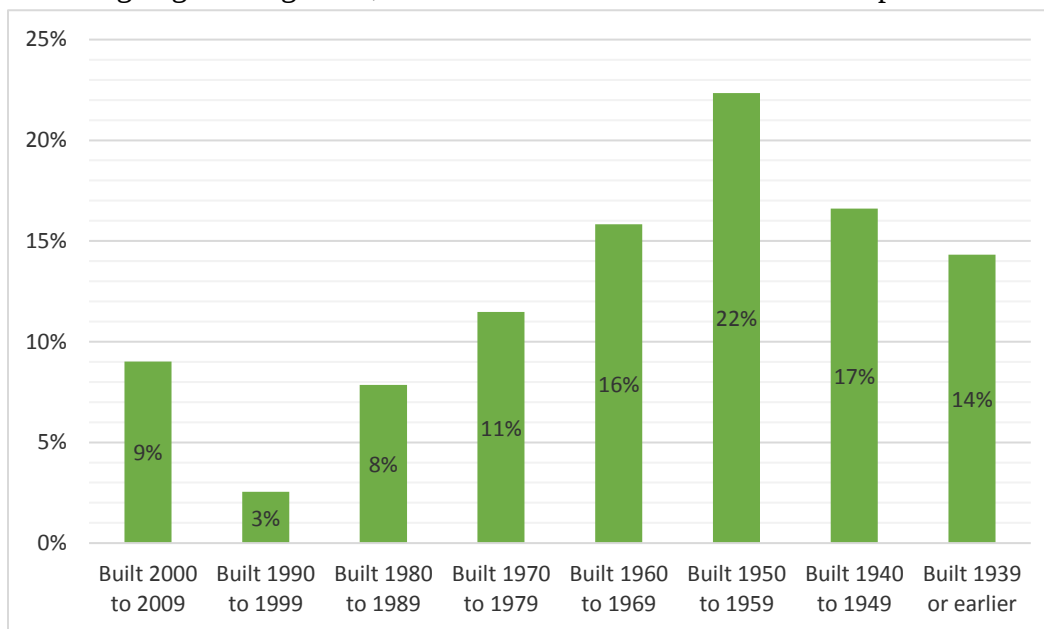


FIGURE 5 – YEAR STRUCTURE BUILT

SOURCE: AMERICAN COMMUNITY SURVEY 2015

Housing Affordability

Affordable housing is an issue in every Twin Cities area community. With housing costs outpacing many wages, it is becoming increasingly important to focus on affordable housing. According to the Metropolitan Council, housing is considered affordable if it is priced at or below 30 percent of the gross income of a household earning 50 percent of the Twin Cities median family income. In 2015, the area median income (AMI) for the seven-county Minneapolis-St. Paul area adjusted by the Department of Housing and Urban Development for a family of four was \$86,600. Therefore, in 2015, housing was considered affordable if annual housing costs for a family of four did not exceed 30 percent of \$43,300, which translates to \$12,990 per year or \$1,083 per month for housing.

Existing Affordable Housing Need

During improvement to, or redevelopment of existing affordable housing there is a great opportunity for improving energy efficiency, sustainability and resiliency. There are also significant benefits to making these improvements in affordable housing. With the inclusion of efficiency, sustainability and resiliency there are improved benefits to home durability, health, comfort, reduction of maintenance and utilization costs as well as increased sense of community. There is an opportunity to include the City's goals to foster redevelopment and upgrades to existing affordable housing that emphasizes sustainability and resiliency.

The Metropolitan Council breaks affordability into three bands based on AMI percentages. Table 5 illustrates these bands and the number of affordable units within each. This table also provides the number of cost burdened households within each band. A household paying over 30 percent of their annual income on housing costs is considered cost burdened. Falcon Heights' lowest affordability band contains 25 housing units and 283 cost burden households.

2015 Affordable Units		Cost Burdened Households
Affordability	Units	
30% AMI and Below	25	283
30% to 50% AMI	631	205
50% to 80% AMI	788	66

TABLE 5 – AFFORDABLE UNITS & COST BURDENED HOUSEHOLDS

SOURCE: METROPOLITAN COUNCIL

While the Census Bureau does not report household incomes in the ranges identical to the affordable income limits of the Metropolitan Council, Tables 6 includes an approximation of the number of Falcon Heights households that fall within the three AMI ranges. On a pro-rated basis, there were 410 households with incomes at 30% of AMI and below, 336 households with incomes between 30% and 50% of AMI, and 266 households with incomes between 50% and 80% of AMI.

Affordability	Income Limits (\$86,600 AMI)	Households (Pro-Rated Census)
30% AMI and Below	\$26,000	410
30% to 50% AMI	\$43,300	336
50% to 80% AMI	\$65,800	266

TABLE 6 – HOUSEHOLD INCOME LIMITS**SOURCE: AMERICAN COMMUNITY SURVEY 2015, WSB & ASSOCIATES**

As indicated in the previous tables, there are 25 units available for the 410 Falcon Heights households making \$26,000 or below. The 283 cost burdened households within this affordability band are having to live in more expensive housing units. The City has 1,419 units affordable for households making 30% to 80% AMI and there are 602 households making this level of income, yet there are 271 cost burdened households. This is an indication that there are wealthier households occupying the affordable housing units. This is a free market condition outside the control of local municipalities.

As previously stated, roughly a quarter of Falcon Heights' population attend higher education institutions.

Total Population	Population Attending Higher Education	Percent of Population
5,484	1,252	23%

TABLE 7 – STUDENT POPULATION**SOURCE: AMERICAN COMMUNITY SURVEY 2015**

Initially, the cost burdened households listed in Table 5 would indicate that Falcon Heights needs more affordable housing units. However, Table 8 illustrates that this only holds true for affordability at 30% AMI and below, which has an apparent 385-unit deficit. Further, the Census does not include student dormitories in housing unit count. The University of Minnesota's Bailey Hall contains 241 units that can be considered affordable to individuals making 30% or below AMI, reducing the deficit within this affordability to 144 units.

Affordability	Households (Pro-Rated Census)	Units	Units Surplus/Deficit
30% AMI and Below	410	25 (266 with Bailey Hall)	-385 (-144 with Bailey Hall)
30% to 50% AMI	336	631	(+)295
50% to 80% AMI	266	788	(+)522

TABLE 8 – AFFORDABLE HOUSING SURPLUS/DEFICIT

SOURCE: METROPOLITAN COUNCIL

The deficiency in housing within the 30% AMI and below band is likely for higher education student housing. The University of Minnesota will need to address that need for additional student housing. It is also likely that the deficiency is currently being met by students through other financial means such as student loans.

Figure 6 illustrates estimated market values for owner-occupied housing units above and below 80 percent of the area median income.

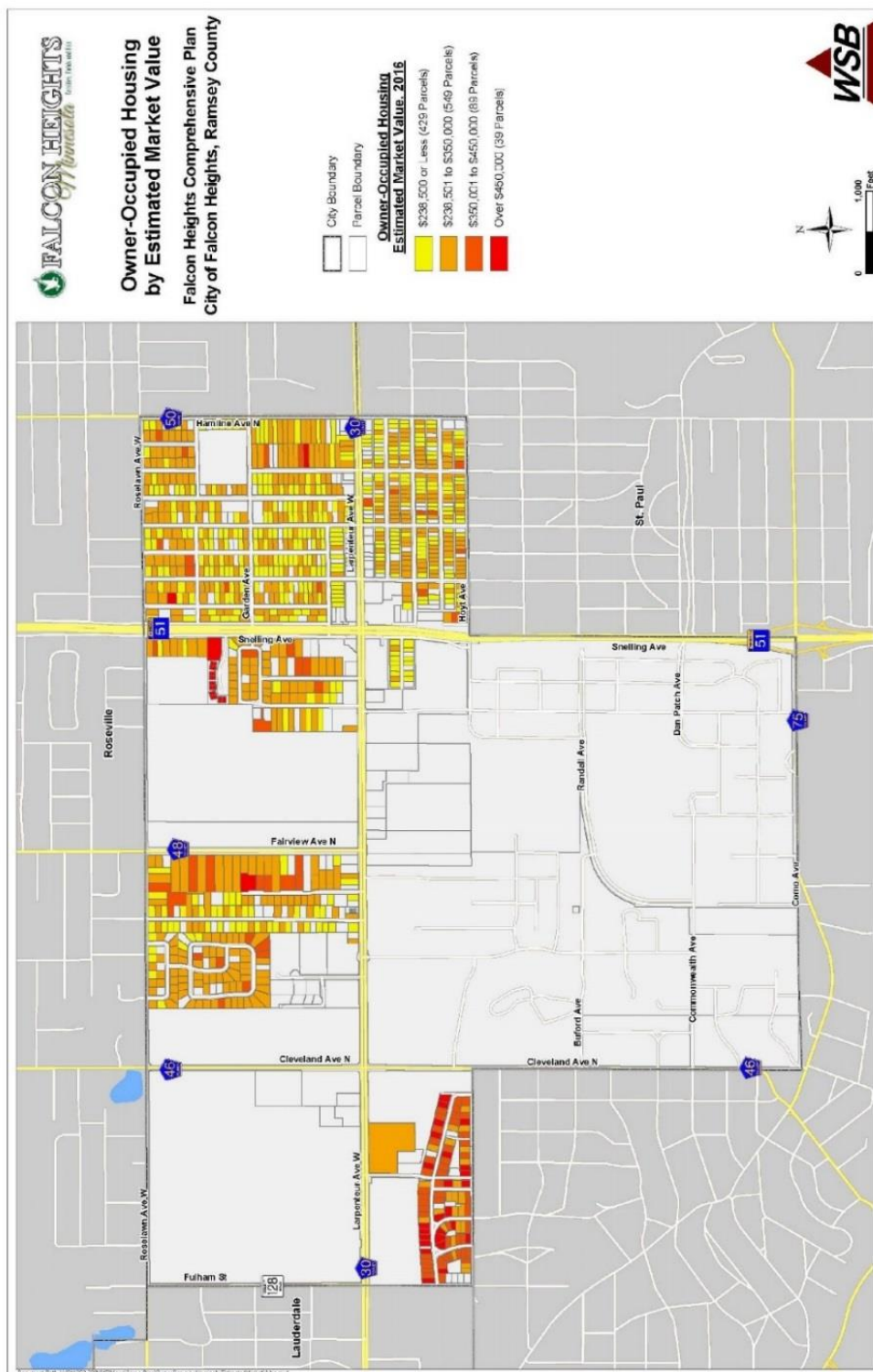


Figure 6: Owner Occupied Housing Value

Future Housing Needs

In Falcon Heights, 18 percent of the City's total land is dedicated to residential use. Of the land not owned by the University or the State Fairgrounds, 89% of Falcon Heights is residential. There is currently very little land available for new housing units. Land would either need to be redeveloped or rezoned for housing development to occur. Given the modest growth forecasted for the 2021-2030 decade, the Metropolitan Council has allocated the following share of the region's affordable housing need for that decade to the City: 7 units at 30% AMI or less, 2 units at 31-50% AMI, and 2 units at 51-80% AMI; or 11 units total. The City will work in coordination with the University of Minnesota to determine whether any new housing units would need to be made affordable for college students. All future development should include energy efficiency, sustainability and resiliency, thereby improving home durability, health, and comfort, by reducing maintenance and utilization costs as well as increased sense of community. This would greatly impact the City's ability to meet and maintain its carbon reduction and resiliency goals.

Planning for Affordable Housing

As demonstrated in the Land Use chapter of this Plan, Falcon Heights has guided sufficient land areas to meet its affordable housing allocation of 11 units. As shown in Table 12, the number of units expected to develop between the years 2020 and 2030 at a density of over 12 units per acre is 31.

Programs

Numerous programs are available to help cities meet their housing goals and policies. Cities can consider utilizing certain programs such as fee waivers and/or adjustments to facilitate affordability. In addition, cities may also consider encouraging and working with potential developers who plan to use federal low income housing tax credits to construct affordable rental housing. Other options include: affordable housing assistance or development and preservation programs available through the local, county, state, and federal government. Cities may consider the following programs in order to meet its housing goals:

Minnesota Housing Consolidated Request for Proposals: The Minnesota Housing Finance Agency provides a once annually request for proposal (RFP) where affordable housing developers can apply for funding to construct affordable housing. Falcon Heights will encourage developers to apply to the Consolidated RFP to provide affordable housing for those Falcon Heights residents in need. The City will give priority to proposals that include rental units

affordable at 30% AMI or below and owner-occupied units particularly aimed the increasing senior population. The RFP is a useful tool to support the development of rental housing units affordable at 50% AMI or below.

Community Development Block Grants (CDBG): The U.S. Department of Housing and Urban Development (HUD) provides CDBG funds to communities with over 45,000 residents for the use of providing and maintaining affordable housing. Ramsey County Community and Economic Development (CED) administers these CDBG funds for the City of Falcon Heights. Falcon Heights encourages the Ramsey County CED to use CDBG funds to provide affordable housing for those Falcon Heights residents in need. CDBG is a useful tool to preserve both rental and ownership units affordable at 80% AMI and below.

HOME Funds: The HOME Investment Partnerships Program (HOME) is a flexible federal grant program that allows Ramsey County to fund affordable housing activities for very low and low-income families or individuals, homeless families, and persons with special needs. Falcon Heights encourages the Ramsey County CED to use HOME funds to provide affordable housing for those Falcon Heights residents in need. HOME funds are a useful tool for both the preservation and development of both rental and ownership units affordable at 50% AMI and below.

Neighborhood Stabilization Program (NSP) Grants: The NSP was established by HUD for the purpose of stabilizing communities that have suffered from foreclosures and abandonment. The focus of this program is the purchase, rehabilitation and resale of foreclosed and abandoned properties. NSP is currently not funded, but Falcon Heights supports the continuation of the NSP program should funding become available again in the future. NSP funds were a useful tool to preserve ownership units affordable at 80% AMI and below.

Homebuyer Assistance Programs: Homebuyer assistance programs funded directly by Ramsey County CED are available to first time homebuyers. Falcon Heights residents can contact the Minnesota Homeownership Center regarding homebuyer assistance programs that are currently available. Falcon Heights encourages the Ramsey County CED to continue funding the Homebuyer assistance programs. Homebuyer assistance funds are a useful tool to preserve ownership units affordable at 80% AMI and below.

Repair and Rehabilitation Support: Ramsey County offers a residential rehabilitation deferred loan program to assist homeowners with home repair projects. Falcon Heights encourages Ramsey County to continue its assistance program and that the Hennepin County HRA continues

to provide funding. Repair and rehabilitation support is a useful tool to preserve ownership units affordable at 80% AMI and below.

Foreclosure Prevention: The Housing Crisis Response in Ramsey County provides foreclosure counseling to Falcon Heights residents. The Minnesota Home Ownership Center and Lutheran Social Services may also be resources to the residents of Falcon Heights. Falcon Heights encourages the continued funding of these programs. Foreclosure prevention funds are a useful tool to preserve ownership units affordable at 80% AMI and below.

Rental Assistance: Renters interested in suburban rental housing assistance can contact the Metro Housing and Redevelopment Authority, which is the program that administers the Section 8/Housing Voucher program to Falcon Heights residents. Rental assistance is a useful tool to preserve rental units affordable at 80% AMI and below.

Livable Communities Grants: Falcon Heights is a participating community in the Metropolitan Council's Livable Community Act (LCA) programs. Falcon Heights will consider applying for livable communities grant on behalf of developers who proposing projects that meet the City's existing and/or future housing needs, including housing affordable at 80% AMI and below.

Local Fair Housing Policy: The Metropolitan Council requires a local Fair Housing policy to draw down LCA awards for affordable housing. The City will consider adopting a local Fair Housing policy if and when it applies for and is awarded LCA funds for affordable housing.

Land Trusts: There is no established Land Trust serving the City of Falcon Heights currently. Should a Land Trust be established, the Rondo Community Land Trust in St. Paul would be a good model to use. Falcon Heights will not consider operating a land trust on its own. Falcon Heights would consider partnering with other communities in a land trust should the administration of the land trust be done by others. A land trust can be a useful tool for both the development and preservation of ownership units affordable at 80% AMI and below.

Effective Housing Referrals: The City seeks to effectively communicate to current and prospective residents about existing programs offered through non-profits and agencies serving the area. Priority will be given to making referrals that support Falcon Heights' housing goals and meeting identified housing needs, such as home buyer assistance, home maintenance programs, and programs that help seniors age in place.

The City may offer referrals to State and Ramsey County housing support organizations, including the following housing programs:

Minnesota Housing Programs		Ramsey County Housing Programs
For Homebuyers	For Existing Homeowners	
• Start Up for First-Time Homebuyers Program • Mortgage Credit Certificate for First-Time Buyers • Down Payment & Closing Cost Assistance • Step Up Program for Buying Again or Refinancing • Homebuyer Education	• Fix Up Program (interest-bearing program) • Rehabilitation Loan Program	• FirstHOME • Energy Conservation deferred loan program • Residential Rehabilitation deferred loan program • Foreclosure Prevention • Fair Housing

Rental Licensing and Inspection: City Ordinance requires owners of single-family, duplex, triplexes, or fourplexes which are rented for more than four months in each year to obtain a rental license. The City is also considering expansion the rental licensing program to cover rental properties with more than four units. The cities of Andover, Burnsville, and Hopkins administer rental license ordinances, and can be used as examples should Falcon Heights establish such a program.

Low Income Housing Tax Credit (LIHTC): The City will consider working in partnership with Ramsey County and Minnesota Housing to preserve existing affordable units funded by LIHTC that may expire during the lifetime of the plan.

Participation in Housing-Related Partnerships and Organizations: The City may consider participating in applicable housing-related partnerships and organizations.

Partnerships with sources of preservation financing: Affordable housing preservation funding is available through MN Housing, Greater Minnesota Housing's NOAH Impact fund and others. The City will consider funding opportunities as they become available that could help incentivize owners to preserve existing affordable housing units and maintain/improve their properties.

Housing Improvement Areas: A housing improvement area (HIA) is a defined area in a city in which housing improvements in condominium or townhome complexes may be financed with the assistance of the city, or the city's economic development authority (EDA) or housing and redevelopment authority (HRA). The City would consider an HIA if approached by a

homeowners association to maintain the existing affordable at the condominium or townhome complex.

Site Assembly and/or Acquisition: Cities have the authority to acquire properties for housing through a number of mechanisms including through transfer of tax-forfeit properties from Ramsey County or through outright purchase. Falcon Heights will monitor and consider acquisition of properties that can be assembled and developed into a public good project, including the production of affordable housing or maintenance of existing affordable housing. Such a strategy could be used to allow the City to put out specific RFP requirements to developers in order to achieve a project that includes housing affordability, specifically that meet thresholds for 50 percent AMI and below for rental housing and 80 percent AMI and below for ownership.

Fiscal Devices

Fiscal devices, such as revenue bonds, tax increment, financing, or tax abatement can be used to help ease the construction and availability of affordable housing in the City of Falcon Heights.

Development Authorities: Falcon Heights does not have its own Housing and Redevelopment Authority (HRA) and depends on Ramsey County Coordinate HRA for affordable housing and redevelopment services. Ramsey County can construct, finance and/or partner with private developers to provide affordable housing for those Falcon Heights residents in need. Falcon Heights will not create its own development authority. Development authorities are a useful tool to support the development of both rental and ownership housing units affordable at 50% AMI or below.

Housing Bonds: Minnesota State Statute allows HRAs EDAs the ability to issue housing bonds to provide affordable housing. Cities and counties may make or purchase loans using the proceeds of the bond sales for activities such as new construction, acquisition and rehabilitation, or refinancing bond debt. Falcon Heights will consider issuing housing bonds at the request of housing developers to provide affordable housing for those Falcon Heights residents in need. Housing bonds are a useful tool to support the development of both rental and ownership housing units affordable at 50% AMI or below.

Tax Abatement: Cities may issue bonds to be used to support the construction of affordable housing and use a portion of the property tax received (tax abatement) from the development to finance these bonds. Falcon Heights will not use Tax Abatement. This removes this property taxes revenue from paying for the services needed for this property, its residents and the

community in general. The City would rather use TIF as an affordable housing finance tool because of its use of the increment from all of the taxing authorities and therefore Falcon Heights will not use tax abatement to finance housing. Tax abatement is a useful tool to support the development of both rental and ownership housing units affordable at 80% AMI or below.

Tax Increment Financing: Falcon Heights will consider creating housing districts to create a tax increment financing (TIF) district. The TIF bonds issued on this district are to be used to support the construction of affordable housing and entire property taxes received above the original tax value (increment) from the development to finance these bonds. This removes this property taxes revenue from paying for the services needed for this property, its residents and the community in general. The City will consider developing a TIF policy within 18 months of the approval of the Comprehensive Plan by the Metropolitan Council to determine when the level of affordable housing and the guaranteed length of affordability to provide a public benefit great enough to justify the use of TIF. TIF is a useful tool to support the development of both rental and ownership housing units affordable at 50% AMI or below.

Official Controls

Official controls and land use regulation can be used to assist in the construction of affordable housing units. Controls and regulations can also be used to simplify the process of expanding local housing options also.

Fee Waivers or Adjustments: Cities may waive or reduce fee to reduce the cost of construction of affordable housing. Conversely, State rules require that the fee that a city charges be related to the cost of providing the services for which the fee are collected. This waiver or reduction could create a deficiency in the funding for services which would be required the use of general funds to resolve. Cities can develop a fee waiver or reduction policy to determine when the level of affordable housing and the guaranteed length of affordability provide a public benefit great enough to justify the reduction or waiver of development fees. Falcon Heights will not use Fee Waivers because Falcon Heights uses utility services from other communities and therefore Falcon Heights cannot waive fees for other communities. Falcon Heights prefers the use of zoning and subdivision policies for long-term, high-quality affordable housing. Fee waivers or adjustments are a useful tool to support the development of both rental and ownership housing units affordable at 80% AMI or below.

Zoning and Subdivision Policies: Falcon Heights will consider the ability to adjust their zoning and subdivision regulations through a planned unit development (PUD). Zoning and subdivision regulation are created in part to mitigate the impacts that a development may have on adjoining

properties. When considering a PUD for affordable housing, cities should determine when the level of affordable housing and the guaranteed length of affordability provide a public benefit great enough to justify the potential impacts that would result from a deviation in the zoning or subdivision regulations. The City of Falcon Heights will consider the use of zoning and subdivision ordinance deviations through the use of PUD for long-term, high-quality affordable housing during the lifetime of this plan. PUD is a useful tool to support the development of both rental and ownership housing units affordable at 80% AMI or below.

4(d) Tax Program: Rental properties may receive a property tax break provided that the property has income and rent restricted units serving households at 60% AMI and below. The City of Falcon Heights will consider using 4d tax incentives to further promote the preservation of affordable multifamily housing during the lifetime of this plan. 4(d) tax bond funds are a useful tool to support the development of rental housing units affordable at 50% AMI or below.

Table 9 – Affordable Housing Tools

Falcon Heights Housing Goals/Policies	Falcon Heights EDA	Tax Abatement	Tax Increment Finance	Fee waivers or adjustments	Zoning and subdivision policies	Ramsey County HRA	Housing Bonds	MN Housing Consolidated RFP	4(d) tax program	CDBG grants	HOME funds	NSP Funds	Livable Communities grant	Land trusts	Homebuyer assistance programs	Repair & Rehab Support programs	Foreclosure prevention programs	Energy Assistance programs	Rental Assistance	Local Fair Housing Policy	Rental Licensing and Inspection
Encourage the availability of housing for a population of diverse ages and income levels.				X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
Continue the well-maintained residential character of existing neighborhoods.					X	X				X	X	X			X	X	X	X	X	X	X
Improve the quality, appearance and maintenance of housing in neighborhoods and the health of residents.	X	X	X	X	X	X	X	X	X				X							X	X
Continue to support rental assistance programs through the Section 8 Housing Program																		X			

Falcon Heights Housing Goals/Policies	Falcon Heights EDA	Tax Abatement	Tax Increment Finance	Fee waivers or adjustments	Zoning and subdivision policies	Ramsey County HRA	Housing Bonds	MN Housing Consolidated RFP	4(d) tax program	CDBG grants	HOME funds	NSP Funds	Livable Communities grant	Land trusts	Homebuyer assistance programs	Repair & Rehab Support programs	Foreclosure prevention programs	Energy Assistance programs	Rental Assistance	Local Fair Housing Policy	Rental Licensing and Inspection
Encourage home ownership by participating in community land trust programs, as opportunities and funding allow, to keep a proportion of homes affordable	X													X							
Pursue and encourage housing rehabilitation programs, such as the Housing Resource Center.												X			X	X		X			
Enforce the housing chapter of the city code to assure the maintenance of existing housing stock. Pursue improvements to this chapter such as adoption of a uniform standard, such as the International Housing Maintenance Code.	X					X														X	

Housing: Goals and Policies

Housing Goals

1. Support the reconstruction of dilapidated properties in an environmentally just way through equal opportunity to affordable housing repairs and energy efficiency practices.
2. Encourage sustainable and resiliency practices that reduce energy consumption and carbon emissions and promote alternative energy sources in existing and new housing.
3. Keep housing affordable, maintenance affordable, and accessible to all income levels
4. Promote the following practices:
 - a. Residential access to electric vehicle infrastructure
 - b. Expanded urban tree canopy
 - c. Preserve pervious and indirectly connect impervious surfaces, minimize directly connected impervious surface
 - d. Maintain stormwater infrastructure
 - e. Add compost hauling for residents
 - f. Reduce irrigation and water usage for turf grass

Housing Policies

1. Create incentives and programming to increase tree plantings on private lots and in public right of way.
2. Develop an ordinance to allow alternative turf grass/ground covers.
3. Develop a resiliency checklist to ensure that all projects consider energy efficiency, sustainability and resiliency elements before they start. Find a way to promote the checklist so homeowners are aware of it at the beginning of any project.
4. Create a policy to include informational resources on efficiency, resiliency and sustainability with any permit pulled.
5. Consider requiring new construction of multi-family and residential housing units to include Electric Vehicle readiness.
6. Develop a policy to define dilapidated and vacant properties and a ordinances to promote redevelopment of these properties and a sustainable and environmentally friendly way.
7. Develop an ordinance to allow pollinator habitats and rain gardens within the City boulevard.

III. Land Use

“Planning” means the scientific, aesthetic and orderly disposition of land, resources, facilities and services with a view to securing the physical, economic and social efficiency, health and well-being of urban and rural communities.”

– Canadian Institute of Planners

Even in a fully-developed city like Falcon Heights, where land uses are long established, change will come. The purpose of this land use plan is to provide public policy to guide that change, to serve the needs of all sectors of the community and to build a safe, healthy, sustainable, secure and prosperous environment in the city. The Falcon Heights comprehensive land use plan seeks to identify both opportunities and constraints, to identify and take into consideration the land use preferences of residents and landowners, and to establish community planning and design priorities for private development and public facilities for the next twenty years.

1. General 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 1,433 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.

Figure 7 shows 2016 land use, using Metropolitan Council categories, for Falcon Heights and adjacent portions of Roseville, Lauderdale and St. Paul. Falcon Heights’ zoning is shown in Figure 8.

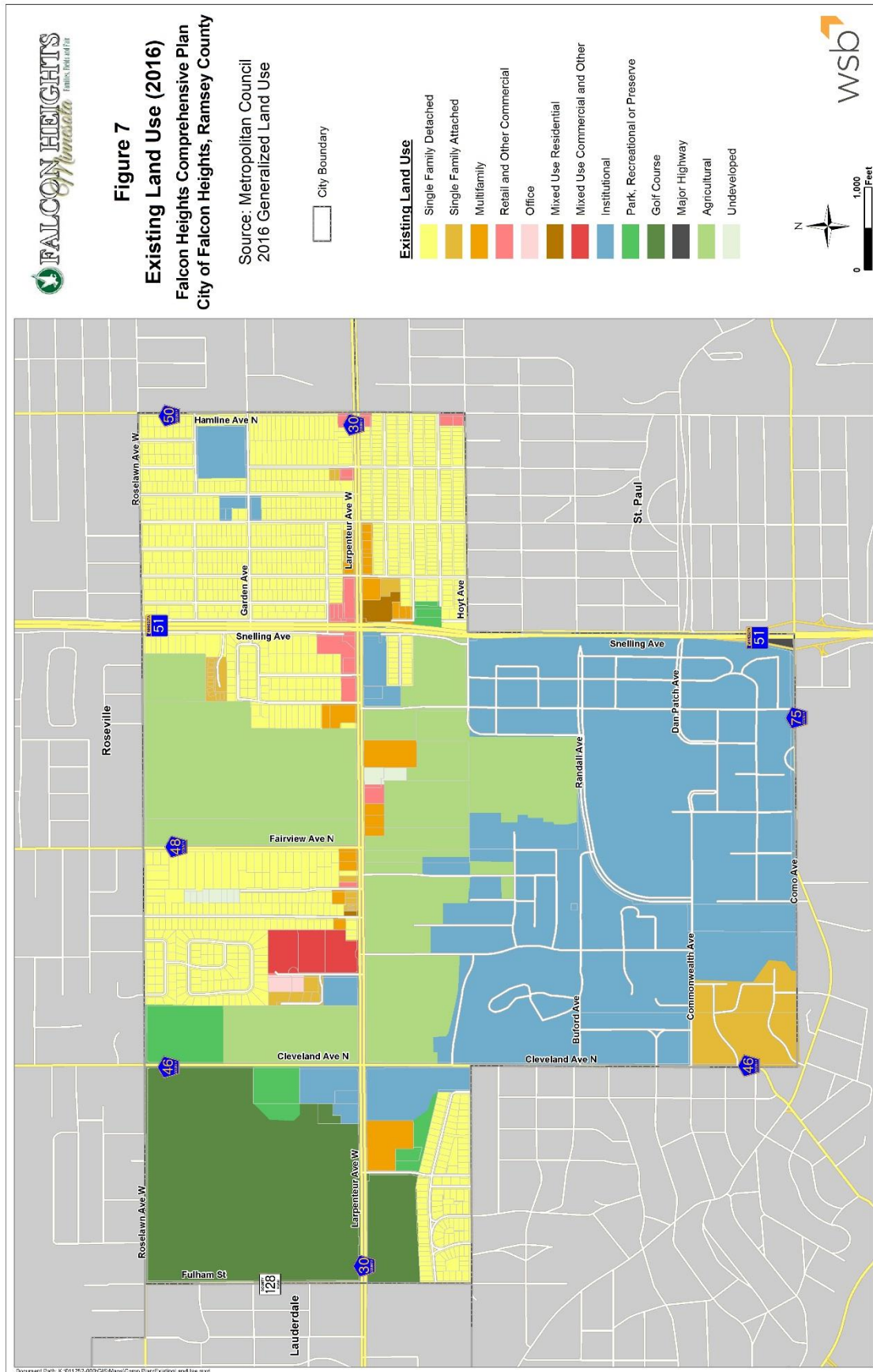


Table 10: Falcon Heights Land Use Data – Metropolitan Council**Falcon Heights Land Use Data: 2016**

Source: Metropolitan Council

Land Use Categories	2016 Total (acres)	Percent of Total
Residential Total	436	30%
Single Family Detached	363	25%
Single Family Attached	45	3%
Multifamily	28	2%
Retail or Other Commercial	17	1%
Office	2	0%
Mixed Use Residential	4	1%
Mixed Use Commercial and Other	13	1%
Institutional	474	33%
Parks, Recreation, or Preserve	31	2%
Golf Course	162	11%
Major Highway	2	0%
Agriculture & Undeveloped Total	305	20%
Agriculture	287	20%
Undeveloped Land	5	0%
Total	1,433	100%

Table 11: Existing Zoning Designations in Falcon Heights

R-1	Single Family Residential
R-2	One and Two Family Residential
R-3	Medium Density Multiple Family and Apartment Buildings
R-4	High Density Multiple-Family and Apartment Buildings
R-5M	Mixed Use High Density Residential
B-1	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

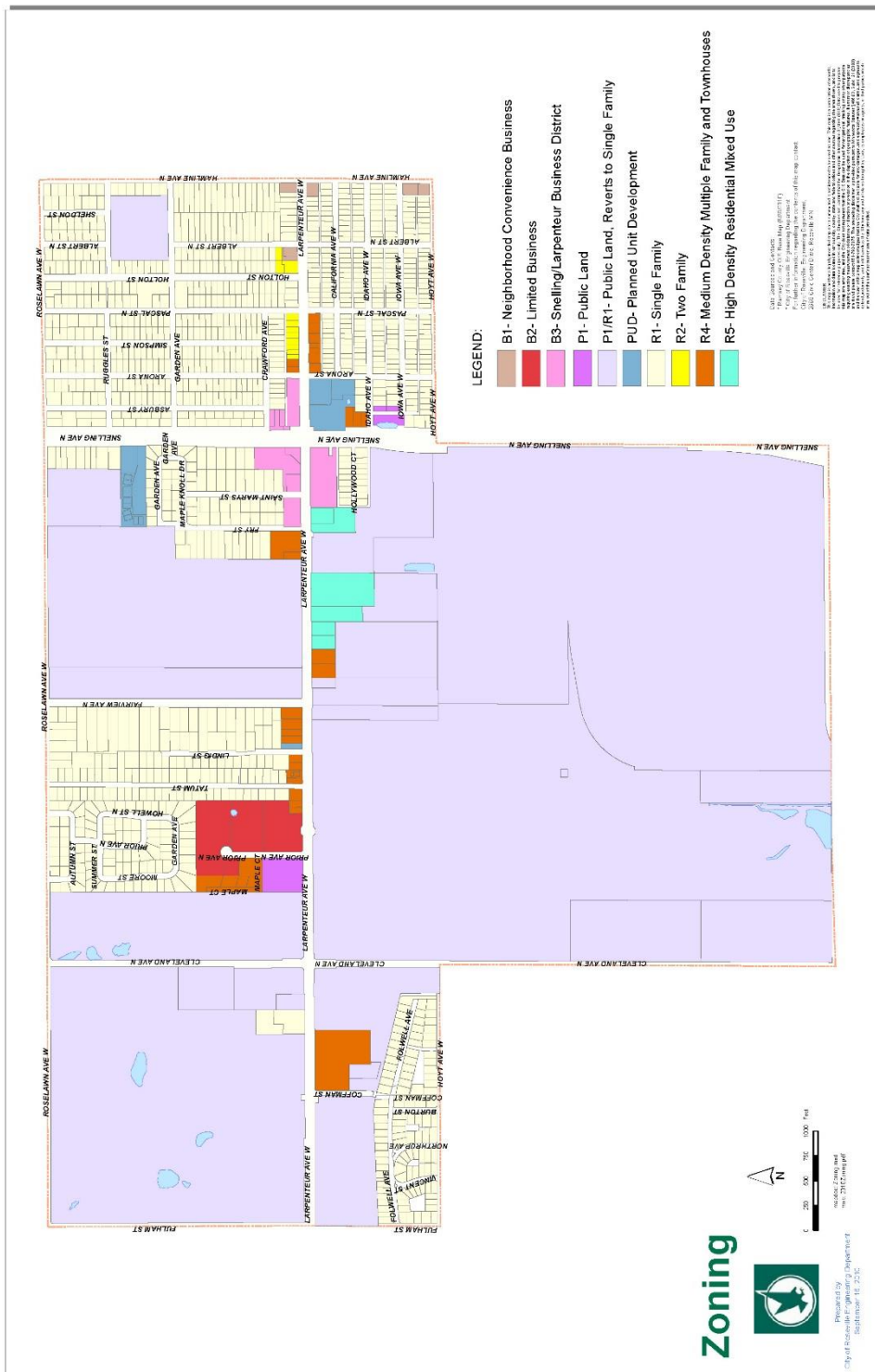


Figure 8: Existing zoning in Falcon Heights

Existing Land Use

Residential Neighborhoods

Of the non-institutional land in Falcon Heights, the majority is residential, mostly single family homes. The single family residential district is divided into six distinct neighborhoods by the University of Minnesota fields and by Snelling and Larpenteur Avenues. Most of the housing was constructed between 1940 and 1990. Multi-family buildings are distributed along portions of Larpenteur Avenue, most between Fairview and Pascal, and there is a large complex of attached single-family homes on the University campus at the southwest corner of the City. Housing is discussed in detail in the neighborhood section of the chapter.

Commercial Land

With the exception of a small neighborhood business center at the northwest corner of Hamline and Hoyt Avenues, all of the land zoned for commercial and business uses in Falcon Heights is located along Larpenteur Avenue, a major east-west thoroughfare. Most of this land is concentrated at the four corners of the Snelling-Larpenteur intersection, the City's central business district. The other business zone of significant size are the Spire Credit Union/Stanford Office Park area on Prior Avenue near City Hall. The remaining business properties are small parcels on the edges of residential neighborhoods, intended to be used for local neighborhood businesses. Falcon Heights has no land zoned for industrial use. Further discussion is located in the Business and Commercial chapter of the Land Use section.

Mixed Use

The most significant change in land use in Falcon Heights in the last number of decades is the conversion of 4.9 acres from commercial to mixed residential and commercial 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.

Another large commercial property, the corporate offices of Spire Credit Union, has also been designated "Mixed Use Residential".

Parks, playgrounds and public open space

The City has two neighborhood parks, Grove Park and Curtiss Field, along with the community park. Although the City's park acreage is low for its population, it should be noted that the University of Minnesota's Les Bolstad Golf Course, as well as the campus and the grounds and facilities of the State Fair, provide significant additional recreational opportunities for City residents.

Vacant Land

While the City has a significant inventory of unbuilt public land, that land is owned and used for agricultural research by the University of Minnesota and therefore not considered vacant. 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. With the exception of these parcels, which are popularly – though not yet officially – considered a natural resource, there is no vacant privately held land remaining in the City for new residential development. There are no vacant properties zoned for commercial use.

Public and Institutional Land

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 that these public institutions change their plans.

Future Directions

Areas of Potential Change

In addition to the demographic and environmental challenges that will confront all cities in the next twenty years, Falcon Heights faces the particular challenge of finding space to meet the housing needs projected by the year 2040. Except for one vacant residentially zoned parcel, 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, but the City is preparing for the portion of these fields along Larpenteur Avenue to redevelop the same as the rest of the corridor.

Therefore, it is not in new development, but in redevelopment where Falcon Heights will see changes over the next twenty years. Redevelopment is expected to follow two general directions: Adding transit-oriented housing, especially for older citizens and students, and creating more opportunities for residents to meet their needs for purchasing life's necessities closer to home. When redevelopment occurs, it is the perfect time to refresh and improve an area for the foreseeable future. All redevelopment projects should incorporate sustainability and resiliency to make the City stronger now and into the future.

Redevelopment: The Larpenteur Corridor

As of the last comprehensive plan, the areas with the largest potential for redevelopment have frontage along Larpenteur Avenue. This area remains the largest potential for the next twenty years. 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. All of these sites are on, or near, 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 2040. Figure 9 identifies redevelopment areas within the Larpenteur Corridor. Not every lot is expected to redevelop by 2040. Accordingly, projections of the City's overall growth, and specifically residential growth, account a portion of acreage of the Mixed Use Residential and Mixed Use Residential – TOD designations within Larpenteur Corridor that is identified in Table 16. Tables 12 and 13 illustrates that 11.3 acres of Mixed Use Residential area is expected to develop between 2021 and 2040 which is 24.1% of the overall Mixed Use Residential areas shown in

Table 16. This percentage is based on recent development activities, current market trends and known development interest and momentum in the City.”

Additionally, the Spire Credit Union site is underutilized compared to its previous owner of Hewlett Packard. The existing parking provided far exceeds Spire’s needs and the northern of the three parcels in mostly green space. A portion of the Spire Credit Union site could be redeveloped or intensified to provide a greater mix of employment opportunities within the community.

Please see the *Larpenteur Corridor* section for detailed discussion.

Changes to Public Lands

The new Bell Museum of Natural History has been constructed on the southwest corner of Larpenteur and Cleveland Avenues and brings 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 Farm (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, complementing the commercial and business core at Snelling Avenue. To allow for a proposed expansion of Ramsey County Historical Society operations at the Gibbs Farm, the Public Land (P-1) designation will be extended to the adjacent residential property, which the Historical Society now owns and plans to use for its institutional operations.

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, and no sale to the private sector, 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. Given the health and sustainability objectives of this plan, restricting this land to single family residential use is not necessarily in the best interest of the community. Therefore, the City will adopt a more flexible approach, creating overlay districts to guide any future development of public lands in coordination with the other parts of this plan, while acknowledging the present public use in the base zoning designation. Portions of these lands, such as Community Park, may be candidates for permanent reservation as public land. Corridor studies of Larpenteur and Snelling will be undertaken before the extent of the new zones can be determined. This plan will be amended when those studies have been completed.

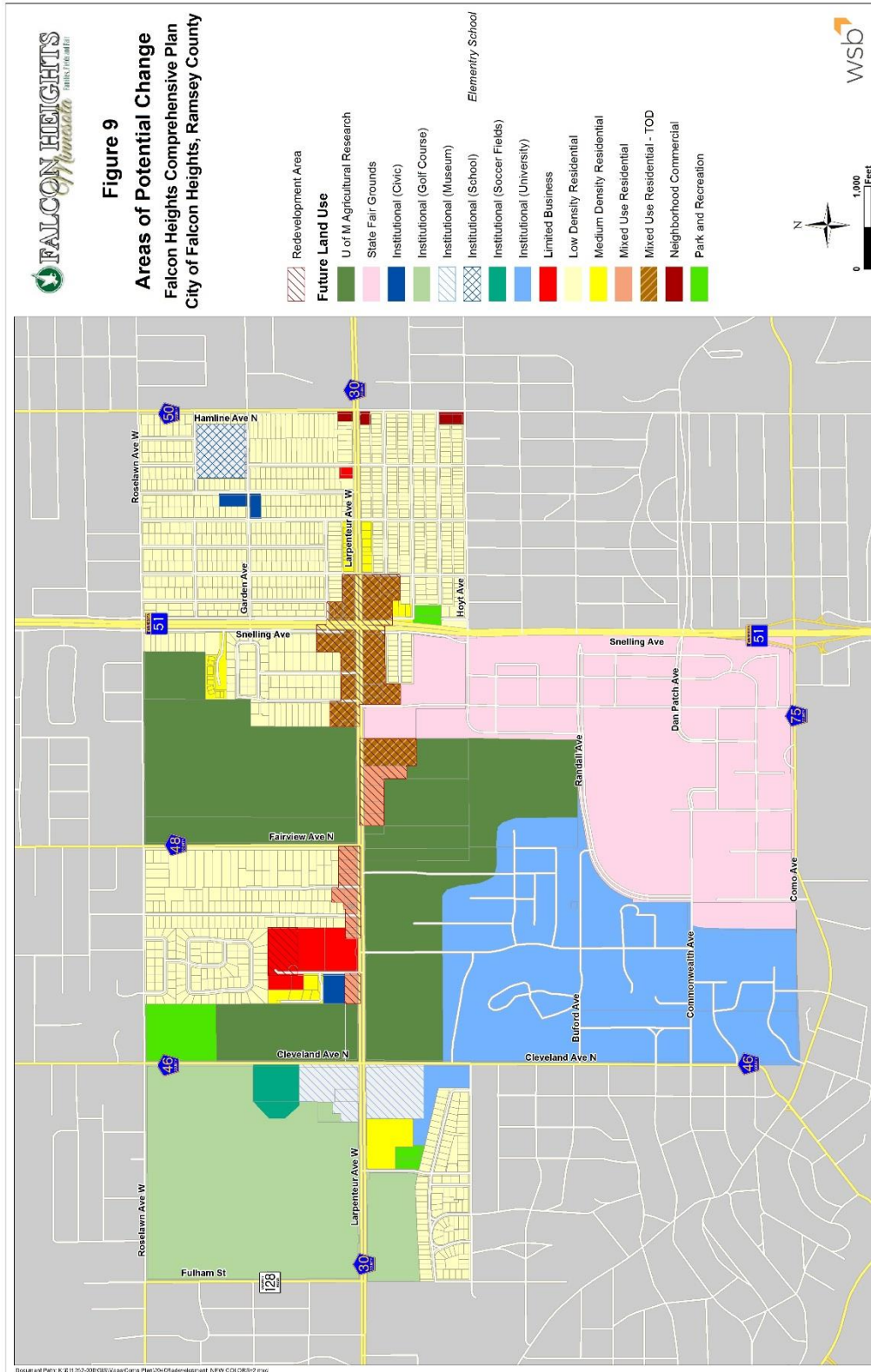


Figure 9: Areas of Potential Change

Table 12: Potential Redevelopment by Decade

	Now - 2020		2021-2030		2031-2040		Total	
	Acres	Acreage Percent	Acres	Acreage Percent	Acres	Acreage Percent	Acres	Acreage Percent
Mixed-Use Residential (22.0 ac. Total)	1.3	100%	2.0	22.2%	2.8	41.2%	6.1	35.7%
Mixed-Use Residential -TOD (24.8 ac. Total)	0	0.0%	2.5	27.8%	4.0	58.8%	6.5	38.5%
Limited Business	0	0.0%	4.5	50.0%	0	0%	4.5	26.3%
Total	1.3	100%	9.0	100%	6.8	100%	17.1	100%

Table 13: Residential Redevelopment by Decade

	Now - 2020			2021-2030			2031-2040			2021-2040 Total		
	Acres	Residential Share	Units	Acres	Residential Share	Units	Acres	Residential Share	Units	Total Acres	Residential Acres	Units
Mixed Use Residential (12 Units per Acre)	1.3	100%	15	2.0	50.0%	12	2.8	50.0%	16	4.8	2.4	28
Mixed Use Residential – TOD (15 Units per Acre)	0	0.0%	0	2.5	50.0%	19	4.0	50.0%	30	6.5	3.3	49
Total	1.3		15	4.5		31 ^a	6.8	100%	46	11.3	5.7	77
Residential Redevelopment Units per Acre: 13.3 (2021-2040)												

^a31 units are generated at a density exceeding 8 units per acre - meeting the 11 units required in the affordable housing allocation.

General Land Use: Goals and Policies

General Land Use Goals

1. To improve connections between districts of the City, between City neighborhoods and the public institutions and within neighborhoods.
2. To minimize land use and traffic intrusions that adversely impact established neighborhoods.
3. To enhance access and safety for pedestrians and non-motorized transportation.
4. To encourage practices that conserve energy and lower the City's over-all carbon emissions, making Falcon Heights a healthier, more sustainable community.
5. To encourage sustainability and resiliency practices that reduce energy consumption and carbon emissions, mitigate the effects severe weather and a changing climate
6. To encourage the proliferation of urban agriculture, a community space to be used as an open market, farmers market, or flea market; and agriculture and pollinator friendly land use.
7. Dissuade the use of asphalt to reduce the heat island effect and encourage the use of permeable pavement to reduce stormwater runoff.
8. Encourage vertical development by minimizing impervious surfacing and maximizing space.
9. Promote healthy lifestyles by encouraging businesses that offer local conveniences such as co-ops, fast food, drug stores, and other businesses to help generate more revenue.

10. Use of Complete Streets philosophy to allow multi-model options.

General Land Use Policies

1. Adopt and encourage “complete streets 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 encourage “best practices” to promote a more energy efficient and environmentally sustainable community.
3. Continue to protect solar access by enforcing existing city ordinances (Section 113-393) and by strengthening the ordinance, if appropriate.
4. Continue to eliminate zoning code violations and nuisance conditions that adversely affect the appearance and value of properties and the health of residents.
5. On transit routes, where appropriate, allow the redevelopment of multi-family and commercial properties for mixed use or higher density housing, incorporating best practices for conserving green space and promoting active living. (See Larpenteur Corridor section.)
6. Enhance and upgrade the value of all properties through street maintenance and improvement programs that complement and enhance both residential neighborhoods and the City’s business districts.
7. Establish design guidelines and standards to ensure that any new development promotes good health and preserves public open space.
8. 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.
9. 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.
10. Continue to build the Neighborhood Liaison program, Community Emergency Response Team and other community organizations for communication and security.
11. Build community identity and encourage neighborhood connectivity by installing sidewalk and bike path systems, decorative street lighting and landscaping to make streetscapes more welcoming.
12. Continue to implement an aggressive shade tree program and replace removed trees as quickly as possible with resilient tree species.
13. Encourage landscaping practices that reduce water consumption and minimize runoff.
14. Develop a resiliency checklist to ensure that all projects consider resiliency elements before they start.
15. Create an ordinance that more clearly allows and regulates urban agriculture, specifically community gardens, bees, and chickens.

16. Create incentives and programming to increase tree plantings on private lots and in public right of way.

2. The Larpenteur and Snelling Corridors

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 2040 to meet projected housing and business needs.

Next to its central location, Falcon Heights residents value the high quality traditional single-family neighborhoods and the importance of preserving their value and vitality.

With this value 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.

The Larpenteur Avenue and Snelling Avenue corridors have long functioned as divisions within Falcon Heights, separating the city north from south, east from west. The primary function of these highways is to conduct motorized traffic as quickly as possible from one end of the City to the other. Larpenteur and Snelling have imposed barriers to pedestrian traffic and an impediment to retail cohesiveness, separating neighborhoods and encouraging residents to orient their lives outward toward surrounding cities.

Snelling Avenue

Snelling Avenue is a State highway that crosses Falcon Heights from north to south. It is the most heavily traveled traffic artery in the City. South of Hoyt Avenue, Snelling is the boundary between the Minnesota State Fair and St. Paul's Como neighborhood. North of Crawford Avenue, Snelling is a residential boulevard, with frontage streets and medians separating homes from the highway. On the west side, deep lots backing up to the University fields hint at the original rural character of this section of the avenue.

Snelling Avenue has experienced some improvement in the past decade to implement the A-Line arterial bus rapid transit (BRT) service. Those improvements proved better bus shelters and transit priority through the intersections, but is a significant barrier for east to west bound traffic through town.

The strip commercial centers at Snelling and Larpenteur represent the primary redevelopment opportunity along Snelling Avenue. The strip commercial centers have the same redevelopment potential as the other properties discussed along Larpenteur Avenue.

Larpenteur Avenue

Therefore, this section will focus on the opportunities on Larpenteur Avenue. However, because Snelling passes through the heart of the City and the central commercial district and borders three large neighborhoods, it is a vital component in the City's objectives of building connections within the City, encouraging healthy, active living and enhancing community identity. Certain general goals and policies in this section will also be applied to Snelling, and any corridor study undertaken for Larpenteur Avenue will include Snelling.

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 operating the A-Line arterial BRT that connects Roseville's commercial center with St. Paul's Midway (Green Line LRT), St. Paul's Highland Park (future Ford redevelopment site) and onto the Blue Line LRT line.
- **Cultural Assets.** Gibbs Farm is located at the northwest corner of Cleveland and Larpenteur Avenues, across the street from the new Bell Museum of Natural History.
- **Recreational Amenities.** The Les Bolstad 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.

Existing Land Uses on Larpenteur Avenue

Properties on Larpenteur Avenue fall 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, including land used for agriculture research

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 2040.

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

- Stratford Professional Office Park – Prior Avenue, north of Maple Court and City Hall

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 24.7 acres, with 703 units of housing for an average density of 28.4 units per acre, as shown in Table 14. The density ranges from just over 14 units per acre at 1666 Coffman, an owner-occupied condominium residence for University of Minnesota retirees, to more than 50 units per acre at 1496 Larpenteur, an older 8-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.

Table 14: Multi-family Residential Properties in Larpenteur Corridor, West to East

Property	Present Zoning	Acres	Existing units	Existing Density (Units/Acre)
1666 Coffman	R-4	6.50	93	14.3
1707 Tatum	R-4	0.41	11	26.8
1707 Lindig	R-4	0.52	12	23.1
1845-1855 Larpenteur	R-4	1.11	34	30.6
1830 Larpenteur	R-4	0.59	17	28.8
1800-1818 Larpenteur	R-4	1.56	36	23.1
1710-1740 Larpenteur	R-4	4.83	144	29.8
1687-1717 Fry	R-4	2.43	68	28.0
1561 Idaho/1534-1642 Snelling	R-4	0.88	32	36.4
1550 Larpenteur	PUD	2.59	119	45.9
1530 Larpenteur	PUD	1.32	56	42.4
1510 Larpenteur	R-4	0.28	10	35.7
1511 Larpenteur/1688 Arona	R-4	0.39	20	51.3
1504 Larpenteur	R-4	0.28	10	35.7
1496 Larpenteur	R-4	0.13	8	61.5
1490 Larpenteur	R-4	0.13	5	38.5
1486 Larpenteur	R-4	0.28	10	35.7
1472 Larpenteur	R-4	0.28	10	35.7
1466 Larpenteur	R-4	0.28	8	28.6
All Multi-family properties		24.79	703	28.4

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 in the city.

Lack 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 or by consolidating multiple lots and developing as a whole.

Commercial/Business Properties in the Larpenteur Corridor

Existing private commercial land occupies 30.46 acres in the Larpenteur Corridor. As shown in Table 15, 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 Spire Credit Union).

Table 15: Non-Residential Properties in Larpenteur Corridor, West to East

Property	Present Zoning	Acres
2025 Larpenteur	B-2	12.54
1871 Larpenteur	B-1	0.29
1750-1790 Larpenteur	B-2	3.44
1639 Larpenteur	B-3	1.16
1644 Larpenteur	B-3	2.58
1667 Snelling	B-3	3.73
1611 Snelling	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	B-1	0.5
1347 Larpenteur	B-1	0.58
1350 Larpenteur	B-1	0.38
All non-residential private land on the Larpenteur Corridor		30.46

Not all of the sites presently zoned for business are likely candidates for multi-use redevelopment by 2040. The southeast quadrants of the Snelling/Larpenteur core are comparatively new and in good condition. The northwest quadrant has been recently upgraded; it also presents some vehicle access challenges due to its proximity to the Snelling/Larpenteur intersection. The B-1 properties are unlikely to attract residential redevelopment because of their small size and constraints imposed by proximity to existing residential properties. They are more likely – and more needed – to continue serving neighborhood retail needs, with or without rebuilding.

Larpenteur/Cleveland Hub

Though decidedly less congested with traffic and has more open space than the Snelling/Larpenteur commercial core, the intersection of Larpenteur and Cleveland is as important a center and gateway to the City of Falcon Heights as Snelling and Larpenter. The area is home to a number of the community's assets and public attractions.

- Falcon Heights City Hall
- Les Bolstad University of Minnesota Golf Course
- University of Minnesota women's soccer stadium
- University Grove Park (a neighborhood park)
- Community Park
- The Bell Museum of Natural History (owned by the University of Minnesota)
- Gibbs Farm (owned by the Ramsey County Historical Society)

Cleveland and Larpenteur has also been identified by in the University of Minnesota’s master planning process as an important gateway to the campus.

The Cleveland/Larpenteur hub, extending to Gortner Avenue on the east, Fulham Avenue on the west, and to Community Park on the north, has the potential to become a significant precinct of civic, cultural and recreational activity, balancing and complimenting the commercial center at Snelling and Larpenteur

Future Directions

Axis of Redevelopment: The Larpenteur Corridor

Larpenteur and Snelling have the potential to become vital arteries within the community, connecting rather than dividing neighborhoods and commercial areas. It is the City’s intention to focus on that potential over the lifetime of this plan and to aim future development in the City toward realizing that vision of connection. Higher density, transit-oriented housing, including life-cycle housing, along Larpenteur Avenue will be part of that vision. Commercial development will be integrated with the Snelling/Larpenteur commercial core and must contribute to a viable community oriented city center. Above all, development must be balanced with preservation of the open landscapes that residents value so highly.

The City intends to give priority to development along Larpenteur Avenue that provides homes, destinations and necessities for local residents and incorporates strong pedestrian and local traffic connections both to surrounding residential neighborhoods and to existing commercial districts. Highway-oriented “strip-mall” type development will not serve this vision and will not be considered appropriate for Larpenteur Avenue within Falcon Heights. Between Larpenteur Avenue and Avalon Street there is particular potential for redevelopment opportunities that would incorporate mixed-use buildings similar to the mixed-used redevelopment which occurred at the southeast corner of Snelling and Larpenteur. Larpenteur Avenue redevelopment could include the reuse of the architecturally unique former Harvest States Building in the southwest quadrant of the Snelling-Larpenteur corner.

A comprehensive corridor study of both Snelling and Larpenteur, with ample opportunity for public participation, is recommended as part of the implementation of this plan, before any significant redevelopment is initiated along the Larpenteur Avenue corridor in Falcon Heights.

Larpenteur/Cleveland Civic, Cultural and Recreational Precinct

Finally, it is the City’s intention to promote the evolution of the Cleveland/Larpenteur district as a precinct of civic, recreational and cultural activity for both the City and the wider metropolitan community, in partnership with the public and non-profit institutions that own the surrounding lands.

With the recent construction of the new Bell Museum of Natural History at the southwest corner of Larpenteur and Cleveland, and the Ramsey County Historical Society’s operations at the northwest corner, including Gibbs Farm, the City of Falcon Heights will be home to two popular metropolitan area museums.

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, adjacent cities 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.

The Larpenteur Corridor: Goals and Policies

Larpenteur Corridor Goals

1. To encourage the evolution of the Snelling/Larpenteur hub, especially between Arona Street and Cleveland Avenue, into an extended “city center” connecting, rather than dividing, the community.
2. To encourage the evolution of the Cleveland/Larpenteur hub into a well-designed civic, cultural and recreational precinct and an attractive gateway to both the City of Falcon Heights and the University of Minnesota.

Larpenteur Corridor Policies

1. Conduct in-depth corridor studies of both Larpenteur and Snelling Avenues in Falcon heights to determine the design priorities for these arteries and to determine the best ways to meet the City’s objectives.
2. Establish mixed-use overlay districts to encourage infill and redevelopment of existing commercial and multi-family properties along the Larpenteur corridor. Exact location of these districts would be determined by the results of the corridor studies; this plan will be amended to recognize those results.
3. Allow flexibility in development standards on Larpenteur to recognize the challenge of redeveloping small properties on a scale similar to surrounding residential development
4. Require pedestrian and local traffic connectivity between new development and surrounding portions of the City. Discourage plans that restrict vehicular access to new developments to Larpenteur Avenue only.
5. Require appropriate transitional zones of open space between existing single-family neighborhoods and any new development of institutional or agricultural land.
6. Employ the health impact assessment and other tools to ensure that new development along Larpenteur Avenue is safe, attractive and walkable and enhances the quality of life for residents of the City.

7. Work with the University of Minnesota to improve the streetscape along Larpentour west of Fairview.
8. Make sure all development follows the City's sustainability and resiliency goals.

3. Neighborhoods

The City of Falcon Heights is primarily a residential community dominated by modest, well-maintained single family homes built in the mid-20th century. Slightly less than a third of the total residential units are apartments, for which there is a constant demand because of proximity to the University of Minnesota. About 15% of the City's housing is in a student housing cooperative on the university campus.

Falcon Heights Neighborhoods

The geographical barriers of major roads, open fields, fairground and campus give the neighborhoods of Falcon Heights clearly defined identities. The neighborhoods are also distinguished by age and type of housing, and by typical lot size.

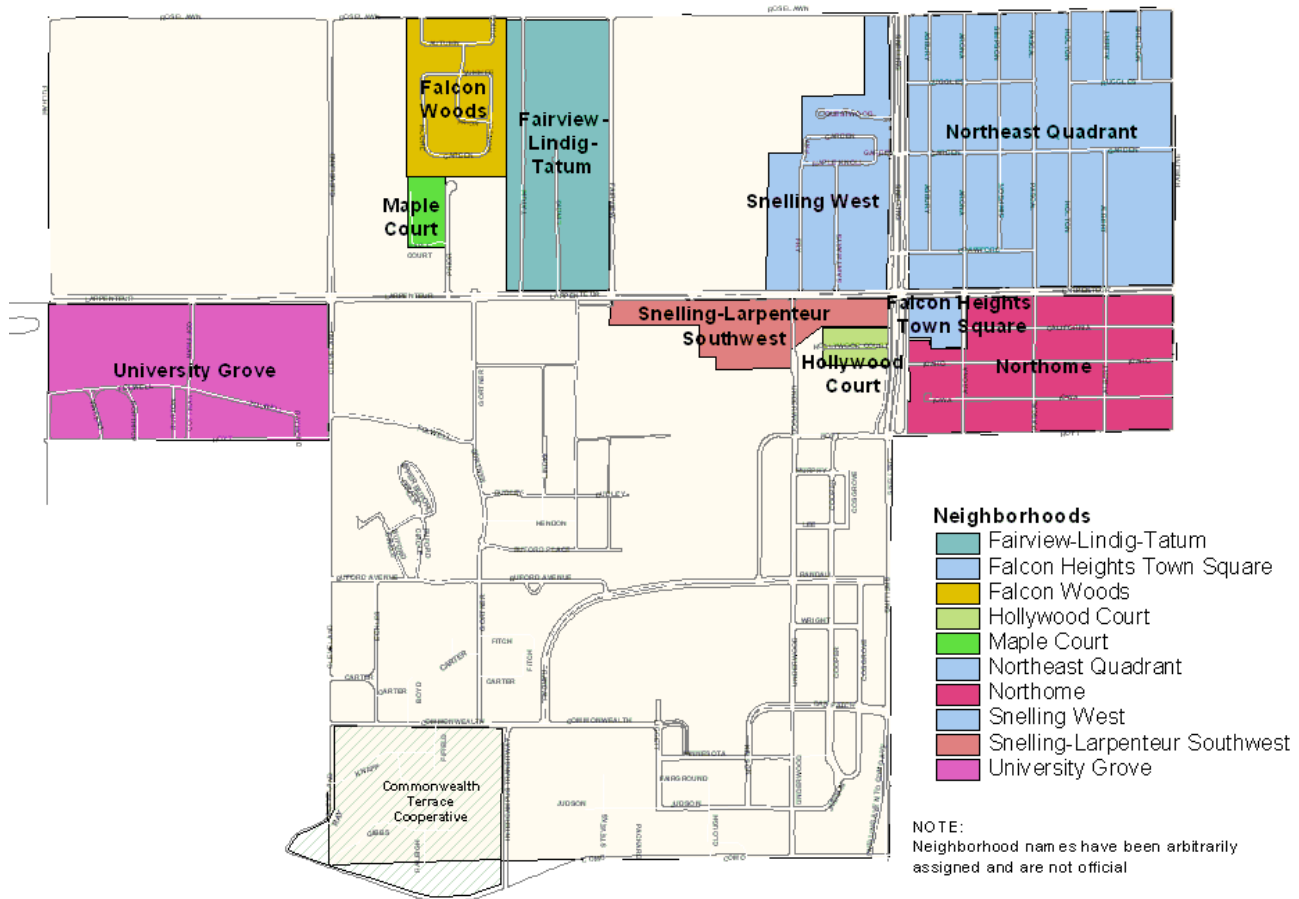


Figure 10: Falcon Heights Residential Neighborhoods

North of Larpenteur and east of Snelling. This neighborhood, sometimes called the “Northeast Quadrant,” is the largest in the city. It is characterized by ramblers and ranch-style homes built from the 1930s to about 1960, on deep lots of typically about 10,000 square feet. Streets are straight and connected, primarily north/south; most blocks do not have sidewalks or alleys. Older homes on deeper, more heavily wooded lots are concentrated along Hamline and the east end of Larpenteur.

South of Larpenteur and east of Snelling. Traditionally called Northome, this neighborhood is characterized by one-and-a-half story homes built before the end of World War II and, west of Arona Street, ramblers built between 1945 and 1952. Most lots are under 7,000 square feet. The houses face east-west streets laid out in a grid pattern. Most blocks have alleys and sidewalks. The neighborhood is similar to St. Paul’s Como neighborhood to the south. Recently two large apartment buildings and fourteen townhomes were added to this neighborhood at Falcon Heights Town Square at the southeast corner of Larpenteur and Snelling.

North of Larpenteur and west of Snelling. This diverse neighborhood adjacent to university agriculture fields has a broad range of housing, including older homes on large lots facing Snelling Avenue, a 1950s development of suburban ramblers, and a small complex of up-scale townhomes built in the 1990s. Lot sizes vary from about 10,000 square feet to over 25,000 square feet. There are no alleys and few sidewalks. A four-building apartment complex is located at Fry and Larpenteur.

South of Larpenteur, Snelling to Fairview. Three apartment complexes, interspersed with commercial properties and public land, stand on the south side of Larpenteur, west of Snelling and adjacent to the State Fairground and University fields. Hollywood Court, a tiny single-street, one block neighborhood of homes built before 1950 on lots of about 7,000 square feet, is tucked in between the State Fair and the former Harvest States building at the southwest corner of Snelling and Larpenteur. Access to all of these residences is from Snelling or Larpenteur only. These residents are largely cut off from the other City neighborhoods by these busy streets.

Fairview, Lindig and Tatum Streets. This area reflects the same kind of diversity seen in the neighborhood along the west side of Snelling: individually built homes on large lots (10,000 – 53,000 square feet) on Fairview, Roselawn and Lindig and a development of post-World War II ramblers on 9,000 – 10,000 square foot lots along Tatum. The absence of sidewalks, the quiet location, and the “common back yard” identity of the unbuilt back lots north of the end of Lindig Street reinforce the semi-rural character these residents prize.

Falcon Woods. With access only from Roselawn Avenue on the north, winding streets and wedge-shaped lots, this neighborhood has the most “suburban” character in the city. The homes were built in two stages, the northern portion in the 1950s and the southern in the 1980s. Typical lots are about 10,000 square feet. Maple Court, a complex of 24 attached condominium townhomes built in 1993, stands just to the south of Falcon Woods off Prior Avenue north of City Hall. Although this neighborhood has no sidewalks along the residential streets, it is well provided with pedestrian connections to Prior and Larpenteur to the south and to Community Park on the west.

University Grove. Located between Hoyt Avenue and the University golf course, west of Cleveland Avenue, University Grove is a distinctive neighborhood originally intended for University faculty and staff. The Grove is adjacent to St. Anthony Park, one of St. Paul's most desirable neighborhoods. Homes in the Grove were built between the 1920s and the 1970s in a myriad of styles, each individually architect-designed. Homeowners are lessees of their lots, which remain the property of the University of Minnesota, and properties are subject to neighborhood association governance as well as City zoning code. The neighborhood features common green areas in the interiors of blocks, plenty of sidewalks and pedestrian paths, and a small neighborhood park. 1666 Coffman, a 92-unit condominium apartment building for retired University employees stands at the north side of the neighborhood at Coffman and Larpenteur

Future Directions

Falcon Heights is looking to preserve the quality and character of its mid-20th Century neighborhoods. The well-maintained cottages, ramblers and ranch-style dwellings behind green lawns on tree-lined streets have a "retro" charm that, with the convenient location of the City, makes Falcon Heights a desirable place to live. However, by post-1990 suburban standards, the lots, homes and garages are relatively small, and today's residents desire more living space. The City's challenge is to encourage reinvestment and home improvement that respects the style and character of the existing housing and the proportion of landscaped space, while creating more usable space and convenience.

This plan establishes five broad categories of residential use as follows:

Low Density Residential - 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 and aesthetic character, encourage the continual upgrading of the housing stock and maintain existing development densities of one (1) to six (6) units per acre. At neighborhood edges, it is the City's intent to consider compatible residential redevelopment at higher densities.

Medium Density Residential (R-3 and 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 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 acre.

If medium or lower density redevelopment were to be proposed for these zones and other transitional areas, the City will require that rebuilding not reduce the amount of available housing in the City overall. To provide for attached townhome development and other medium density housing, the City will reinstitute the R-3 zoning district discontinued since the last comprehensive plan.

Mixed Use Residential

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. The Mixed Use Residential designation will have a mix of 50 to 90% residential uses, 25% to 50% commercial uses, and 0% to 25% office uses. Densities range from 12 to 46 units per gross acre. The mix of residential and commercial uses may occur either horizontally or vertically.

Mixed Use Residential - Transit-Oriented Development (TOD)

To support the higher frequency bus service of the “A” Line bus rapid transit (BRT) line running along Snelling Avenue, the minimum density within ¼ mile of Snelling Avenue shall be 15 units per gross acre. The Mixed Use Residential – TOD designation will have a mix of 50 to 90% residential uses, 25% to 50% commercial uses, and 0% to 25% office uses occurring either horizontally or vertically.

Falcon Heights Town Square’s largest building, 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 similar to comparable properties in the City, along the Larpenteur corridor, should any of the larger properties, presently zoned for business or medium density residential, become available for redevelopment. Substantial green spaces will be preserved between future development and existing neighborhoods to provide connectivity between neighborhoods (pedestrian, motorized and non-motorized traffic) and to preserve natural resources prized by Falcon Heights residents, including open space, views and access to natural light.

New Neighborhoods

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, especially adjacent to existing neighborhoods, 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 mixed use building along the Larpenteur Avenue Corridor and compact single family residential uses elsewhere. Until that time, it is in the City’s interest to designate these lands as reserved for public use and establish overlay districts to ensure that any future changes in use meet the objectives of this plan.

Neighborhoods: Goals and Policies

Neighborhood Goals

1. To improve the quality, appearance and maintenance of housing in neighborhoods.
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 a diverse housing stock.
6. To provide opportunities for affordable housing in proximity to public transportation, commercial services and recreational facilities.
7. To encourage homes to become as efficient as is reasonably possible through improved such as insulation and air sealing and high efficiency HVAC and water heating.

Neighborhood 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. Enforce the housing chapter of the city code to assure the maintenance of existing housing stock. Pursue improvements to this chapter such as adoption of a uniform standard, such as the International Property Maintenance Code.
3. Pursue and encourage housing rehabilitation programs, such as the Housing Resource Center.
4. Continue to support rental assistance programs through the Metropolitan Housing and Redevelopment Authority Section 8 Program.
5. Encourage home ownership by participating in community land trust programs, as opportunities and funding allow, to keep a proportion of homes affordable.
6. Monitor and maintain the quality of rented 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. 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.

14. 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.
15. 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.
16. Continue to build the Neighborhood Liaison program, Community Emergency Response Team and other community organizations for communication and security.
17. Encourage neighborhood connectivity by installing sidewalk systems and decorative street lighting to make streetscapes more welcoming.
18. Continue to implement an aggressive shade tree program and replace removed trees as quickly as possible.
19. Encourage landscaping practices that reduce water consumption and minimize runoff.
20. Encourage all redevelopment or maintenance projects to include improving efficiency which will in turn improve durability, health and safety.
21. Encourage making the home solar ready during improvement projects.
22. Encourage new housing that incorporates EV readiness in garage construction.

4. Business and Commercial Districts

Although Falcon Heights is primarily a residential City outside of its large public institutions, it possesses a small but important business community distributed along Larpenteur Avenue. (Please see the Larpenteur Corridor section for additional information about business and commercial lands in Falcon Heights.) It is vital to the sustainable future of Falcon Heights and to the health and well-being of its residents that the City retain and improve the existing viable businesses and encourage businesses that offer goods and services to the nearby neighborhoods.

Existing Business Land Use in Falcon Heights

The City is served by a central business district at the intersection of Snelling and Larpenteur Avenues, a limited business district (offices and professional services) at Prior and Larpenteur, and a number of smaller businesses along Larpenteur, mostly oriented toward local retail and service needs. A retail cluster on Hamline Avenue between Hoyt and Idaho has been a valued neighborhood retail center for generations.

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 no longer functioning well in its original use as an auto-oriented shopping center. As presently configured, the Snelling and Larpenteur thoroughfares impose severe limitations on the extent to which the area can 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 was destroyed by fire 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.

The southeast quadrant of the Snelling/Larpenteur is occupied by the Falcon Heights Town Square which provides 175 apartments: 56 in a senior apartment building and 119 in a multi-family building, of which 25 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 or repurposing 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 site as a whole is underutilized, and the western portion of the property 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
- Pedestrian scale transit improvements as a part of the A-Line arterial BRT

Remaining issues:

- Street and walkway configuration that is hazardous to pedestrians
- Minimal landscaping separating walkways and streets from parking lots
- 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.

Future Directions

Retaining viable businesses and maintaining commercial properties, while improving the mix of local goods and services, is a high priority for the City of Falcon Heights. 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 2018. Instead, the City intends to encourage improvement and redevelopment of existing commercial business areas in a manner that is in keeping with

competitive contemporary retail/service standards of design and quality for a community-oriented business district. It is also the intent of the plan to:

- create an attractive, easily accessible, walkable and visually secure commercial area for retail customers.
- minimize adverse impacts on adjacent residential areas.
- where appropriate, consider additional housing as an element in any redevelopment of existing commercial property, in order to meet projected housing needs by 2040.

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 transitional 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 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 four categories of commercial/business use including Mixed Use Residential, Mixed Use Residential-TOD, Neighborhood Commercial and Limited Business as follows:

Mixed Use Residential and Mixed Use Residential - TOD

These areas are comprised of a mix of both residential and commercial uses, either in horizontal or vertical mixture. The density will be a minimum of 12 units per acre (a minimum of 15 units per acre within ¼ mile of Snelling Avenue within the Mixed Use Residential – TOD category) and a maximum of 46 units per acre. The Mixed Use Residential and Mixed Use Residential – TOD designations will have a mix of 50 to 90% residential uses, 25% to 50% commercial uses, and 0% to 25% office uses. The commercial and office portions of a development are anticipated to yield an employment-bearing land use intensity of up to 0.75 building floor area (F.) to land area (A.) ratio (R.) or F.A.R. These areas provide buildings that are closer to the street, with a focus on providing a pedestrian-friendly environment.

A multi-use complex at Falcon Heights Town Square in the southeast quadrant of the Snelling/Larpenteur Commercial Core is the first mixed use commercial/residential structure of its type but it 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 as an overlay district where infill development is likely to be proposed.

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.

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, preserves the historic building and provides a significant share of the City's housing needs projected by 2040.

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

- Establishment of sign and design guidelines for improvements throughout the core.
- Placement of electrical and telephone utilities underground.
- Planning and implementation of parking, circulation, lighting and landscaping improvements.
- Improvements that increase pedestrian safety.

Neighborhood 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. These centers generally consist of freestanding buildings which function independently of one another. The expected employment-bearing land use intensity within this category is up to 0.5 F.A.R.

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. The expected employment-bearing land use intensity within this category is up to 0.8 F.A.R. 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.

Commercial/Business Districts Goals and Policies

Commercial/Business Goals

1. To allow an appropriate range of businesses that satisfy the convenience goods and service needs of residents.
2. To ensure 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 close to bus transit routes when larger sites are redeveloped.
8. To encourage businesses to become more energy efficient, consider adding renewables or becoming solar ready and generally try to decrease their carbon emissions.

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.
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. 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.

9. Encourage energy conservation and carbon emission reduction.
10. Encourage the use of renewable energy, and encourage private businesses to develop EV charging stations and promote the benefits of having this available to employees and customers.

5. Agricultural and Institutional

Comprising two-thirds of the City's total area, the University of Minnesota St. Paul campus/golf course/museum/soccer fields 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, continuing close communication is essential to minimize conflict and coordinate public service deliveries. Particular attention needs to be given to transit and sanitary sewer coordination/ cooperation and to emergency preparedness. Additional institutional facilities include the City of Falcon Heights City Hall and Elementary School.

Institutional (University)

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 464 housing units, of which 331 are in Falcon Heights and 133 are in St. Paul.

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. Private development of new student housing on University land could come under the City's land use jurisdiction. Only one such project is under consideration at this time within Falcon Heights, a proposed fraternity house at the southeast corner of Commonwealth and Cleveland adjacent to Commonwealth Terrace.

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.

Institutional (Golf Course)

The University's Les Bolstad 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. Although not under the City's jurisdiction, the golf course is considered a valuable community asset.

Institutional (Soccer Fields)

The University also operates the Elizabeth Lyle Robbie Stadium at 17695 Cleveland Avenue just north of Larpenteur Avenue. No major improvements are proposed which would cause this facility to grow beyond present boundaries

U of M Agricultural Research

The University has conducted agricultural experimentation and research at this site for over 100 years. 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.

Institutional (Museum)

The University of Minnesota operates the Bell Museum which includes science, art, and a planetarium all with a unique Minnesota perspective. High-tech exhibits, wildlife dioramas, outdoor learning experiences and more will draw tourists to Falcon Heights. The Museum occupies 21.28 acres of land on Larpenteur Avenue West.

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 State Fair 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 that any land use change is compatible to the objectives outlined in this plan.

Institutional (Civic)

Within this category the City of Falcon Heights currently occupies 3.83 acres of land where their City Hall is located along Larpenteur Avenue. Within City Hall, administration and operations activities are conducted.

The Falcon Heights United Church, located at 1795 Holton Street, is the only other facility within this category.

Institutional (School) - Elementary School

The Falcon Heights Elementary is a K-6 neighborhood school serving approximately 480 students. The school functions under the Roseville Area School system.

Future Directions

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 recognize the present and likely future use of these lands by designating them as public lands, discontinuing the dual P-1/R-1 zoning continued in the 2009 comprehensive plan. Institutional land operated by the City of Falcon Heights including the City Hall, Soccer Fields has not future anticipated change. The Elementary School should continue to operate into future years.

Agricultural and Institutional Lands: Goals and Policies

Agricultural and Institutional Lands: Goals

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.
4. To promote the evolution of a vital civic, cultural and recreational precinct around the Cleveland/Larpenteur intersection that serves both the City and the institutions and provides an attractive gateway to the area.

Agricultural and Institutional Lands: 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. Create a university housing overlay district to establish design guidelines and standards for privately owned university group housing (such as dormitories or fraternities) developed on University owned land that may come into the City's jurisdiction.
6. Regulate non-State Fair development on the State Fair property.

6. Future Land Use

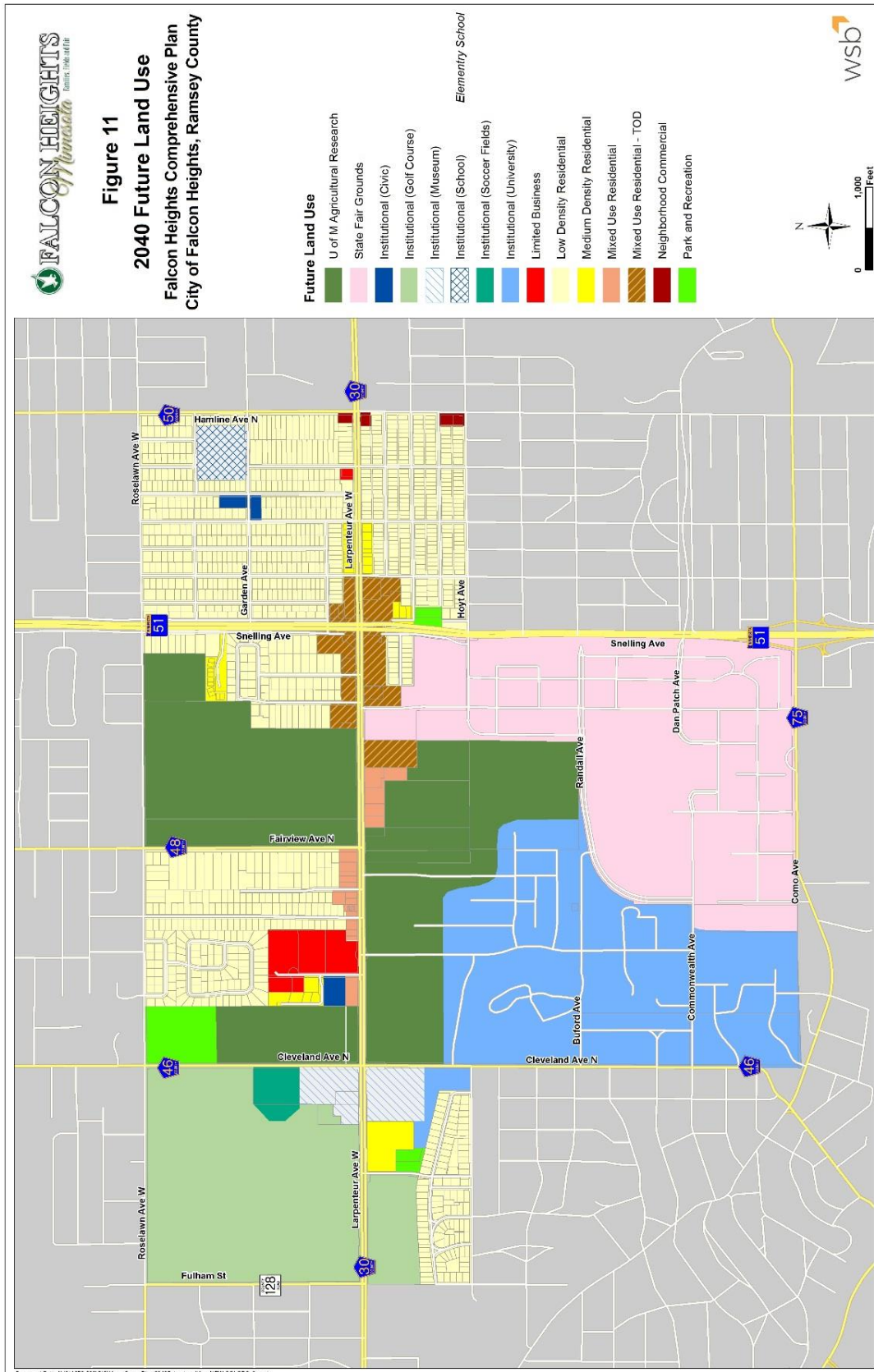
The Future Land Use Plan identifies several categories to guide development and redevelopment in the City of Falcon Heights. These generally include residential uses, commercial uses, mixed use, parks, playgrounds, open space, and institutional. Large acreages of the City are owned by the University of Minnesota or are the State Fair Grounds. In summary, the City of Falcon Heights does not expect large scale changes in land use by 2040. In fact, no new growth is projected to occur past 2020. Therefore, future land use will most likely feature little change. Redevelopment will be market-driven and is most likely to be concentrated along Larpenteur Avenue on sites that are presently zoned for either business or multi-family residential use. The map (Figure 11) is based on assumptions that have been outlined in this section.

- The University of Minnesota including the Golf Course, Agricultural Research, and Bell Museum will not convert any of its land to private use and development. The State Fair Grounds will continue to operate as-is and not convert any of their land for private use or development.
- The market will encourage redevelopment of larger commercial properties along Larpenteur Avenue
- Existing single-family neighborhoods in Falcon Heights will continue to be highly valued places to live.
- There will be demand for additional transit-oriented housing close to Larpenteur Avenue.
- There will be increasing public demand for redevelopment that supports pedestrian and non-motorized access to shopping and public amenities in the city.
- Additional institutional uses including the Elementary School, City Hall and Soccer Fields will remain as they stand and will not switch to private development or use.

Table 16: 2040 Land Use

Land Use	Acres	Percent of Total Acres
U of M Agricultural Research	264.7	18.5%
State Fair Grounds	265.0	18.5%
Institutional (Civic)	4.7	0.3%
Institutional (Golf Course)	162.8	11.4%
Institutional (Museum)	21.3	1.5%
Institutional (School) Elementary School	9.7	0.7%
Institutional (Soccer Fields)	7.8	0.5%
Institutional (University)	222.73	15.6%
Limited Business	16.2	1.1%
Low Density Residential	363.1	25.4%
Medium Density Residential	24.1	1.7%
Mixed Use Residential	22.0	1.5%
Mixed Use Residential - TOD	24.8	1.7%
Neighborhood Commercial	2.7	0.2%
Park and Recreation	18.9	1.3%

FIGURE 11: Future Land Use – 2040



IV. Transportation

Introduction

The transportation system in Falcon Heights generally operates well today. The city's multimodal transportation system includes facilities for vehicles, freight, walking, bicycling and transit. Facilities are operated by a number of agencies, including the City of Falcon Heights, Ramsey County, and the Minnesota Department of Transportation (MnDOT).

This transportation chapter has been prepared in compliance with State of Minnesota Statutes and applicable Metropolitan Council guidelines. As part of this Plan, the city has reviewed existing and future conditions for each mode and identified safety, operations, and network improvements that will be important to address over the 2040 planning horizon. The city has also developed goals and strategies to preserve and improve the transportation system.

This transportation plan includes the following information:

1. Summary of Regional Strategies
2. Existing Roadway System
3. 2040 Traffic Forecasts and Roadway Network Planning
4. Existing and Planned Non-Motorized Transportation Network
5. Freight Network
6. Transit
7. Aviation
8. Goals and Multimodal Strategies
9. Proposed Short and Long-Range Roadway Projects
10. Public Comments
11. Conclusion and Next Steps

Transportation Glossary

CIP: Capital Improvement Plan – five-year plan for capital investments in the transportation system and in other capital assets owned by the city (equipment, buildings, etc.).

CR: County Road – county-owned roadway that does not receive State funding.

Critical Crash Rate: Statistical indicator of a safety problem at a location. If crash rates at a location are above the critical crash rate, it indicates that the location has a crash rate that is statistically significant compared to similar roadways.

CSAH: County State Aid Highway – county-owned roadway that receives State Aid funding.

MnDOT: Minnesota Department of Transportation.

RBTN: Regional Bicycle Transportation Network – existing and planned regional bicycle network established by the Metropolitan Council.

TH: Trunk Highway – State highway owned and operated by MnDOT.

TPP: Transportation Policy Plan – Regional transportation plan for the Twin Cities metropolitan region, developed by the Metropolitan Council.

1. Summary of Regional Strategies

This Plan has been prepared to be consistent with the regional transportation strategies outlined in the Metropolitan Council 2040 Transportation Policy Plan (TPP). Similar to this Plan, the TPP evaluates the existing transportation system, identifies transportation challenges to the region, and sets regional goals, objectives, and priorities to meet the transportation needs of current residents while accommodating the region’s anticipated growth. The TPP also guides local agencies in coordinating land use and transportation and establishes regional performance measures and targets.

The TPP is guided by the following goals:

- **Transportation system stewardship:** Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.
- **Safety and Security:** The regional transportation system is safe and secure for all users.
- **Access to Destinations:** People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.
- **Competitive Economy:** The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and State.
- **Healthy Environment:** The regional transportation system advances equity and contributes to communities’ livability and sustainability while protecting the natural, cultural, and developed environments.
- **Leveraging Transportation Investment to Guide Land Use:** The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

Funding is a key constraint that is acknowledged in the TPP. Current transportation revenue will not meet the region's transportation needs through 2040. As a result, the TPP includes two long-term investment scenarios: a fiscally-constrained scenario that identifies projects anticipated to be funded based on current revenue projections, and an increased revenue scenario that identifies project priorities should additional transportation funding become available.

Under the current revenue scenario, the TPP is focused on operations and maintenance of the existing transportation system. Investments in highway mobility and access are limited to those projects that address multiple TPP goals and objectives. The increased revenue scenario would allow additional investments in operations and maintenance, as well as regional mobility, access, safety, and bicycle/pedestrian improvements. However, congestion cannot be greatly reduced under the increased revenue scenario. Under both scenarios, proposed investments are focused on areas of the metro with the greatest existing and future challenges and anticipated growth.

The Metropolitan Council classifies Falcon Heights under the Urban Community Designation. Based on *Thrive MSP 2040*, Urban areas are expected to plan for forecasted population and household growth at average densities of at least ten units per acre for new development and redevelopment. These communities are also expected to target opportunities for more intensive development near regional transit investments.

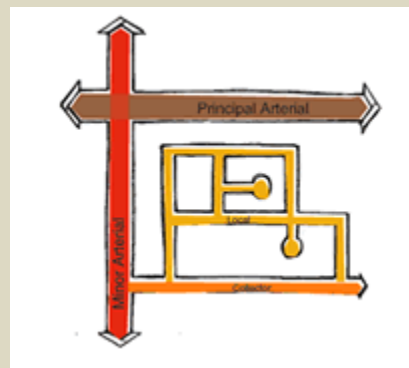
2. Existing Roadway System

The sections below provide information about the existing roadway system in Falcon Heights, including existing number of lanes, existing roadway jurisdiction, existing functional classification, existing traffic, existing safety, and access management. This chapter also includes summary recommendations from recent plans and corridor studies.

2.1. Functional Classification

The functional classification system groups roadways into classes based on roadway function and purpose. Functional classification is based on both transportation and land use characteristics, including roadway speeds, access to adjacent land, connection to important land uses, and the length of trips taken on the roadway.

The **functional classification system** organizes a roadway and street network that distributes traffic from local neighborhood streets to collector roadways, then to minor arterials and ultimately the principal arterial system. Roads are placed into categories based on the degree to which they provide access to adjacent land and mobility for through traffic. Functional classification gives an indication of the relative hierarchy of roadways in the transportation network.



Four classes of roadways are included in the seven-county metropolitan area functional classification system: principal arterials, minor arterials, collector streets, and local streets.

Figure 12 shows the existing functional classification of each road in the City of Falcon Heights and **Figure 13** shows the existing roadway jurisdiction. The following sections describe each functional class in greater detail and indicate which roadways fall into each classification.

Figure 12: Existing Functional Classification

Falcon Heights Comprehensive Plan
City of Falcon Heights, Ramsey County

Existing Functional Classification

-  A Minor Augmentor
-  A Minor Reliever
-  Other Arterial
-  Major Collector
-  City Boundary

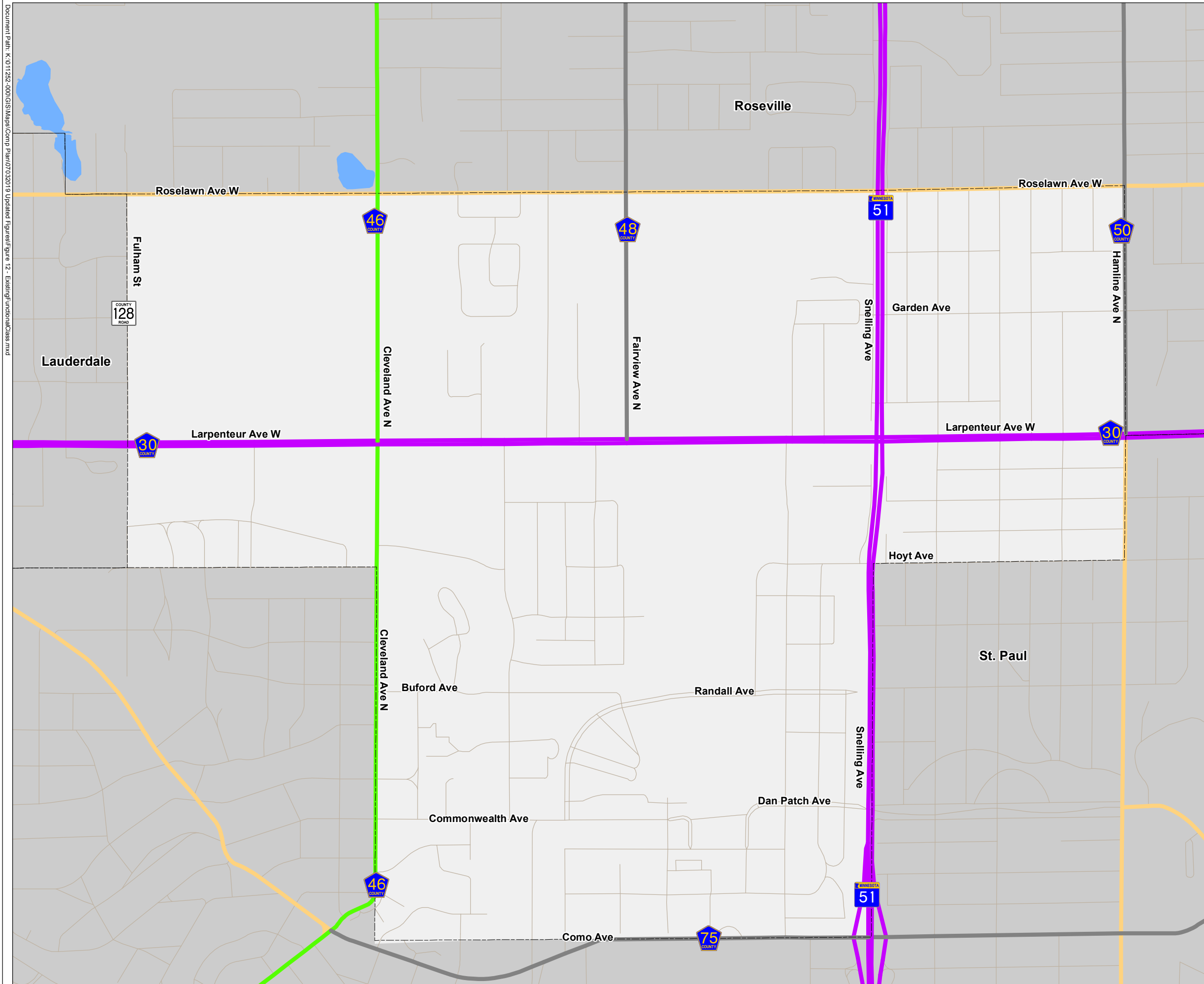
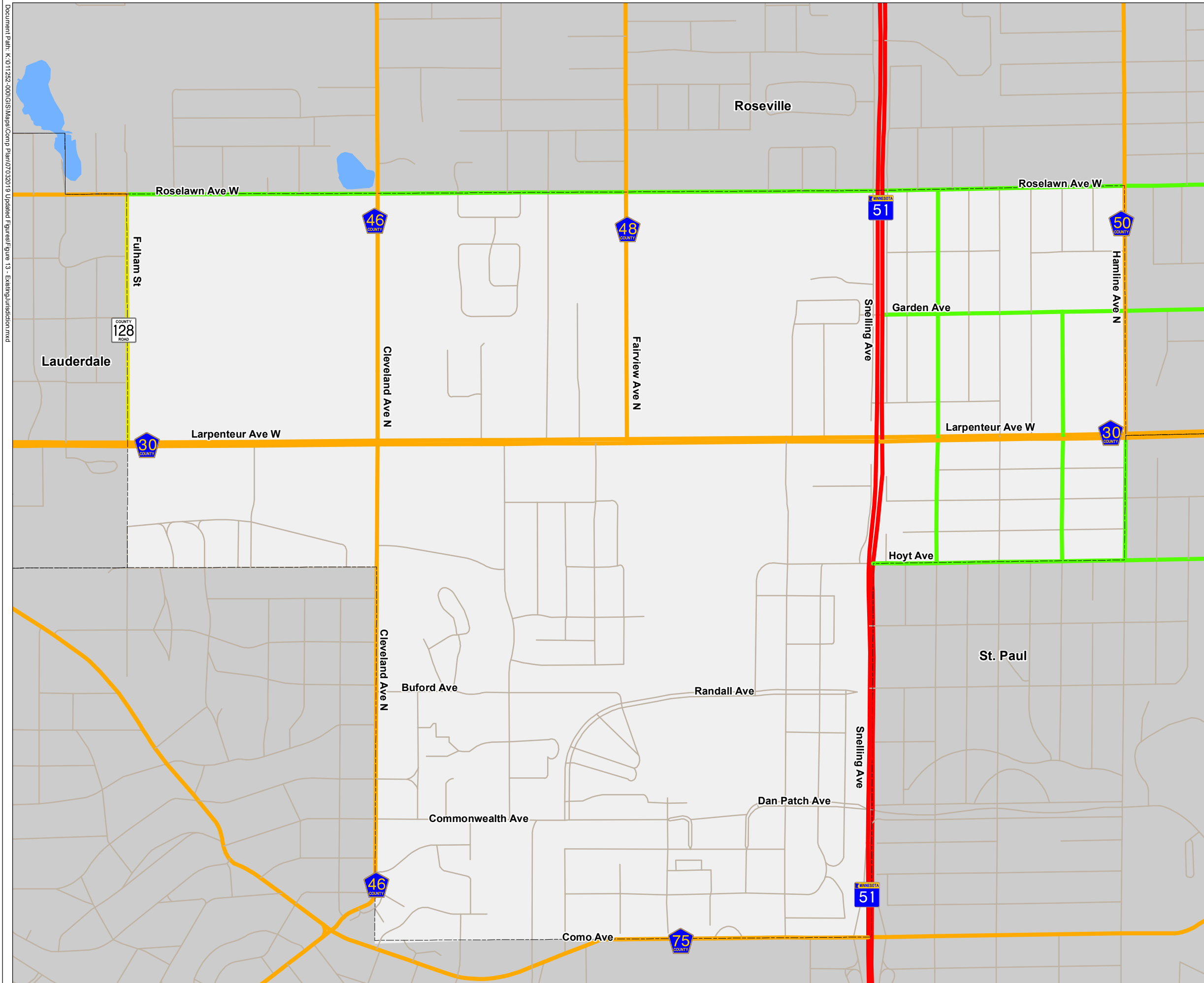


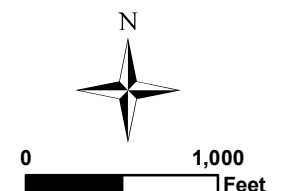
Figure 13: Existing Roadway Jurisdiction

Falcon Heights Comprehensive Plan
City of Falcon Heights, Ramsey County



Roadway Jurisdiction

-  County State Aid Highway
-  County Road
-  Municipal State Aid Street
-  Trunk Highway
-  City Street
-  City Boundary



2.1.1. Principal Arterials

Principal arterials are roadways that provide the greatest level of mobility and access control. Within the metropolitan area, the great majority of principal arterials are under MnDOT jurisdiction. Principal arterials are typically Interstate highways or other State or US freeways or expressways. These facilities are intended to serve trips greater than eight miles and express transit trips. Spacing of principal arterials varies within developing areas of the metropolitan area. Typically, these facilities are spaced between two and six miles apart. These facilities connect regional business and commercial concentrations, transportation terminals, and large institutions within the metropolitan area. Principal arterials also connect to other cities, regions, and states outside of the metropolitan area.

Principal arterials are intended to maintain average speeds of 40 mph during peak traffic periods. To maintain mobility and speeds on principal arterials, land access and transportation system connections are limited. There is little to no direct land access from principal arterials. Intersections are limited to interstate freeways, other principal arterials, and “A” Minor arterials. Access points are typically grade-separated or controlled with a signal and are spaced one to two miles apart.

Falcon Heights does not contain any principal arterials and the 2040 Transportation Policy Plan does not propose any new principal arterials within the city.

2.1.2. Minor Arterials

Minor arterials maintain a focus on mobility, but provide more land access than principal arterials. Within Falcon Heights, the minor arterials are under the jurisdiction of MnDOT or Ramsey County. Minor arterials are intended to serve trips of four to eight miles in length. Within developing areas of the metro, these facilities are spaced between one and two miles apart. Minor arterials connect cities and towns within the region and link to regional business and commercial concentrations. Access points along minor arterials are generally at-grade and typically controlled with signals or stop signs.

During peak traffic, minor arterials in developing areas are intended to maintain 30 mph average speeds. As a result, transportation system connections are limited to interstate freeways, other principal arterials, other minor arterials, collectors, and some local streets. Land access is limited to concentrations of commercial and industrial land uses. The Metropolitan Council has established a system of “A” Minor and “B” Minor arterials. “A” Minor arterials are eligible for federal funding administered by the Metropolitan Council.

The Metropolitan Council has further split “A” Minor arterials into four types, described below:

- **Relievers:** Arterials located parallel to congested principal arterials. The purpose of “A” Minor Relievers is to provide additional capacity in congested corridors.
- **Augmenters:** Arterials that supplement the principal arterials system within urban centers and urban communities.
- **Expanders:** Arterials that supplement principal arterials in less-densely developed areas of the metro area.

- Connectors: Arterials that provide connections between rural towns and connect rural areas with the principal arterial system.

There are two “A” Minor Augmenters and one “A” Minor Reliever within the city. The “A” Minor Augmenters are TH 51 (Snelling Avenue) and CSAH 30 (Larpenteur Avenue), and the “A” Minor Reliever is CSAH 46 (Cleveland Avenue).

“Other” Minor arterials have a similar focus on mobility above land access. These roadways connect major traffic generators in the region. “Other” Minor arterials are not eligible for federal funding. There are three “Other” Minor arterials within the city: CSAH 48 (Fairview Avenue), CSAH 50 (Hamline Avenue), and CSAH 75 (Como Avenue).

No additional minor arterials are proposed within the city.

2.1.3. Major and Minor Collectors

Major and minor collector roadways provide linkages to larger developments and community amenities. They generally do not link communities to one another. Collector roadways generally favor access to the system over mobility, but try to balance the two competing needs. Collector roadways are generally lower speed than the principal or minor arterial routes. Collector roadways are often owned and operated by cities, although counties operate some of these facilities. Within Falcon Heights, collector roadways are owned and operated by the city. Collectors are intended to serve trips of one to four miles in length. Collectors link minor arterials, other collectors, and local streets.

Major collectors typically serve higher density residential areas and concentrations of commercial and industrial land uses. These facilities tend to serve longer trips than minor collectors. Major collectors within the city include Roselawn Avenue and Hamline Avenue (south of Larpenteur Avenue).

There are no minor collectors within the city, and the 2040 Transportation Policy Plan does not propose any additional collector roadways within the city.

2.1.4. Local Roadways

The primary function of local roadways is land access. Local roadways connect individual land parcels with other local roadways and collectors. Trips on local roadways are typically under two miles. Speeds on local roadways are typically low. Longer trips are facilitated by local roadway connections to the collector and arterial systems. Local roadways are under the jurisdiction of the City of Falcon Heights. Local roadways are all roadways that are not arterials or collectors.

2.1.5. Planned Functional Classification

No functional classification changes are currently recommended in the city.

2.2. Existing Roadway Capacity and Safety

Roadway capacity and roadway safety are two key indicators of how well the roadway system is meeting the city’s transportation needs. The sections below provide information to better understand capacity and safety issues within Falcon Heights.

2.2.1. Existing Roadway Capacity

A roadway’s capacity indicates how many vehicles may use a roadway before it experiences congestion. Capacity is largely dependent upon the number of lanes. **Table 17** below lists planning-level thresholds that indicate a roadway’s capacity (measured in annual average daily traffic, AADT). Additional variation (more or less capacity) on an individual segment is influenced by a number of factors including: amount of access, type of access, peak hour percent of traffic, directional split of traffic, truck percent, opportunities to pass, and amount of turning traffic, the availability of dedicated turn lanes, parking availability, intersection spacing, signal timing and a variety of other factors.

Table 17: Planning-level Urban Roadway Capacities

Facility Type		Daily Two-way Volume	
		Lower Threshold	Higher Threshold
Arterials	Two-lane Undivided	10,000	12,000
	Two-lane Divided or Three-lane Undivided	15,000	17,000
	Four-lane Undivided	18,000	22,000
	Four-lane Divided or Five-lane Undivided	28,000	32,000
	Four-lane Expressway	32,000	40,000
Freeways	Four-lane Freeway	60,000	80,000
	Six-lane Freeway	90,000	120,000
	Eight-lane Freeway or Higher	Calculated on a segment-by-segment basis	

2.2.2. Existing Capacity Problems on Arterial Roads

At the planning level, capacity problems are identified by comparing the existing number of lanes with current traffic volumes. **Table 18** and **Figure 14** illustrate the existing (and future) number of lanes on arterial roadways within the city. **Figure 15** illustrates existing traffic volumes on A-Minor Arterials and other significant roadways within the city.

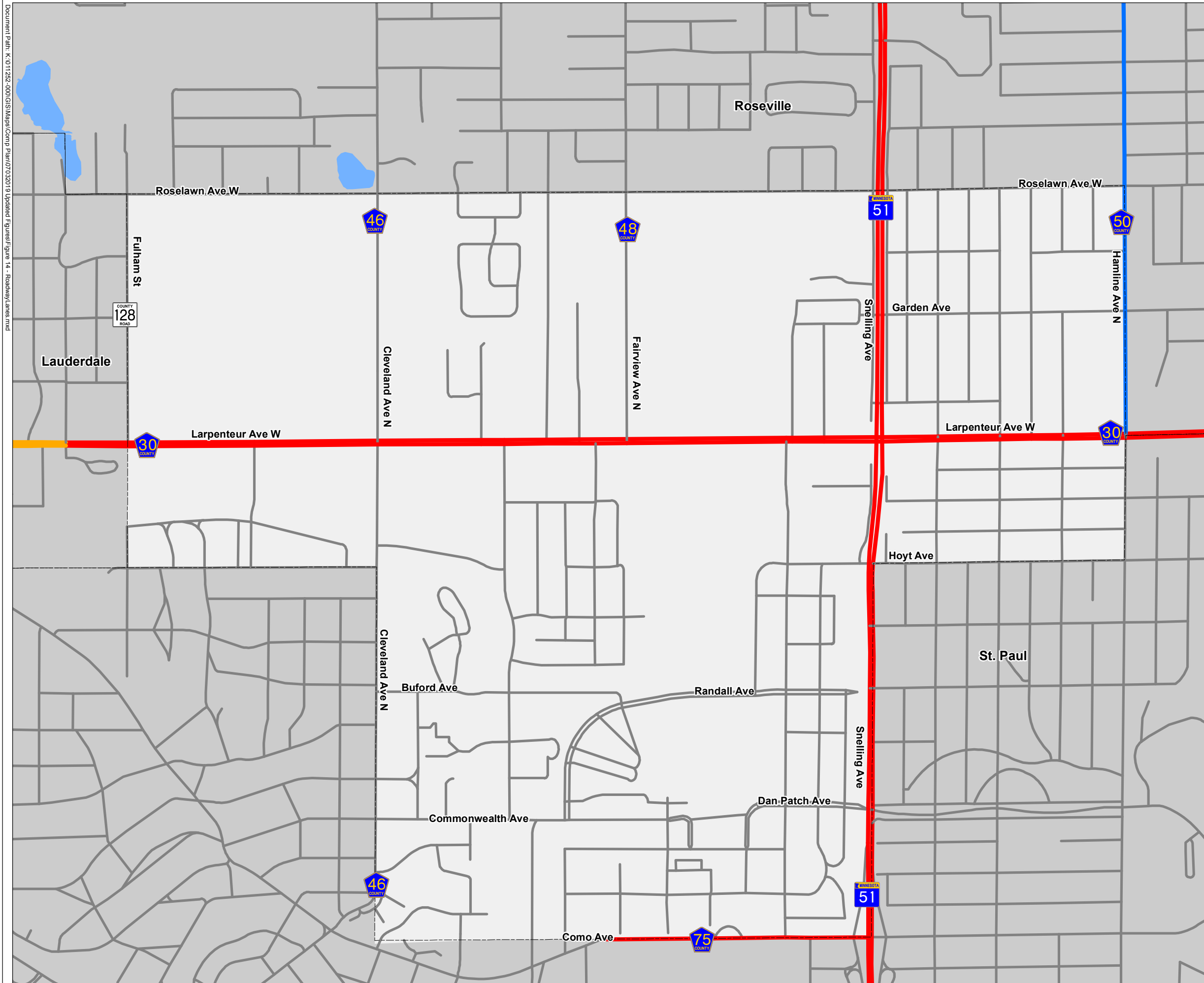
All arterial roadways within the city have four or fewer lanes. Many of the arterials in Falcon Heights currently exhibit traffic volumes below or within the range of the planning-level capacity thresholds shown in **Table 17**; however, existing volumes of 36,000 (AADT) on Snelling Avenue (TH 51) exceed the lower threshold for a four-lane expressway and existing volumes of 10,400 (AADT) on Cleveland Avenue (CSAH 46) exceed the lower threshold for two-lane undivided facilities. This indicates that these roadways may be experiencing some levels of congestion during peak travel periods.

Table 18: Existing and planned number of lanes on arterial roads

Functional Classification	Roadway Name	Location	Number of Lanes
“A” Minor Augmenter	TH 51 (Snelling Avenue)	Como Avenue to Roselawn Avenue	4 (divided)
	CSAH 30 (Larpenteur Avenue)	Fulham Street to Hamline Avenue	4 (divided)
“A” Minor Reliever	CSAH 46 (Cleveland Avenue)	Scudder Street to Roselawn Avenue	2
”Other Minor Arterial	CSAH 8 (Fairview Avenue)	Larpenteur Avenue to Roselawn Avenue	2
	CSAH 50 (Hamline Avenue)	Larpenteur Avenue to Roselawn Avenue	3
	CSAH 75 (Como Avenue)	Falcon Heights-St. Paul border to Snelling Avenue	4

Figure 14: Existing and Planned Roadway Lanes

Falcon Heights Comprehensive Plan
City of Falcon Heights, Ramsey County



Roadway Lanes

- 5 Lanes
- 4 Lanes
- 3 Lanes
- 2 Lanes
- City Boundary

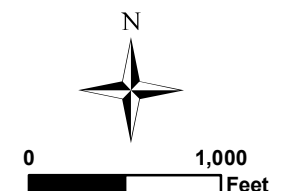
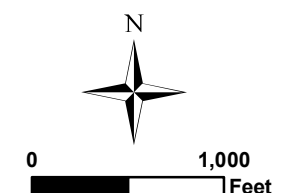
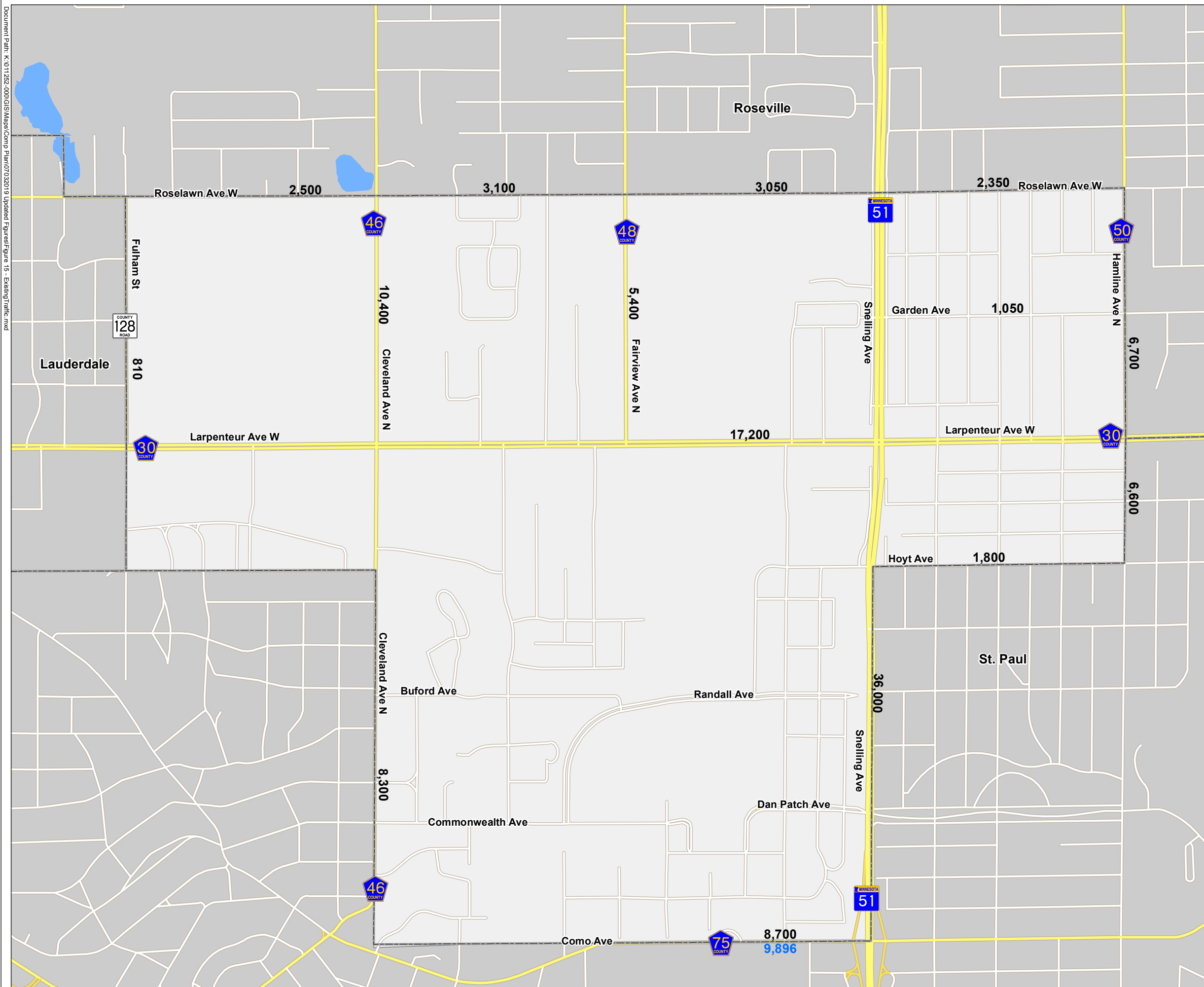


Figure 15 - Existing Traffic

**Falcon Heights Comprehensive Plan
City of Falcon Heights, Ramsey County**

XXX- Existing AADT*

* 2012 - 2016 Counts From MnDOT Web Site



2.2.3. Existing Safety and Operational Issues

There are several locations within Falcon Heights where safety and operational issues have been identified for motorists, bicyclists, and pedestrians. In particular, speeds experienced along Larpenteur Avenue have been raised as a concern for all roadway users, along with the visibility and safety of bicyclists along the roadway. Pedestrian crossings along Larpenteur Avenue and Snelling Avenue (where crossings are not grade separated) have also been raised based on the speeds and crossing distances experienced at those roadways. Despite the large areas of agricultural and open space land uses in Falcon Heights, there is a relatively high volume of pedestrians based on the presence of the University of Minnesota Campus, the State Fair, and the A Line Rapid Bus Line. The State Fair poses unique operational challenges due to the large volumes of traffic for a relatively short period of the year.

A note on transportation plan strategies:

Throughout this Plan, locations associated with numbered mode-specific strategies are identified on corresponding maps. These strategies are listed and described in further detail in **Table 24**.

2.3. Access Management

The purpose of access management is to provide adequate access to adjacent land development while maintaining acceptable and safe traffic flow on higher level roadways. Access management consists of carefully controlling the spacing and design of public street intersections and private access points to the public roadway system. Because they are designed for higher speed, longer distance trips, arterials generally have restricted access, while local streets can accommodate much greater access. Collector roadways fall in between arterials and local roadways regarding the amount of access that is permitted.

The agency with jurisdiction over a roadway sets access management guidelines. Access to TH 51 (Snelling Avenue) must meet MnDOT access management guidelines. See **Table 19** for MnDOT Access Management Guidelines pertaining to TH 51.

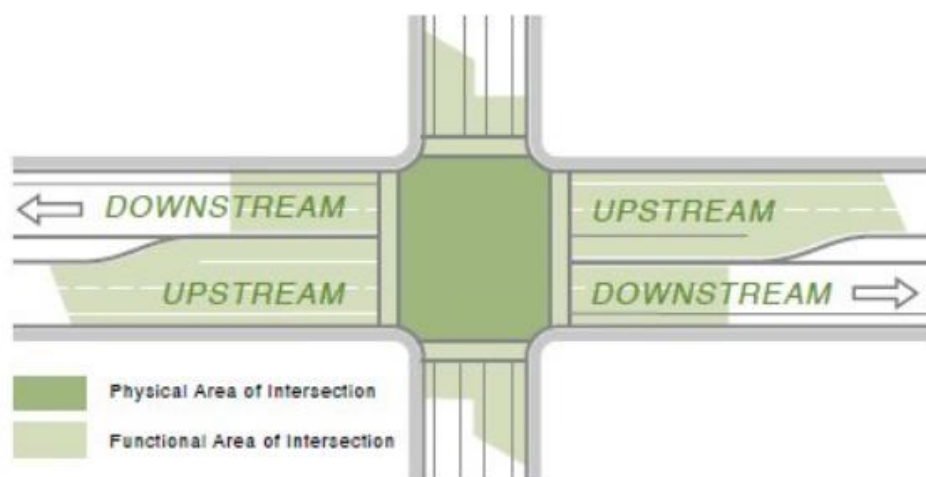
Table 19: MnDOT Access Management Guidelines

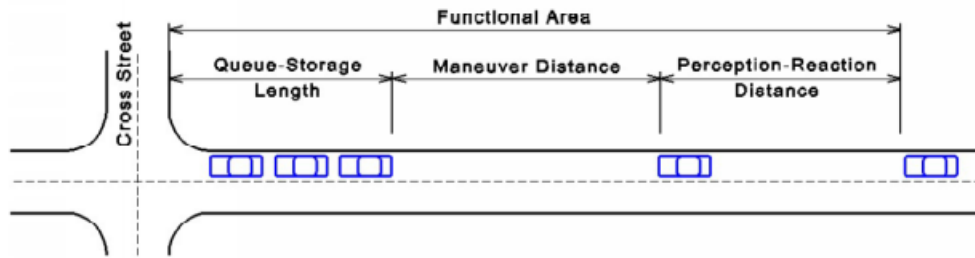
Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
4Principal Arterials in the Twin Cities Metropolitan Area and Primary Regional Trade Centers (Non-IRCs)					
4AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		Interim
4A	Rural		1 mile	1/2 mile	See Section 3.2.5
4B	Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile
4C	Urban Core		300-660 feet dependent upon block length		1/4 mile
5Minor Arterials					
5A	Rural	Minor Arterials	1/2 mile	1/4 mile	See Section 3.2.5
5B	Urban/Urbanizing		1/4 mile	1/8 mile	1/4 mile
5C	Urban Core		300-660 feet, dependent upon block length		1/4 mile
6Collectors					
6A	Rural	Collectors	1/2 mile	1/4 mile	See Section 3.2.5
6B	Urban/Urbanizing		1/8 mile	Not Applicable	1/4 mile
6C	Urban Core		300-660 feet, dependent upon block length		1/8 mile
7Specific Area Access Management Plans					
7	All	All	By adopted plan		

Ramsey County has developed a draft set of access management policies. Rather than a set of specific standards, Ramsey County’s draft policies “are intended to apply accepted access management principles in a context-sensitive manner to maximize the possible benefits as development occurs or as existing properties are modified.” The draft policies are as follows:

- A parcel has the legal right to one access from a public street. If access can be obtained from an adjacent street, access from a County Road or County State Aid Highway should be directed to the minor street.
- Opportunities to combine or eliminate accesses shall be considered when new accesses are proposed.
- Where feasible, the access spacing standards of the MnDOT Access Management Manual shall be met.
- Where possible, new driveways shall be aligned with existing driveways or streets.
- Any proposed new access or modification of an existing access to a Ramsey County Road or County State Aid Highway requires a County access permit, with approval subject to review by the County Engineer.
- Any change in land use of a property with access to any County Road or County State Aid Highway, requires review of the access, in accordance with Minnesota Rules 8810.5200. Existing access is not automatically perpetuated.
- Unless no other option for access to a property exists, access will not be allowed within the functional area of a street intersection, or within the functional area of another existing access. As defined by MnDOT, the functional areas of intersections are defined as follows:
 - On roadways with posted speed limits less than 45 MPH, 435 feet.
 - On roadways with posted speed limits of 45 MPH or greater, 650 feet.

The interpretation of the functional area of an intersection shall be made by the County Engineer and adjustments to these distances shall be made, as appropriate to the particular situation. Diagrams of intersection functional areas are shown below:





- If no access to a parcel can be obtained, except from a County Road or County State Aid Highway, Ramsey County acknowledges that a parcel has the right to one access, subject to approval by the County Engineer. More than one access may be approved, but should not be assumed.
- The need for turn lanes, bypass lanes, medians or median improvements, signage, or any other accommodations necessary for safe operation of an access shall be determined by the County Engineer and incorporated into access permit provisions. All construction costs shall be paid for by the permit applicant. Ramsey County will not contribute to the costs of necessary improvements.
- The need for a Traffic Impact Study for any proposed access shall be determined by the County Engineer. The County Engineer may require installation of any mitigation measures recommended by a Traffic Impact Study.
- The County Engineer may require dedication of access control over the remainder of a parcel as a condition of granting access in a particular location.

It should be noted that there are existing access points within the city that are inconsistent with Ramsey County's draft access management policies. In many cases these access points were established prior to agency access spacing guidelines/policies. In other cases, the agency has granted an exception to the existing guidelines. As roadways are reconstructed and as development or redevelopment occurs, each of these agencies generally works to modify and/or relocate access points that do not meet current access spacing guidelines, recognizing that this may not be feasible in all instances. In addition to the MnDOT and Ramsey County access management guidelines, the City of Falcon Heights also has access management guidelines. These guidelines are summarized below in **Table 4**.

Table 20: Existing and planned number of lanes on arterial roads

Functional Classification	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

3. Future Roadway System

This section addresses future roadway improvement needs and roadway design guidelines.

3.1. Roadway Capacity – Traffic Forecasting

To determine future roadway capacity needs, year 2040 traffic forecasts were prepared using the Metropolitan Council travel demand model. The 2040 projections were compared against the assumed 2040 roadway network to see where roadway segment capacity deficiencies may result. The 2040 roadway network assumed for this analysis is the same as the current roadway network, as the city and county Capital Improvement Plans (CIPs) do not include any projects that add significant capacity to the roadway network.

While the travel demand model is a valuable tool for identifying future traffic based on the proposed land use impacts, it is not meant for use in detailed traffic operations studies. For a more accurate representation of the transportation impacts from specific developments, detailed traffic studies should be conducted to determine the operational impacts on adjacent roadways and intersections.

A central concept of travel demand forecasting is the use of Transportation Analysis Zones (TAZs). Each forecast study area, in this case, the City of Falcon Heights, is divided into a series of TAZs. Each TAZ has population, employment, and household data that is used by the model to assign trips to the various network roadways. **Figure 16** displays Metropolitan Council TAZs within Falcon Heights.

The results of the Falcon Heights modeling process are summarized in **Figure 17**, which displays Metropolitan Council 2040 projected average daily traffic volumes compared to the existing traffic volumes.

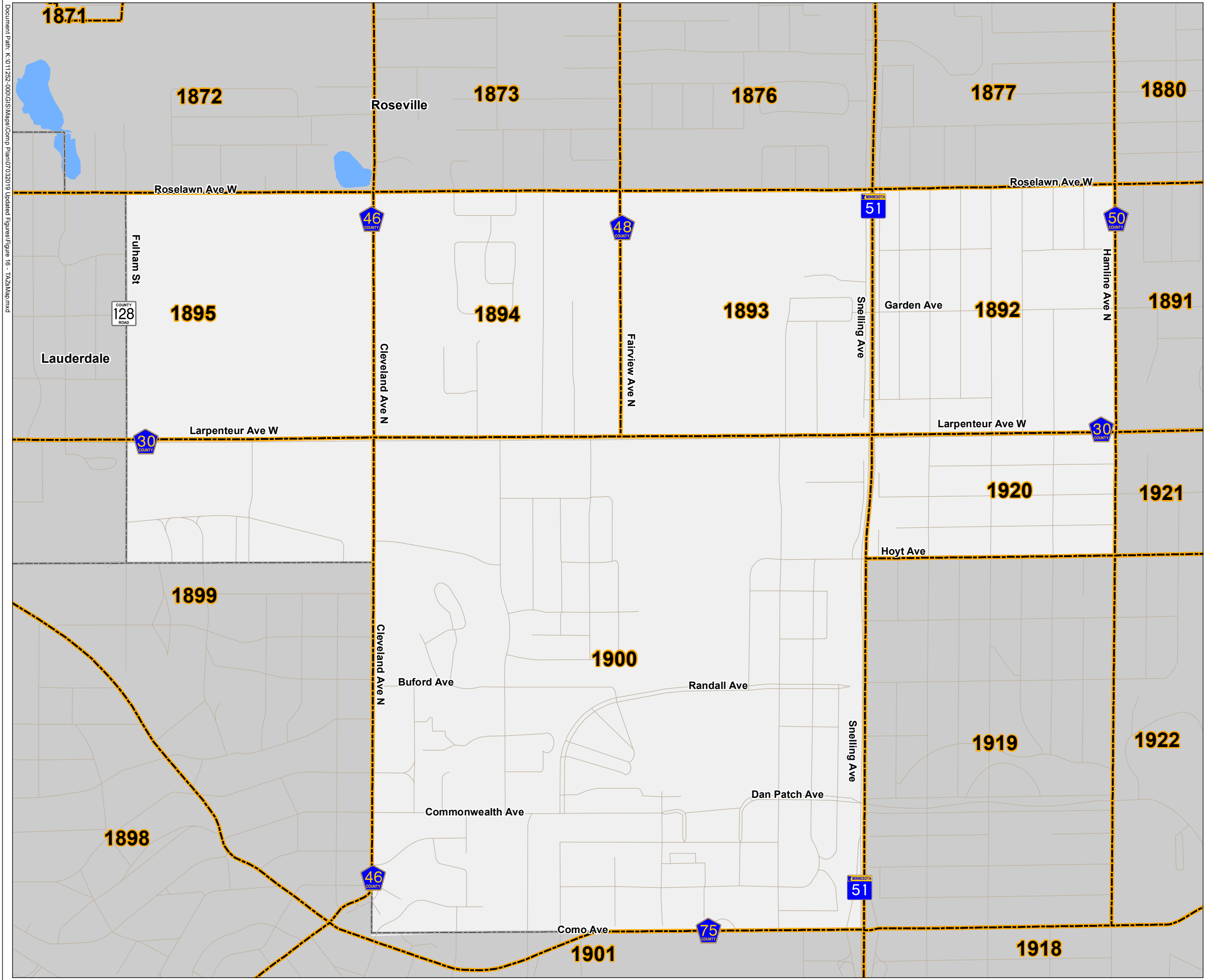


Figure 16: Traffic Analysis Zones

**Falcon Heights Comprehensive Plan
City of Falcon Heights, Ramsey County**

-  City Boundary
-  Traffic Analysis Zone (TAZ)

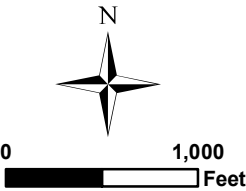
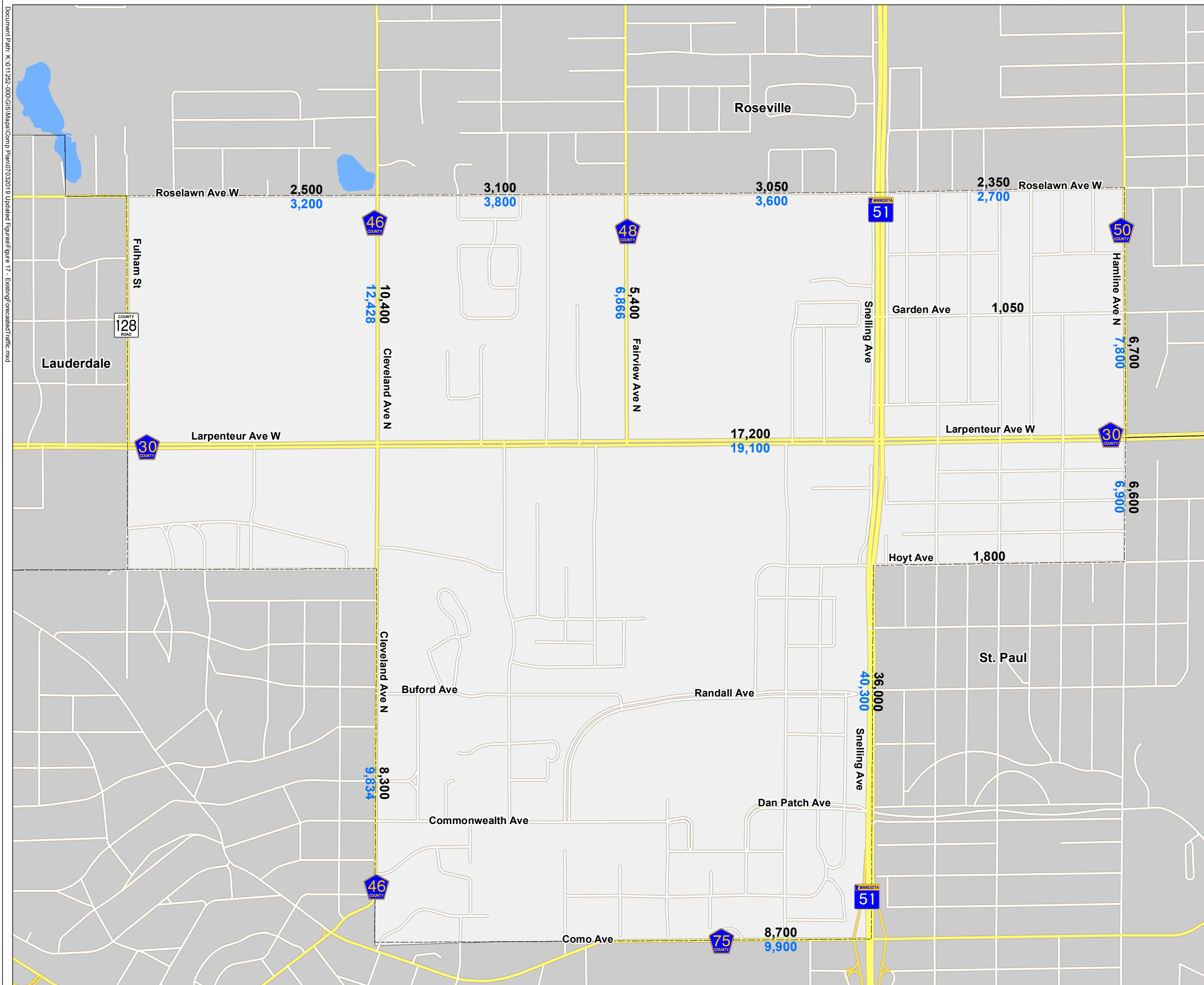


Figure 17: Existing and 2040 Forecasted Traffic

**Falcon Heights Comprehensive Plan
City of Falcon Heights, Ramsey County**



XXX- Existing AADT*

XXX- 2040 Forecasted AADT**

* 2012 - 2016 Counts From MnDOT Web Site

** 2040 Forecasted Traffic From Metropolitan Council Trip Based Travel Demand Model
No Improvement Assumed

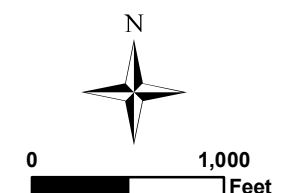


Table 21 provides a summary of existing and forecasted demographic growth by TAZ for Falcon Heights through the year 2040. As a fully developed community, the Falcon Heights population is forecasted to grow to around 5,900 through the year 2040, with households increasing slightly to 2,410 and employment increasing by approximately 600. For more information about the demographic allocation and associated land use forecast, please refer to the Falcon Heights Land Use Plan.

Table 21: Falcon Heights 2040 Land Use Plan TAZ Growth Allocation

TAZ	POP2010	HH2010	EMP2010	POP2020	HH2020	EMP2020	POP2030	HH2030	EMP2030	POP2040	HH2040	EMP2040
1892	1,199	464	144	1,214	469	210	1,090	479	211	1,168	479	255
1893	337	156	305	374	160	314	491	170	292	351	180	281
1894	657	289	118	705	297	404	773	307	476	736	317	505
1895	1	1	0	0	0	16	0	0	14	0	0	15
1899	372	182	2	397	193	3	403	193	5	402	193	8
1900	1,554	510	4,627	2,049	684	4,238	1,927	684	4,446	1,939	694	4,637
1920	1,201	529	101	1,161	547	115	1,216	547	156	1,304	547	199
2040 Land Use Plan Totals	5,321	2,131	5,297	5,900	2,350	5,300	5,900	2,380	5,600	5,900	2,410	5,900

3.2. 2040 Future Roadway Capacity Improvement Needs

To identify the need for potential future capacity improvements, Metropolitan Council 2040 forecasts were compared to planning-level roadway capacities for A-Minor Arterial Roadways. Planning-level roadway capacities used for this analysis are illustrated in **Table 22** below (measured in AADT).

Table 22: Planning-Level Roadway Capacity

Facility Type		Lower Threshold	Higher Threshold
		(daily two-way volume)	
Arterials	Two-lane Undivided	10,000	12,000
	Two-lane Divided or Three-lane Undivided	15,000	17,000
	Four-lane Undivided	18,000	22,000
	Four-lane Divided or Five-lane Undivided	28,000	32,000
	Four-lane Expressway	32,000	40,000
Freeways	Four-lane Freeway	60,000	80,000
	Six-lane Freeway	90,000	120,000
	Eight-lane Freeway or Higher	Calculated on a segment-by-segment basis	

Based on these planning-level roadway capacities, portions of Snelling Avenue (TH 51) and Cleveland Avenue (CSAH 46) are expected to exceed capacity in 2040. Snelling Avenue is a four-lane expressway with a planning-level capacity of 32,000–40,000 and a forecasted 2040 volume of 40,250. However, A Line service increases the capacity of the corridor by providing frequent transit service along Snelling Avenue. The forecasted 2040 volume for Cleveland Avenue north of Larpenteur Avenue would surpass the higher planning-level capacity threshold for a two-lane undivided roadway of 12,000 (this segment of Cleveland Avenue is forecasted to have a 2040 volume of 12,430). Accordingly, motorists will likely experience some congestion along these roadways during the 2040 planning horizon.

4. Existing and Planned Non-Motorized Transportation Network

This section addresses network needs for walking and bicycling within Falcon Heights. This section also addresses the needs of people using wheelchairs and assistive mobility devices such as mobility scooters, as they are considered pedestrians.

Enhancing the non-motorized elements of the Falcon Heights transportation system is a key goal in terms of improving transportation sustainability in the city and in the region. This approach gives residents an alternative to driving, supports transportation options for people who do not have consistent access to a personal vehicle, and encourages healthy activities and lifestyles.

This section includes information on the existing non-motorized transportation network within Falcon Heights, connections to land use planning, the planned local non-motorized transportation network, and the planned regional non-motorized transportation network. This section also includes recommendations for intersection improvements and design best practices.

4.1. Existing Non-Motorized Transportation Network

The non-motorized transportation network in Falcon Heights is comprised of sidewalks, multi-use trails, and several on-street bicycle lanes. As shown in **Figure 7**, multi-use trails are present along Roselawn Avenue between Fulham Street and Snelling Avenue, Fairview Avenue between Larparentur Avenue and Roselawn Avenue, and Como Avenue between Liggett Street and Snelling Avenue. On-street bicycle lanes are present along segments of Larparentur Avenue, Gortner Avenue, Folwell Avenue, and Commonwealth Avenue. Bicycles are also allowed to use the University of Minnesota Transitway, which connects Commonwealth Avenue to the University’s Minneapolis campus. There is existing sidewalk along one or both sides of many major roadways in the city. Longer corridors with continuous sidewalk facilities within the city include Como Avenue, Commonwealth Avenue, Hoyt Avenue, Larparentur Avenue, Cleveland Avenue, Gortner Avenue, and Hamline Avenue. Additionally, there are paved paths that connect many of the buildings within the University of Minnesota campus and the Minnesota State Fairgrounds. These facilities add to the non-motorized transportation network within Falcon Heights. There is also a “Nice Ride” bikeshare station located at the University of Minnesota St. Paul Campus Student Center (however, there are plans for this bikeshare system to transition to a dockless system in future years). Additionally, the city has partnered with the University of Minnesota to fund the installation of “Fix-It Stations” to encourage bicycling in the city.

As four-lane, higher-volume roadways that cross Falcon Heights, Snelling Avenue and Larparentur Avenue can create barriers to non-motorized users under existing conditions. Long crossing distances and high vehicle speeds can create uncomfortable conditions for some non-motorized users. Additionally, due to the location of these roadways in relation to the rest of the community, users cannot always avoid crossing these busier streets. For example, even if bicyclists prefer to use parallel streets with lower volumes to move around the community, many will still need to cross Snelling Avenue and/or Larparentur Avenue at some point during their trip.

4.2. Connections to Land Use Planning

Falcon Heights hosts a unique set of development patterns for an Urban community due to the presence of the University of Minnesota campus and the Minnesota State Fairgrounds. These institutions include a mix of developed and open space land uses including large areas of agricultural fields associated with University of Minnesota research activities. However, the areas of residential and commercial land use within Falcon Heights are at a density and design largely consistent with its designation as an Urban community. Existing residential development is higher in density compared with suburban areas, but reflects the transition toward development patterns influenced by the rise of the automobile, with some commercial land uses separated from largely single-family residential land uses. In these areas, people walking and bicycling must cover greater distances to reach commercial areas from their homes. However, the development patterns in some areas of the city are well-suited to bicycling and walking, due to a regular street grid, relatively short blocks, and convenient connections to destinations including the University of Minnesota campus, the State Fairgrounds, and parks or other recreational facilities. There are also commercial businesses within Falcon Heights that lie within walking or biking distance of many city residents, including those located at the Larpenteur Avenue/Snelling Avenue intersection.

The city's land use planning and coordination with developers can help improve opportunities for walking and bicycling for transportation. The city can encourage mixed-use redevelopment that situates residents within a short walk of commercial destinations. The city can also work with developers to construct sidewalks and trails within developments. Additionally, the city can require pedestrian and bicycle connections in areas where the roadway network does not connect, such as connector trails that provide shortcuts for people walking and bicycling.

4.3. Planned Local Non-Motorized Transportation Network

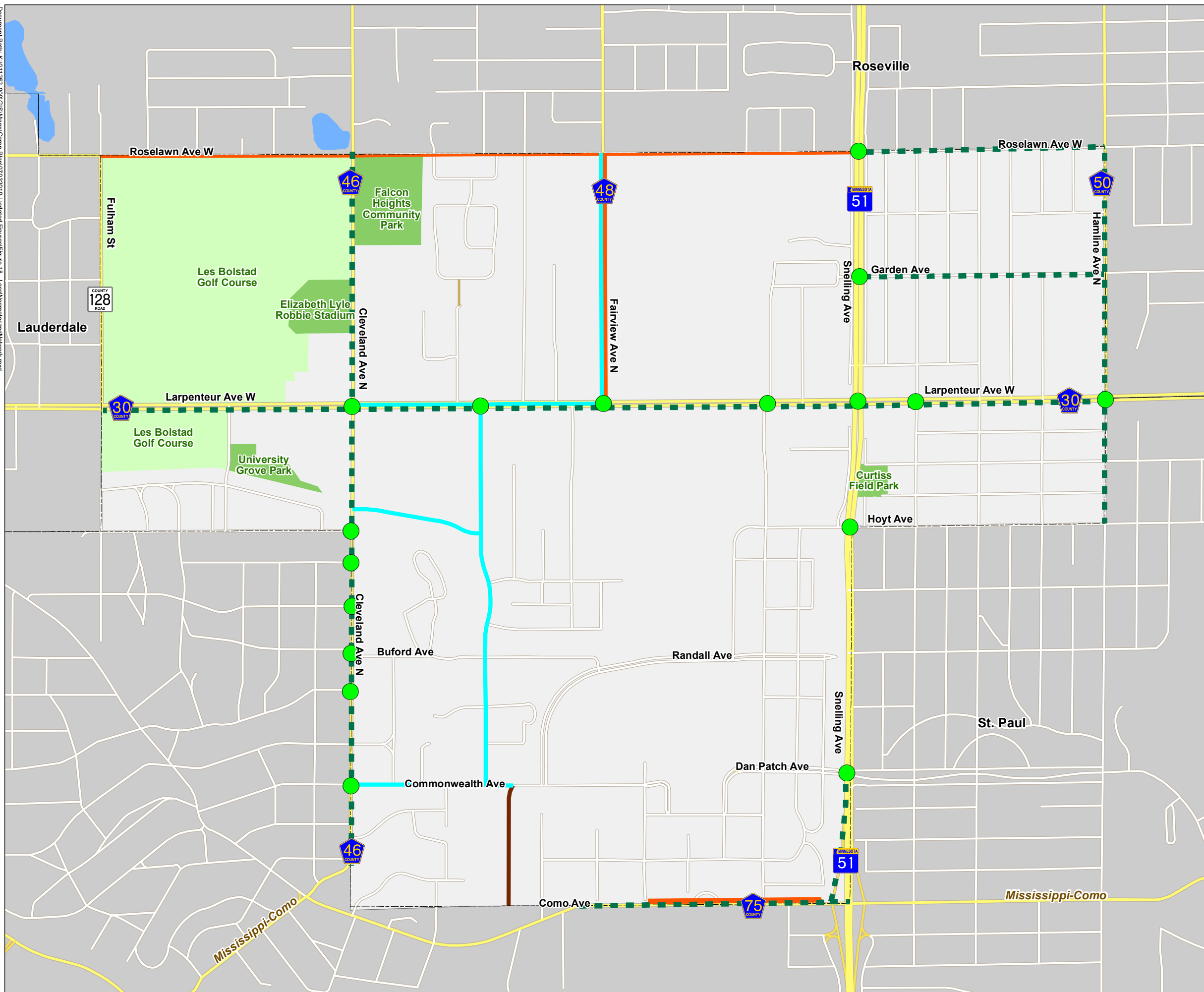
The planned network focuses on filling gaps that exist in the sidewalk and trail network, adding sidewalk and trail facilities in areas where the network is not as extensive, adding on-road bicycle facilities, and improving safety conditions and the comfort or convenience of non-motorized facilities through intersection design, streetscape improvements, and other design considerations. The city will incorporate pedestrian and bicycle improvements into roadway maintenance and reconstruction projects when feasible within the project budget, scope, and surrounding context. When the network is complete, it will provide safe, convenient linkages between residential areas and commercial, institutional, and recreational areas within the city. The network will improve options for people to walk and bicycle for transportation within the city, and facilitate regional connections (described in greater detail in the following section). Existing and proposed local facilities are shown in **Figure 18**.

Corridors identified for improved bicycle and/or pedestrian facilities include Cleveland Avenue, Como Avenue, Larpenteur Avenue, Roselawn Avenue, Snelling Avenue, Hamline Avenue, and Garden Avenue.

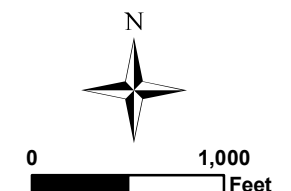
Locations identified for potential improved bicycle/pedestrian crossings include the intersections of Snelling Avenue at Roselawn Avenue, Garden Avenue, Larpenteur Avenue, Hoyt Avenue, and Dan Patch Avenue and the intersections of Larpenteur Avenue at Cleveland Avenue, Gortner Avenue, Fairview Avenue, Fry Street/Underwood Street, Arona Street, and Hamline Avenue. Crossings of Cleveland Avenue have also been identified for further evaluation due to higher volumes of pedestrian traffic associated with the University of Minnesota campus.

Figure 18: Existing and Planned Local Non-Motorized Transportation Network

Falcon Heights Comprehensive Plan
City of Falcon Heights, Ramsey County



-  Crossing Improvement Locations
-  Bicycle/Pedestrian Improvement Corridors
- Existing Bicycle Facilities**
 -  Bike Lanes
 -  Multiuse Trail
 -  Path
 -  Transitway
-  Golf Course
-  Park, Recreational, or Preserve
-  City Boundary



4.4. Planned Regional Non-Motorized Transportation Network

The Metropolitan Council 2040 TPP encourages the use of bicycles as a mode of transportation and establishes a Regional Bicycle Transportation Network (RBTN) to establish an integrated network of on-street bikeways and off-road trails that complement each other to improve conditions for bicycle transportation at the regional level. The RBTN identifies Tier 1 and Tier 2 alignments where existing regional or other trails exist or where a specific alignment has been identified. The RBTN also identifies Tier 1 and Tier 2 corridors where specific alignments have not yet been defined.

Within Falcon Heights, the RBTN identifies two Tier 1 RBTN alignments and one Tier 1 RBTN corridor. One of the Tier 1 alignments is located along Como Avenue at the city's southern border from Stevens Street to Snelling Avenue, connecting to the State Fairgrounds, which is identified as an RBTN regional destination. There are bicycle lanes along Como Avenue to the west of Canfield Street and to the east of Snelling Avenue; however, there is a gap for dedicated bicycle facilities along Como Avenue within the City of Falcon Heights—the planned segment of the St. Paul Grand Rounds will fill this gap. The other Tier 1 alignment runs north-south through the city along the University of Minnesota Transitway (which is limited to buses and bicycles) and bike lanes along Commonwealth Avenue, Gortner Avenue, Larpenteur Avenue, and Fairview Avenue, which also includes an adjacent multiuse trail. This alignment includes the University of Minnesota's St. Paul campus, which is identified as an RBTN regional destination. The Tier 1 corridor within the city also runs north-south and is centered on Hamline Avenue, which currently has a striped shoulder.

The city proposes the following alignments for the RBTN corridor identified within the city:

- Along Hamline Avenue from Hoyt Avenue to Roselawn Avenue

The existing and proposed regional network is shown in **Figure 19**.

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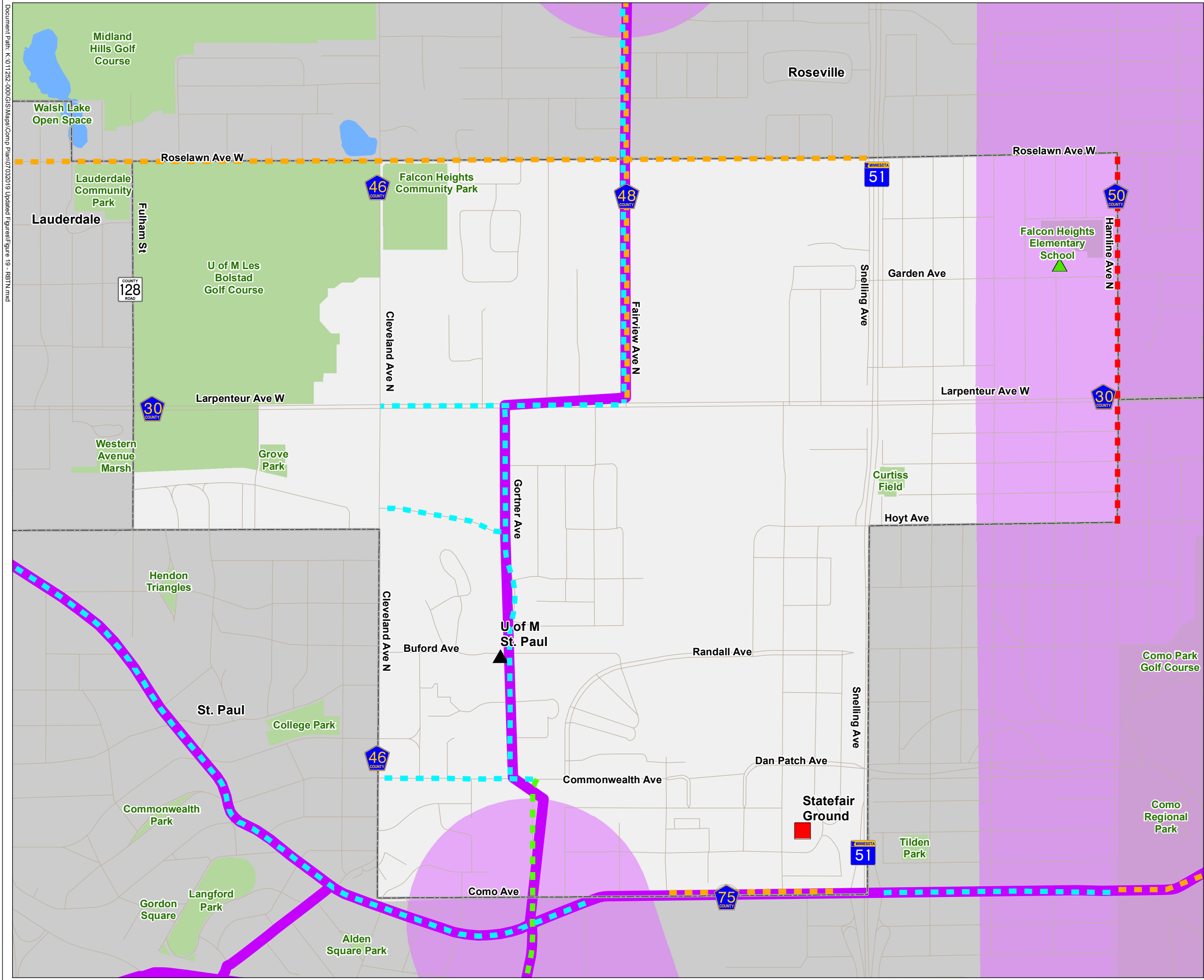
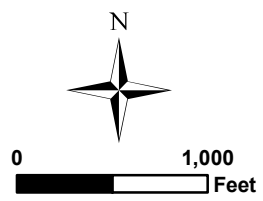


Figure 19: Regional Bicycle Transportation Network (RBTN)

**Falcon Heights Comprehensive Plan
City of Falcon Heights, Ramsey County**

- RBTN Tier 1 Alignment
- RBTN Tier 1 Corridor
- City Recommended Specific RBTN Alignment
- Existing Bicycle Facilities**
 - Multi-use Trail
 - Bike Lanes
 - Transitway (Buses & Bikes Only)
- Parks**
 - Parks
- School**
 - School
- RBTN Destinations**
 - College & Universities
 - Sports & Entertainment Complex
- City Boundary



4.4.1 Connected Ramsey Communities Network

The Connected Ramsey Communities Network is a network of existing and future bikeways, designed to serve as a countywide backbone connecting local communities and the region. This network is built from local facilities and is guided by local and regional planning efforts. When fully developed, it will connect people with desirable destinations throughout the city and county with high-quality, long-distance, and connector routes. The network serves as a guiding framework for planning, prioritizing, and designing local active transportation systems.

4.4.2 Ramsey County-wide Pedestrian and Bicycle Plan

Ramsey County municipalities came together to develop a countywide approach to increase physical activity through biking and walking. The plan empowers local communities with the tools and framework to create local pedestrian and bicycle networks with countywide and regional benefits. The plan includes a set of tools, analyses, and actions to engage communities in creating a place where people of all ages, abilities, and backgrounds can safely and comfortably walk and bike in their daily lives. The plan provides resources and a guiding framework for developing a Connected Ramsey Communities Network where walking and biking are regular parts of people's daily lives throughout Ramsey County. The plan incorporates equity principles, tools, and performance measures with an emphasis on an All Abilities Transportation Network that serves all people throughout Ramsey County.

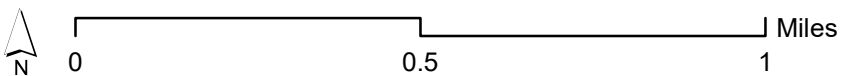
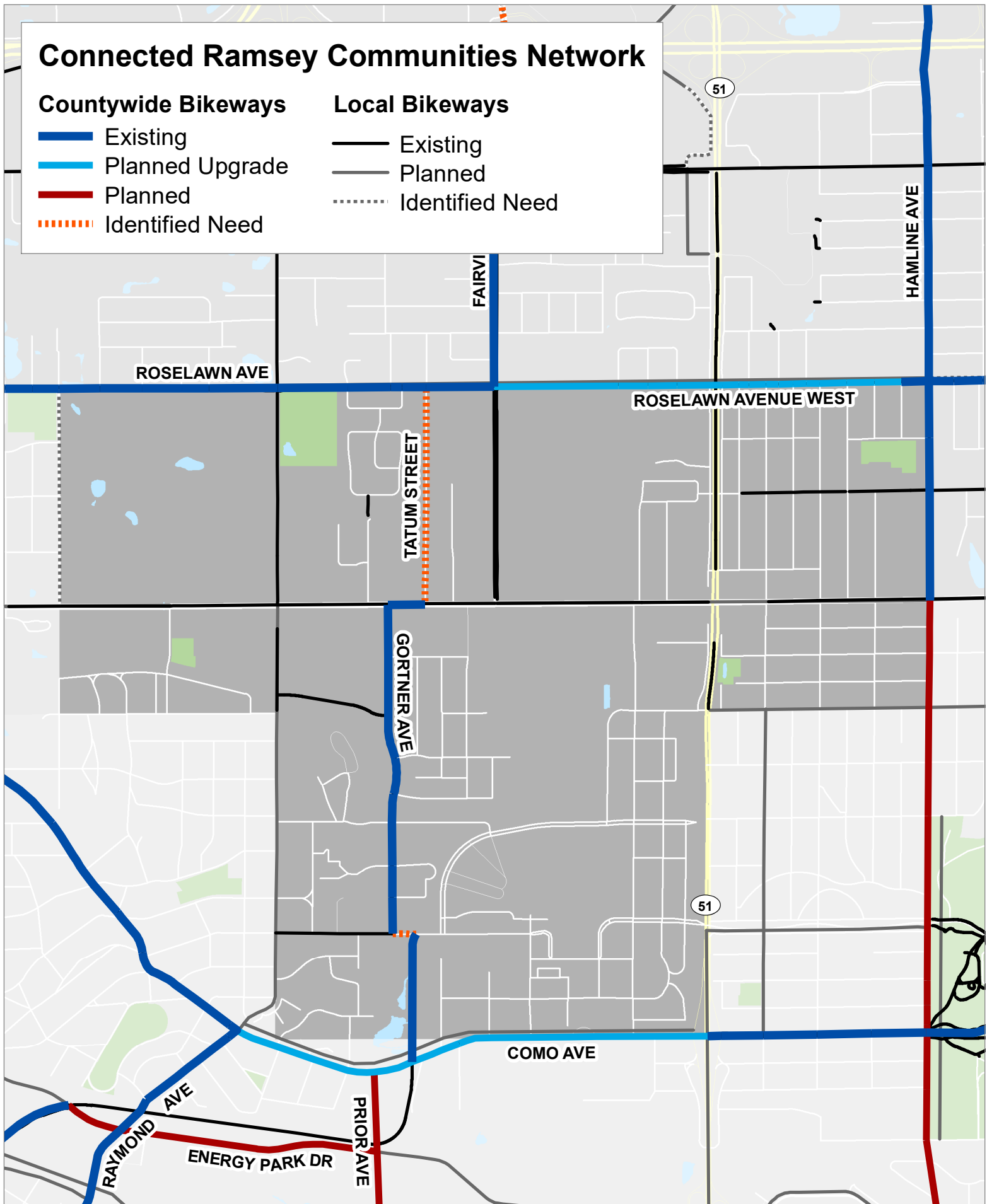
Connected Ramsey Communities Network

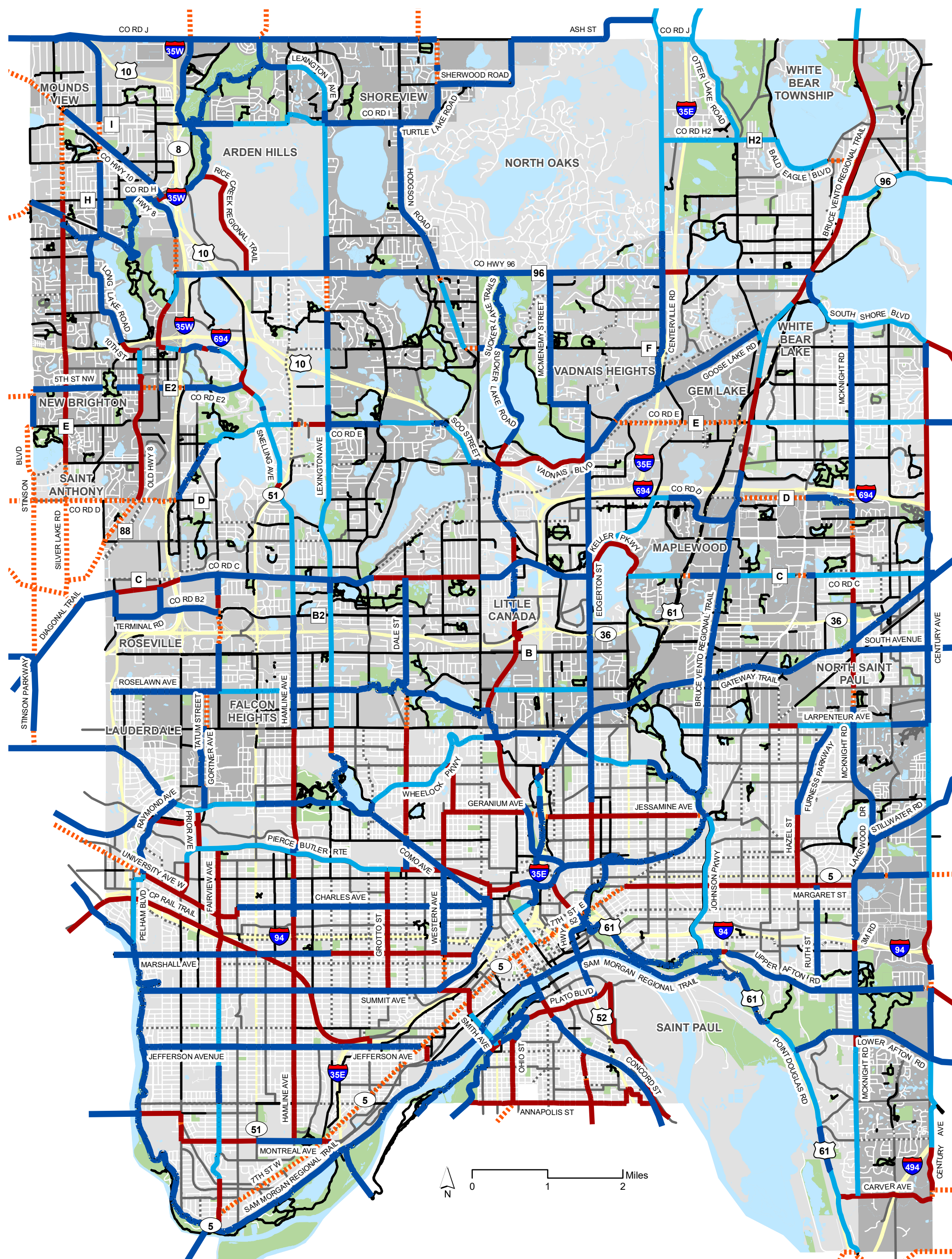
Countywide Bikeways

- Existing
- Planned Upgrade
- Planned
- - - - Identified Need

Local Bikeways

- Existing
- Planned
- - - - Identified Need





Connected Ramsey Communities Network

- Existing
- Planned Upgrade
- Planned
- Identified Need

Local Bikeways

- Existing
- Planned
- Identified Need

The information on this map is a compilation of Ramsey County Records. THE COUNTY DOES NOT WARRANT OR GUARANTEE THE ACCURACY OF THIS DATA. The county disclaims any liability for any injuries, time delays, or expenses you may suffer if you rely in any manner on the accuracy of this data.
Prepared by Active Living Ramsey Communities | ALRC@Co.Ramsey.MN.US
Connected Ramsey Communities Network 8/13/2018

4.6. Non-Motorized Transportation Design Considerations

Design dimensions for sidewalks are recommended to be five-feet or wider, with a minimum of a four-foot-wide boulevard between the sidewalk and the curb. Increased separation improves pedestrian comfort and provides space for street signs and snow storage. Maintenance, especially in winter, is important to allow people to walk and bike safely.

Design considerations for bicycle facilities are somewhat more complicated due to the hierarchy of facility types. In order of their ability to provide a comfortable bicycling environment from largest improvement to smallest, facilities include: off-street facilities, protected bikeways, buffered bicycle lanes, conventional bicycle lanes, bicycle boulevards, and wide paved shoulders. **Figure 22** shows examples of these facility types.

Multi-use trails are recommended to be a minimum of eight-feet wide. Regional trails are recommended to be a minimum of ten-feet wide due to higher use and the design requirements to comply with federal funding. Trails must have a two-foot wide clear zone on either side to reduce hazards for bicyclists and provide a recovery zone if a bicyclist leaves the edge of the trail. The clear zone can be paved or turf surface. No signs, furnishings, trees, or other obstructions can be in the clear zone.

Paved shoulders should be a minimum of four-feet wide if intended for bicycle and pedestrian use. Four-foot wide shoulders are adequate on streets with traffic volumes below 1,000 vehicles per day. Six- to eight-foot shoulders are recommended when traffic volumes exceed 1,000 vehicles per day. A wider shoulder improves pedestrian and bicyclist safety and comfort when vehicle traffic speeds and volumes are higher.

As non-motorized facilities are planned and designed, the city should consult additional planning and design resources, including:

- Minnesota's Best Practices for Pedestrian/Bicycle Safety, MnDOT
- Bikeway Facility Design Manual, MnDOT
- Minnesota Manual on Uniform Traffic Control Devices, MnDOT
- Urban Bikeway Design Guide, Second Edition, National Association of City Transportation Officials (NACTO)
- Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials (AASHTO)
- Guide for the Planning, Design, and Operation of Pedestrian Facilities, AASHTO
- Complete Streets Implementation Resource Guide for Minnesota Local Agencies, MnDOT
- Public Rights of Way Accessibility Guidelines (PROWAG), US Access Board
- Ramsey County-wide Pedestrian and Bicycle Plan, Ramsey County

A Complete Streets approach to planning and implementing non-motorized facilities, as described in the MnDOT Complete Streets Implementation Resource Guide, and an All Abilities Transportation Network policy, as adopted by Ramsey County, can provide a helpful framework for creating a community-supported, safe, comfortable, and convenient transportation network that serves all modes and people of all abilities. A Complete Streets policy or process is intended to provide design guidance and

implementation clarity, allowing the community and project designers to advance individual projects in a collaborative and cost-efficient manner.

Accessibility is a very important consideration for non-motorized design. All new pedestrian and bicycle facilities must meet the ADA accessibility guidelines established in PROWAG. The guidelines in PROWAG address the design needs of people with physical and/or visual disabilities. Accessibility will become increasingly important over the next 20 years due to demographic changes. Baby boomers are aging and the population over age 65 is increasing. People over 65 are more likely to have physical and/or visual impairments that affect their ability to get around. In addition to meeting ADA legal requirements, the city will seek to develop a safe, efficient, and accessible non-motorized transportation system that meet the needs of people of all ages and abilities.



Off-street Facility

Source: www.pedbikeimages.org / Laura Sandt



Conventional Bicycle Lane

Source: www.pedbikeimages.org / Jennifer Compos



Protected Bikeway

Source: NACTO Urban Bikeway Design Guide



Bicycle Boulevard

Source: NACTO Urban Bikeway Design Guide



Buffered Bicycle Lane

Source: www.pedbikeimages.org / Lyubov Zuyeva



Wide Paved Shoulder

Source: www.pedbikeimages.org / Laura Sandt

Figure 22:
Example Bicycle Facilities
Falcon Heights Transportation Plan
Falcon Heights, MN



5. Freight

Freight transportation in Falcon Heights is primarily served by TH 51 (Snelling Avenue) and other major roadways. **Figure 23** shows the city's freight system and heavy commercial average annual daily traffic (HCAADT).

There are no large freight traffic generators within the city. Most truck traffic is passing through Falcon Heights on trips to, from, and through the Twin Cities. The BNSF Midway Intermodal Facility is a rail/truck intermodal terminal that lies just south of the city in St. Paul. Freight traffic generators within Falcon Heights are limited to facilities associated with the University of Minnesota, the State Fairgrounds, and commercial businesses along Larpenteur Avenue.

Figure 23 shows HCAADT within Falcon Heights. TH 51 carries the greatest number of heavy commercial vehicles (approximately 1,200 vehicles per day). Larpenteur Avenue (CSAH 30) and Cleveland Avenue (CSAH 46) also carry a substantial amount of heavy commercial traffic within the city.

Document Path: K:\011252-000\GIS\Maps\Comp Plan\0732019 Updated Figures\Figure 23 - Freight.mxd

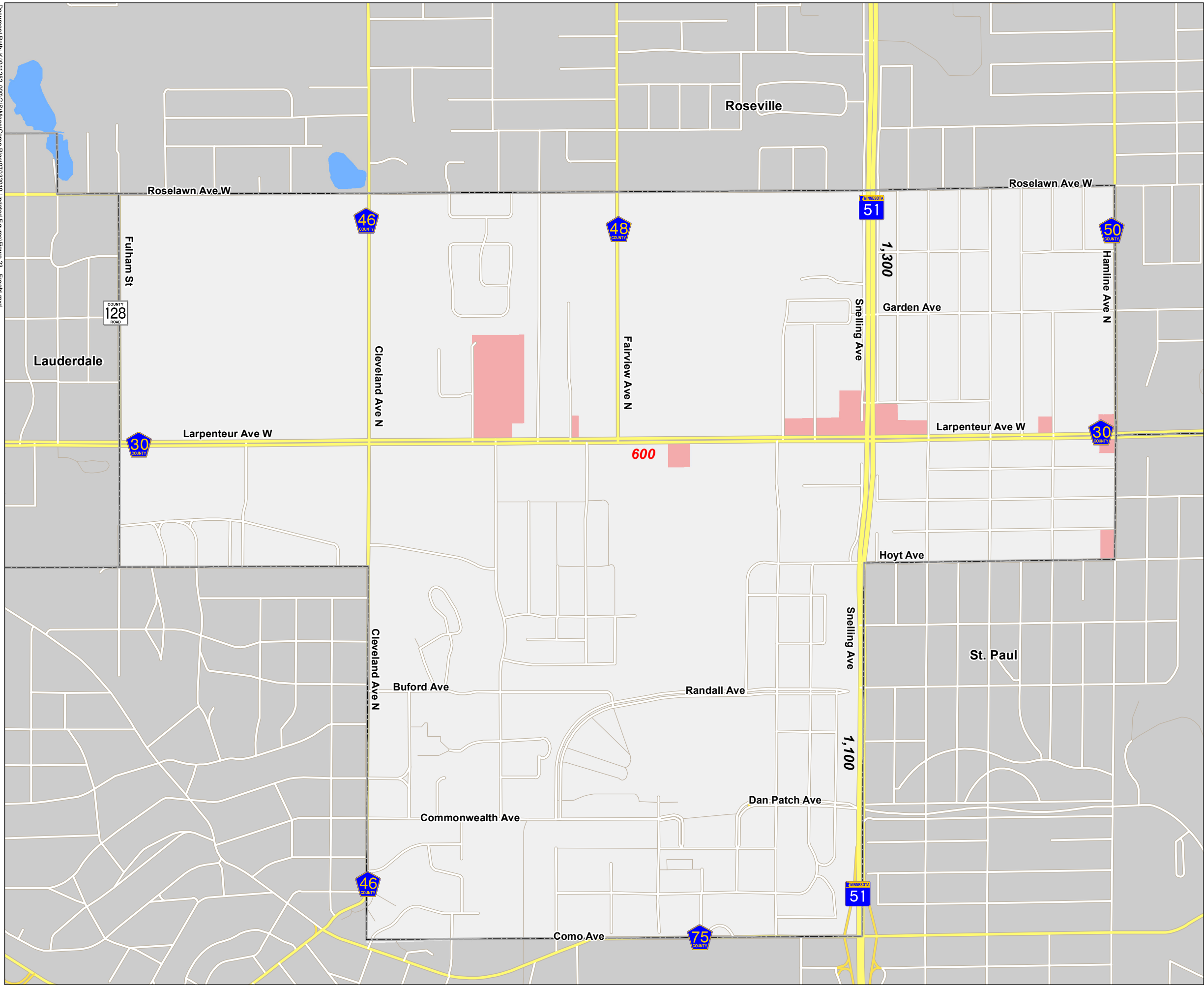


Figure 23: Freight System and Heavy Commercial Average Annual Daily Traffic (HCAADT)

**Falcon Heights Comprehensive Plan
City of Falcon Heights, Ramsey County**

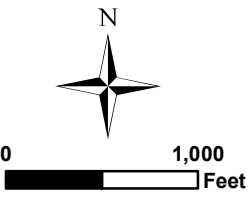
XXX - MNDOT 2012 Heavy Commercial Average
Average Daily Traffic (HCAADT)*

XXX - Estimated 2018 Annual Average Daily
Traffic (AADT)

* Buses and Multi-Axle Trucks; FHWA Class
Groups 4-13.

Potential Freight Generators

Commercial Land Uses



6. Transit

Falcon Heights is located within the Transit Capital Levy District as shown in the Metropolitan Council 2040 TPP. The TPP further classifies the metropolitan area into transit markets based on demographic and urban design factors. Falcon Heights is located within Market Area II. Market Area II generally supports fixed-route transit, but at lower frequencies or shorter service spans than provided in Market Area I. General public dial-a-ride services are available where fixed-route service is not viable.

Many of the transit routes that serve Falcon Heights provide connections to downtown St. Paul. Fixed route bus service in Falcon Heights is described below and shown on **Figure 24**.

- **A Line:** Rapid bus transit (BRT) service between the 46th Street Blue Line LRT station in Minneapolis and Rosedale Transit Center.
- **Route 3:** Daytime and evening service between downtown Minneapolis and Downtown St. Paul via Como Avenue
- **Route 61:** Daytime and evening service between downtown Minneapolis and Downtown St. Paul via Larpenteur Avenue
- **Route 83:** Daytime and evening service between HarMar Shopping Mall in Roseville and West 7th Street in St. Paul
- **Route 84:** Daytime and evening service between Snelling Avenue/Midway Parkway and West 7th Street in St. Paul
- **Route 87:** Daytime and evening service between Rosedale Center in Roseville and the Highland Park neighborhood of St. Paul
- **Route 272:** Express route with limited stops running from 6 am to 9 am and 3 pm to 6:30 pm travelling between the Maplewood Mall and the University of Minnesota West Bank Campus

The bus routes that serve this area have a mix of frequencies and types of service that they provide. Some routes operate every 30 minutes or every hour during the day while others operate only during peak commuting times (see **Table 23**). As a rapid bus route, the A Line operates every 10 minutes during most of the day with fewer stops to allow faster trips. Within Falcon Heights, A Line stations are located along Snelling Avenue at Como Avenue, Hoyt Avenue/Nebraska Avenue, and Larpenteur Avenue. It should also be noted that during the State Fair, Metro Transit operates express buses from up to 20 park-and-ride locations throughout the metropolitan area. Private transportation providers also operate a shuttle service from up to 34 parking lots surrounding the State Fair.

In addition to the routes operated by Metro Transit, the University of Minnesota operates several additional transit services including the Campus Connector, the St. Paul Campus Circulator, and paratransit. The Campus Connector (Route 121) connects the St. Paul, East Bank, and West Bank campuses and operates at headways of 5-20 minutes between 7:00 am and 2:00 am on weekdays. Route 121, also known as the U of M transitway, is a transit advantage/transit only street along Washington Avenue connecting the

Minneapolis and St. Paul campuses. A bicycle trail also runs along this transitway for most of its distance. The St. Paul Campus Circulator (Route 124) provides service to many destinations around the St. Paul campus and provides weekday service with 15-minute headways between 7:00 am and 5:00 pm. These routes are shown in **Figure 25**.

Table 23: Bus Route Frequencies in Falcon Heights

Route Number	Approximate Frequency (Headway), minutes				
	Rush Hours	Midday	Evening	Saturday	Sunday/Holiday
A Line	10	10	10–30	10–30	10–30
3	5–15	10–15	15–30	15–30	30–60
61	15–30	30	60	60	NA
83	30	30	30–60	30–60	30–60
84	30	30	30	30	30
87	20	30	30–60	30–60	30–60
121	10–15	10–15	10–15	10–15	10–15
124	15	15	NA	NA	NA
272	Two Trips	NA	NA	NA	NA

In addition to the fixed-route transit options, the city is also served by Transit Link, a dial-a-ride service for the general public (Ramsey County is served by Transit Link). Transit Link is a shared ride public transportation service provided by the Metropolitan Council for trips that cannot be accomplished on regular transit routes. The Council contracts with providers to run these buses for 5 service areas within the seven-county region. Falcon Heights residents also have opportunities to participate in the Metro Vanpool program. This program provides financial assistance for vanpools to serve areas with limited regular-route transit service.

Local ADA service is provided by Metro Mobility. Metro Mobility is a shared public transportation service for certified riders who are unable to use regular fixed-route buses due to a disability or health condition. Rides are provided with ADA-equipped vans, and need to be scheduled ahead of time. Metro Mobility is provided by the Metropolitan Council serving the seven-county region.

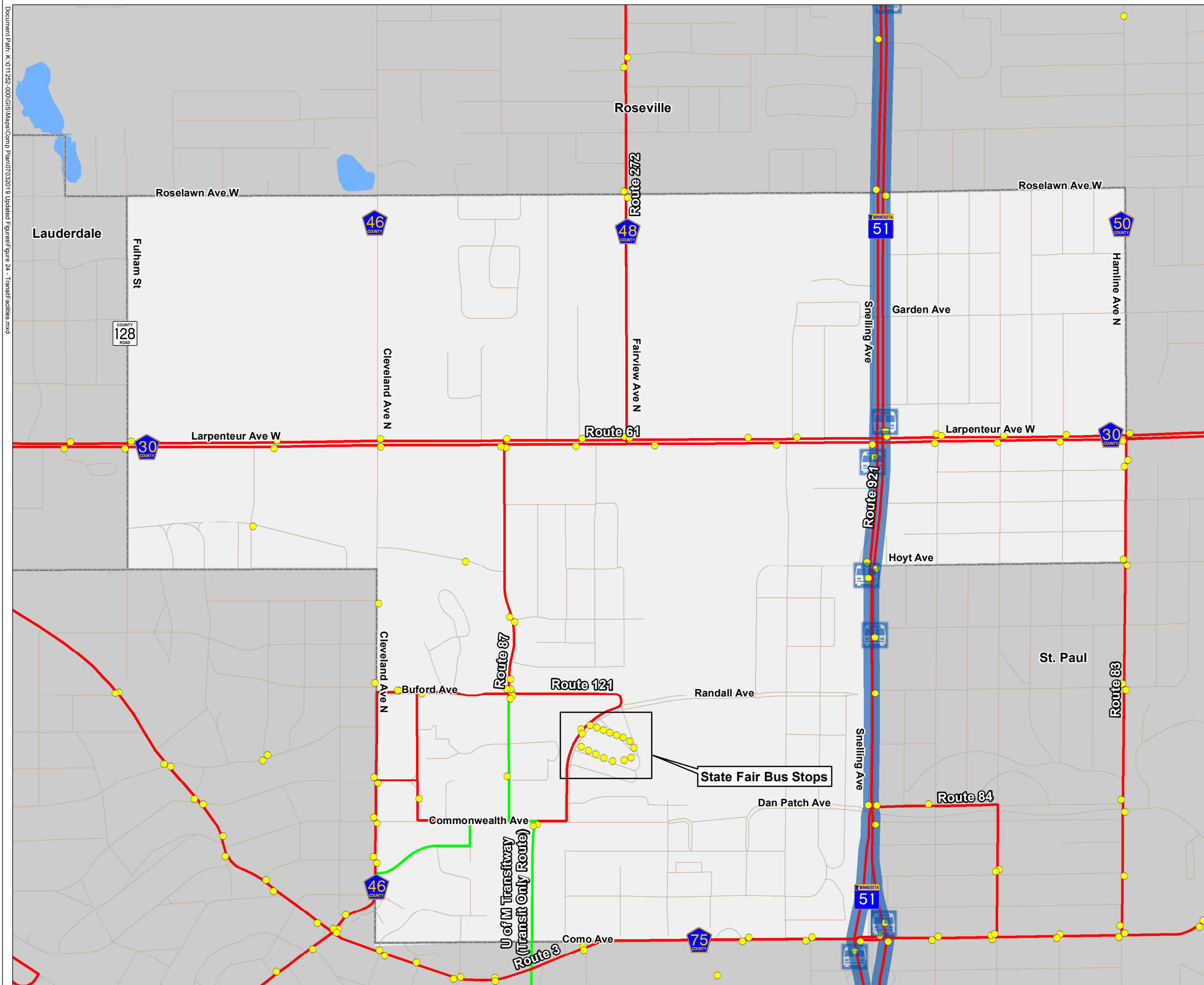
Metro Transit’s 2015 Service Improvement Plan indicates several proposed changes/additions to existing bus service in Falcon Heights. Routes 3 and 61 are identified for longer service hours and increased frequency as a high or medium priority. The Plan also identifies increased frequency for Route 83 as a medium priority and longer service hours for Route 84 as a low priority. Additionally, Metro Transit has

prepared a study exploring a potential extension of the A Line to the City of Arden Hills. While this extension would not provide additional transit coverage within Falcon Heights, residents would be able to access additional destinations in portions of Roseville and Arden Hills.

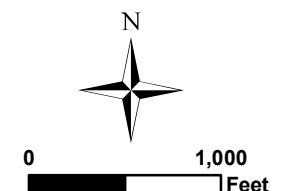
There are no formal park-and-ride lots located within Falcon Heights and it is not anticipated that future demand will require a formal park-and-ride facility within the city.

Figure 24: Transit Facilities

**Falcon Heights Comprehensive Plan
City of Falcon Heights, Ramsey County**



-  Bus Stop
-  A Line BRT Station
- Bus Route Type**
 -  Express Route
 -  Urban Local Route
 -  A Line BRT
 -  City Boundary



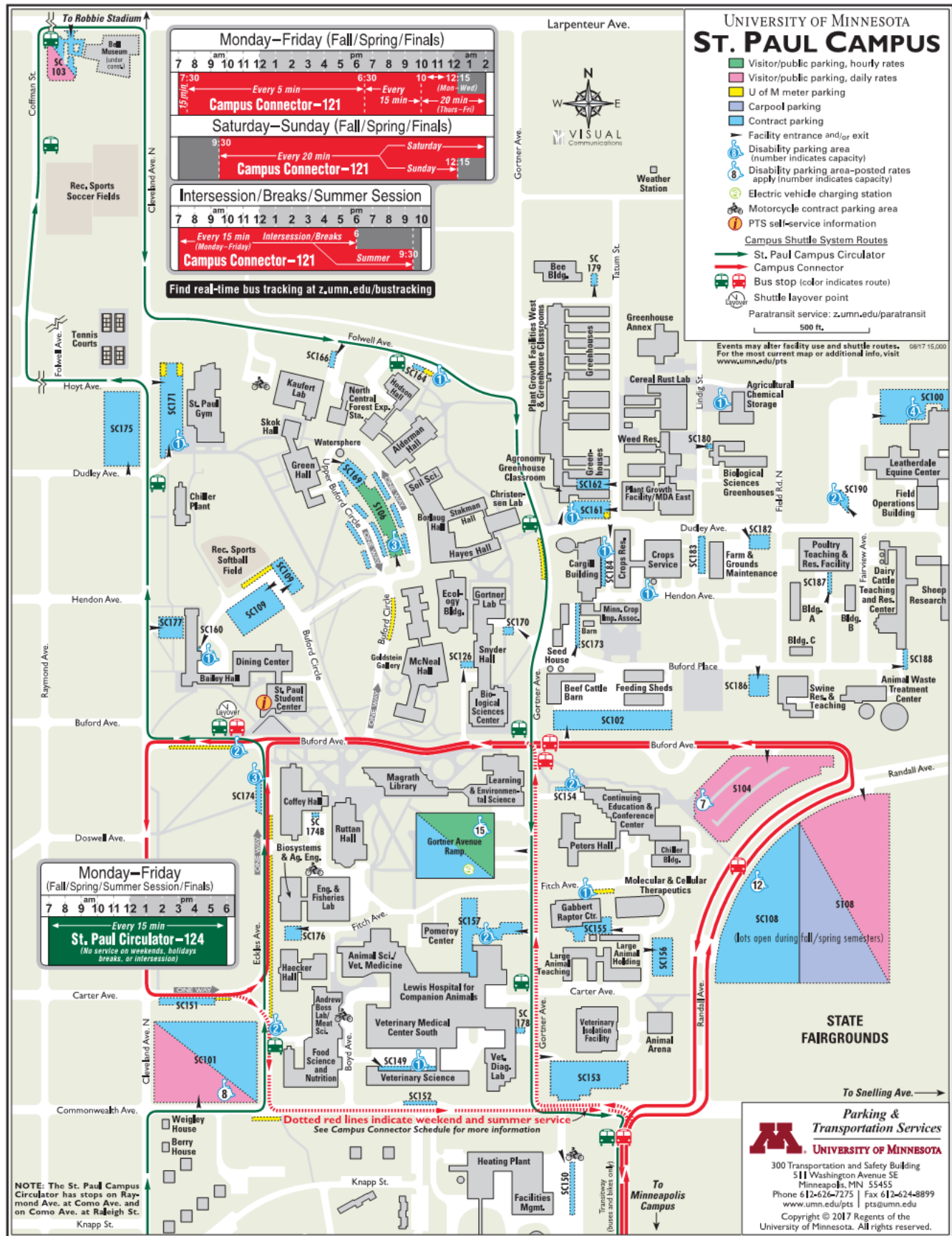


Figure 25: University of Minnesota Transit Facilities
Falcon Heights Comprehensive Plan
City of Falcon Heights, Ramsey County

7. Aviation

There are currently no existing or planned aviation facilities within Falcon Heights. However, like all cities, the city is responsible for airspace protection in order to reduce hazards to air travel within the region. The closest public use airport to Falcon Heights is the St. Paul Downtown Airport (Holman Field), approximately six miles southeast of Falcon Heights.

Based on the distance to the nearest airports, there are no radio beacons or other air navigation aids located in off-airport locations in Falcon Heights. The city is not within the area of influence of any airports, and is therefore not subject to associated land use restrictions.

Any person or organization who intends to sponsor the construction or alteration of a structure affecting navigable airspace as defined in Federal Regulation Title 14; Part 77 needs to inform the Federal Aviation Agency (FAA) of the project. This notification is accomplished through the completion and submittal to FAA of Form 7460-1, Notice of Proposed Construction or Alteration. In Falcon Heights, this requirement applies to any construction or alteration exceeding 200 feet above ground level. The city's zoning code allows a maximum structure height of 110 feet; therefore, it is unlikely that any structures in the city will require FAA notification.

There are currently no heliports in Falcon Heights or any known plans to construct one. The University of Minnesota Hospitals and Clinics Heliport is located on the University's East Bank Campus in Minneapolis, approximately two miles southwest of Falcon Heights. There are no surface waters within the city that are identified by MnDOT as an authorized landing site for seaplanes.

8. Goals and Multimodal Strategies

This Plan, and the city's actions over the next 20 years, will be guided by the following transportation goals and strategies.

8.1. Goals and Policies

The list below displays the goals and policies of the Falcon Heights Transportation Plan. These goals and policies represent the city's overall vision for transportation over the next 20 years. The strategies listed in the following section provide guidance that the city can use to reach the transportation goals and policies.

Highways and Roadways

Highway and Roadway Goals

- Goal 1: To promote safety for roadway users on all streets.
- Goal 2: To avoid unnecessary street congestion and the resulting negative effects on air quality.
- Goal 3: 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.
- Goal 4: To maintain the transportation infrastructure of the city.

Highway and Roadway Policies

- Coordinate all city street planning and design with county, regional, 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.
- Identify and preserve right-of-way for future transportation uses.

Non-Motorized Transportation

Non-Motorized Transportation Goals

- Goal 5: To develop a safe and convenient bicycle and pedestrian network throughout the city focusing on connections to trails, parks, open spaces, schools, and other high use areas.

- Goal 6: To develop and provide local connections to the regional bicycle transportation network.
- Goal 7: Continue coordination between the University of Minnesota and the city regarding the non-motorized transportation network.

Non-Motorized Transportation Policy

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

Transit

Public Transit Goals

- Goal 8: To improve the quality of transit service and increase the emphasis on public transit by making it a safe and reliable option for residents and visitors.
- Goal 9: To encourage planning and design that increases and complements transit use.

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 (e.g. Metro Transit, University of Minnesota, State Fair).
- Continue to coordinate with Metro Transit regarding the operation of the A Line bus rapid transit.

8.2. Multimodal Strategies

The multimodal strategies listed in this section are specific, actionable steps that the city can take in support of the goals of this Plan. These strategies are based upon existing and future transportation needs as described in detail in the previous sections of this Plan.

Each strategy is tied to one or multiple goals. **Table 24** on the following pages describes each strategy, notes which goal(s) is/are related to each strategy, and identifies the lead

agency for the strategy. **Figure 26** following the tables illustrates the strategies geographically with reference numbers tied back to the table information.

Table 24: Transportation Implementation Strategies

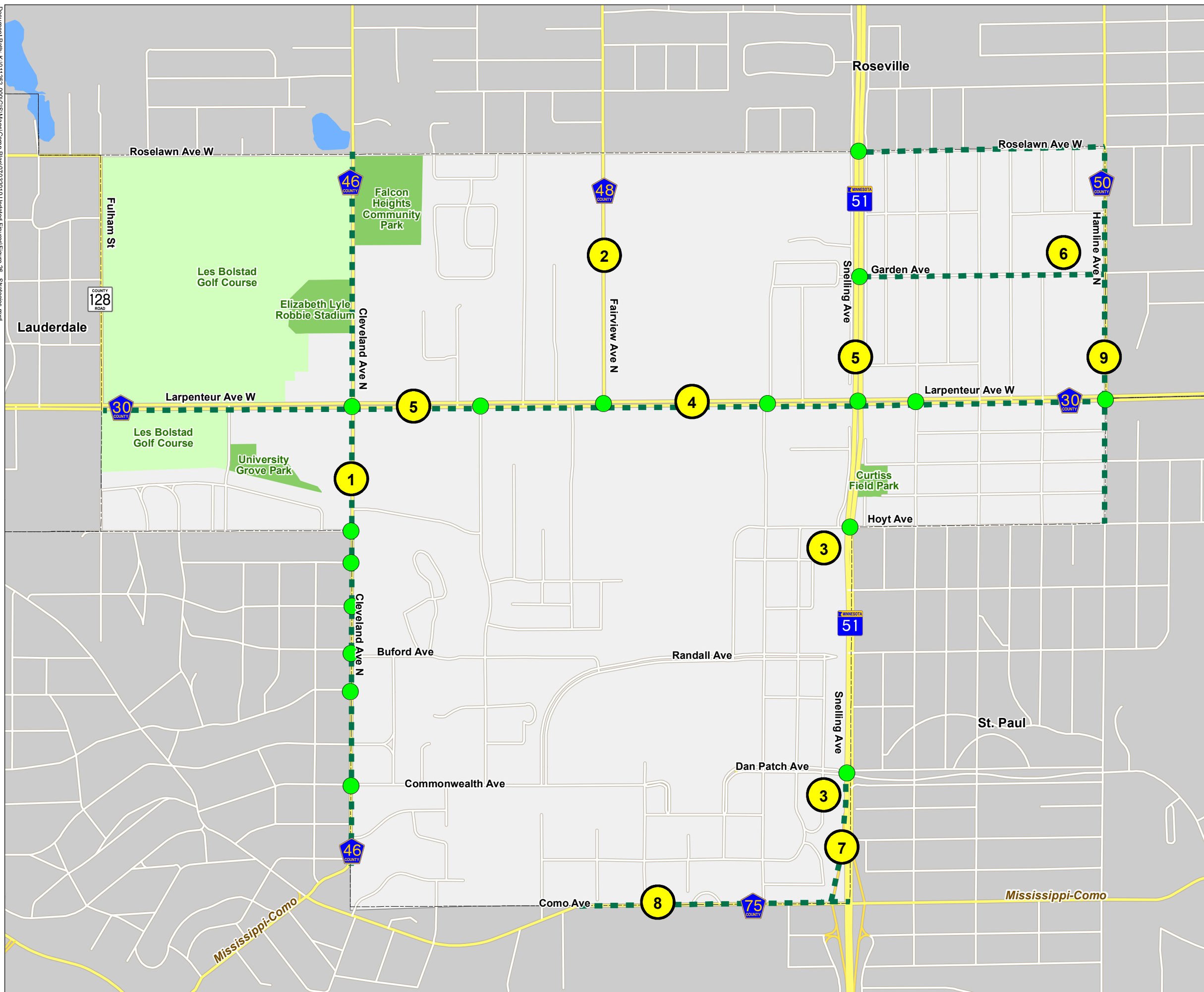
Location	Type of Improvement	Strategy	Map Reference	Lead Agency(ies)	Goal(s)
CSAH 46 (Cleveland Ave.) between Como Ave. and Larpenteur Ave.	Reconstruction	Coordinate with Ramsey County on reconstruction of Cleveland Avenue	Figure 13, #1	Ramsey County	4
CSAH 48 (Fairview Ave.) between Larpenteur Ave. and Roselawn Ave.	Mill and Overlay	Coordinate with Ramsey County on mill and overlay of Fairview Avenue	Figure 13, #2	Ramsey County	4
Various locations	Street Maintenance	Maintain streets consistent with the city’s 10-year Capital Improvement Plan	NA	Falcon Heights	4
TH 51 (Snelling Ave.) at Hoyt Ave. and Dan Patch Ave.	Signal System Replacement	Coordinate with MnDOT on signal system replacement at intersections along Snelling Avenue	Figure 13, #3	MnDOT	4
CSAH 30 (Larpenteur Ave.)	Speed Study	Coordinate with Ramsey County regarding a potential study to evaluate speed limits along Larpenteur Avenue	Figure 13, #4	Ramsey County/Falcon Heights	1
CSAH 30 (Larpenteur Ave.) and TH 51 (Snelling Ave.)	Safety/ Operations	Explore opportunities for improving operations and managing access to/from Larpenteur Avenue and Snelling Avenue, including the Snelling Avenue Service Road	Figure 13, #5	MnDOT/Ramsey County/Falcon Heights	1, 2, 3
Garden Avenue and CSAH 50 (Hamline Ave.)	Safety/ Operations	Explore opportunities to improve operations and safety related to student pick-up and drop-off at Falcon Heights Elementary School	Figure 13, #6	Falcon Heights	1, 2
Various locations	Operations	Explore opportunities to stagger the scheduled operations of refuse haulers in the city	NA	Falcon Heights	4

Location	Type of Improvement	Strategy	Map Reference	Lead Agency(ies)	Goal(s)
TH 51 (Snelling Ave.)	Bicycle/ Pedestrian Improvements	Implement recommendations from the Snelling Avenue Multi-Modal Transportation Plan	Figure 13, #7	MnDOT	5
CSAH 75 (Como Ave.)	Bicycle/ Pedestrian Improvements	Implement recommendations from the Grand Round Design and Implementation Plan, including construction of off-street multiuse trail on Como Avenue	Figure 13, #8	St. Paul, Ramsey County, Falcon Heights	5, 6
CSAH 50 (Hamline Ave.)	Bicycle/ Pedestrian Improvements	Designate Hamline Avenue as RBTN alignment	Figure 13, #9	Falcon Heights, Ramsey County	6
Various locations	Bicycle/ Pedestrian Improvements	Evaluate potential bicycle/pedestrian improvements along identified corridors and at identified crossing locations	Figure 13	Falcon Heights, Ramsey County, MnDOT	5, 7
Citywide	Bicycle/ Pedestrian Improvements	Develop complete streets policy or sidewalk master plan to guide future non-motorized improvements	NA	Falcon Heights	5
Citywide	Streetscape Improvements	Continue partnerships to fund streetscape improvements such as fix-it stations, wayfinding signage, and bicycle parking	NA	Falcon Heights	5, 7
Various locations	Streetscape Improvements	Explore opportunities to activate alleys in residential neighborhoods where they are present	NA	Falcon Heights	3, 4, 5
Citywide	Transit Improvement	Support policies and programs that encourage use of transit services and discourage parking in residential neighborhoods for events at the State Fairgrounds or University of Minnesota campus	NA	Falcon Heights, Metro Transit, University of Minnesota	8

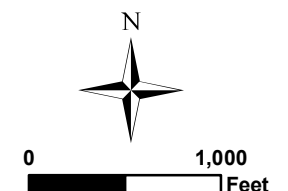
Location	Type of Improvement	Strategy	Map Reference	Lead Agency(ies)	Goal(s)
Citywide	Transit Improvement	Support urban design and land use policies that encourage transit use, particularly along the A Line corridor and University of Minnesota Campus Connector/Campus Circulator routes	NA	Falcon Heights, University of Minnesota	9

Figure 26: Transportation Strategies

Falcon Heights Comprehensive Plan
City of Falcon Heights, Ramsey County



-  Crossing Improvement Locations
-  Bicycle/Pedestrian Improvement Corridors
-  Golf Course
-  Park, Recreational, or Preserve
-  City Boundary



9. Proposed Short and Long-Range Roadway Projects

The sections below identify proposed short and long-range roadway projects identified in the city and county capital improvement plans and based on potential future changes in land use described in previous sections of this Plan.

9.1.1. Proposed Projects from Capital Improvement Plans

The city and county capital improvement plans identify several planned projects within Falcon Heights. The 2018-2022 Ramsey County Transportation Improvement Plan (TIP) includes reconstruction of CSAH 46 (Cleveland Avenue) between Como Avenue and Larpenteur Avenue, scheduled for construction in 2020-2021. The TIP also includes a mill and overlay project on CSAH 48 (Fairview Avenue) between Larpenteur Avenue and Roselawn Avenue, scheduled to take place sometime between 2020 and 2022. The city's 2018-2027 Capital Improvement Plan (CIP) identifies resurfacing projects to take place on various city streets, including Tatum Street, Arona Street, Asbury Street, Simpson Street, Ruggles Street, Crawford Avenue, Pascal Street, Holton Street, Albert Street, and Sheldon Street.

In addition to the projects identified at the city and county levels, MnDOT's 2018-2021 Statewide Transportation Improvement Program (STIP) identifies two signal system replacement projects along TH 51 (Snelling Avenue) within the city. Signal system replacement is planned at the intersections of Snelling Avenue with Dan Patch Avenue and Hoyt Avenue.

9.1.2. Proposed Projects based on Special Use Areas

As described above, as large landowners within the City of Falcon Heights, the University of Minnesota St. Paul campus and the State Fairgrounds create unusual transportation issues. The City of Falcon Heights will continue to coordinate closely with both entities to ensure that the city's transportation system can accommodate additional development and/or special events that are planned for these areas of the city. Consideration of roadway modifications, intersection traffic control improvements, and non-motorized facilities will continue as individual proposals for development or special events move forward.

10. Public Comments

The city has gathered public input through a community visioning session focused on the comprehensive plan update. At this event, members of the public identified issues and opportunities related to transportation, with a strong focus on improving the connectivity and safety of non-motorized transportation options within the city. Many comments were received relating to making the city more walkable and bikeable by investing in sidewalk and trail network, adding infrastructure such as bike lanes, and addressing crossings at intersections. Several participants identified vehicle speed as an issue, particularly along Snelling Avenue and Larpenteur Avenue. Other comments received related to enforcement of traffic laws, signal timing and operations at intersections, and discouraging heavy vehicle volumes in residential areas.

11. Conclusion and Next Steps

The purpose of this Transportation Plan is to set a multimodal transportation vision for the City of Falcon Heights through the year 2040. Goals and specific strategies have been identified collaboratively by the city, Ramsey County, and members of the public within the framework of Metropolitan Council requirements. The vision and associated strategies outlined in this Plan were established by considering existing and forecasted conditions, Falcon Heights priorities, regional travel patterns and a variety of other factors.

As the owners of the transportation network in Falcon Heights (i.e. City of Falcon Heights, Ramsey County, and MnDOT) advance their respective Capital Improvement Programs (CIPs), this Plan is intended to serve as an important resource and reference in establishing priorities and advancing transportation projects for implementation.

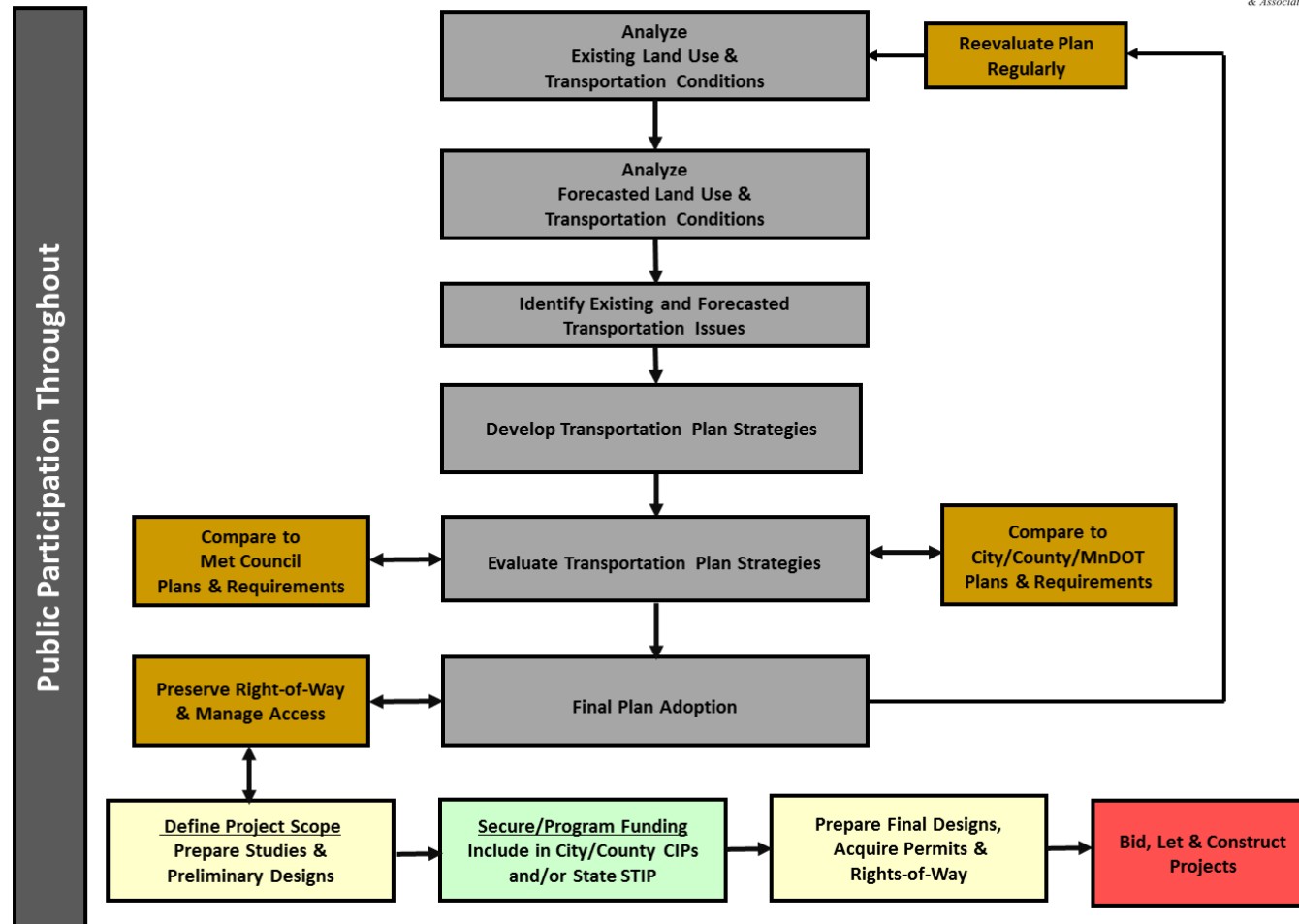
Advancing these projects from a planning to implementation phase will require collaborative discussions among facility owners, adjacent communities, the Metropolitan Council, residents and others to conduct traffic studies, finalize designs, preserve rights-of-way, obtain environmental clearances and leverage necessary financial resources.

Figure 27 on the following page outlines the entire planning and project development process required for transportation projects from concept plans to construction implementation.

The city will work to provide equitable transportation access connecting all residents with opportunities and destinations such as jobs, education, affordable housing, and healthcare. Using an equity lens in the planning process makes it possible to identify where transportation investments might be needed most, including communities of low-income households, people of color, and people with disabilities. People who cannot afford a car, are unable to drive, or choose not to drive face transportation hurdles that can result in costly, time-consuming, inconvenient, stressful, and sometimes unsafe trips. To support everyone's ability to access safe, convenient, and affordable transportation, the Ramsey County-wide Pedestrian and Bicycle Plan provides tools and resources to analyze the quality of the pedestrian and bicycle environment at the individual street level. This analysis helps cities to equitably make improvements and create a multimodal transportation system that serves everyone.

Figure 27
Transportation Planning Process

Transportation Planning Process



V. Community Systems and Services

1. Parks and Open Spaces

The character and function of parks shown on the land use plan are described in greater detail in the 2014 Falcon Heights Parks Improvement Study. 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.

Existing Parks and Open Spaces

Falcon Heights has four developed parks totaling 24.65 acres, equivalent to approximately 4.3 acres per 1,000 population. This is significantly less than the National Park and Recreation Association standard of 25 acres per 1000 residents. 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 University recreation areas are, however, counted in the "Parks, Recreation and Preserves" category in Table 10, and on the Metropolitan Council 2016 Land Use data, Figure 7.

Of the 24.65 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. Four small open "commons" areas, 2.1 acres in all, are located in the University Grove neighborhood. These are not maintained by the City and are not counted in total park acreage.

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.

Table 25: Falcon Heights Parks and Open Spaces

Name	Size (acres)	Land Ownership	Park Classification	Facilities
Community Park	14.5	20 year lease	Community Park	Community building, ball fields, soccer fields, tennis courts, skating, hockey, fitness, course, horseshoes, play equipment, picnic shelter, community garden, trails
Curtiss Field	1.9	City of Falcon Heights	Neighborhood	Hard court, skating/hockey, tennis bang board, warming house, ball field, play equipment
University Grove	2.0	Yearly lease renewal	Neighborhood	Hard court, skating/hockey, tennis bang board, play equipment, picnic tables
Falcon Heights Elementary School	6.25	Roseville School District #623	Neighborhood/School	Play equipment, basketball courts, ball field, skating, hockey, hard court

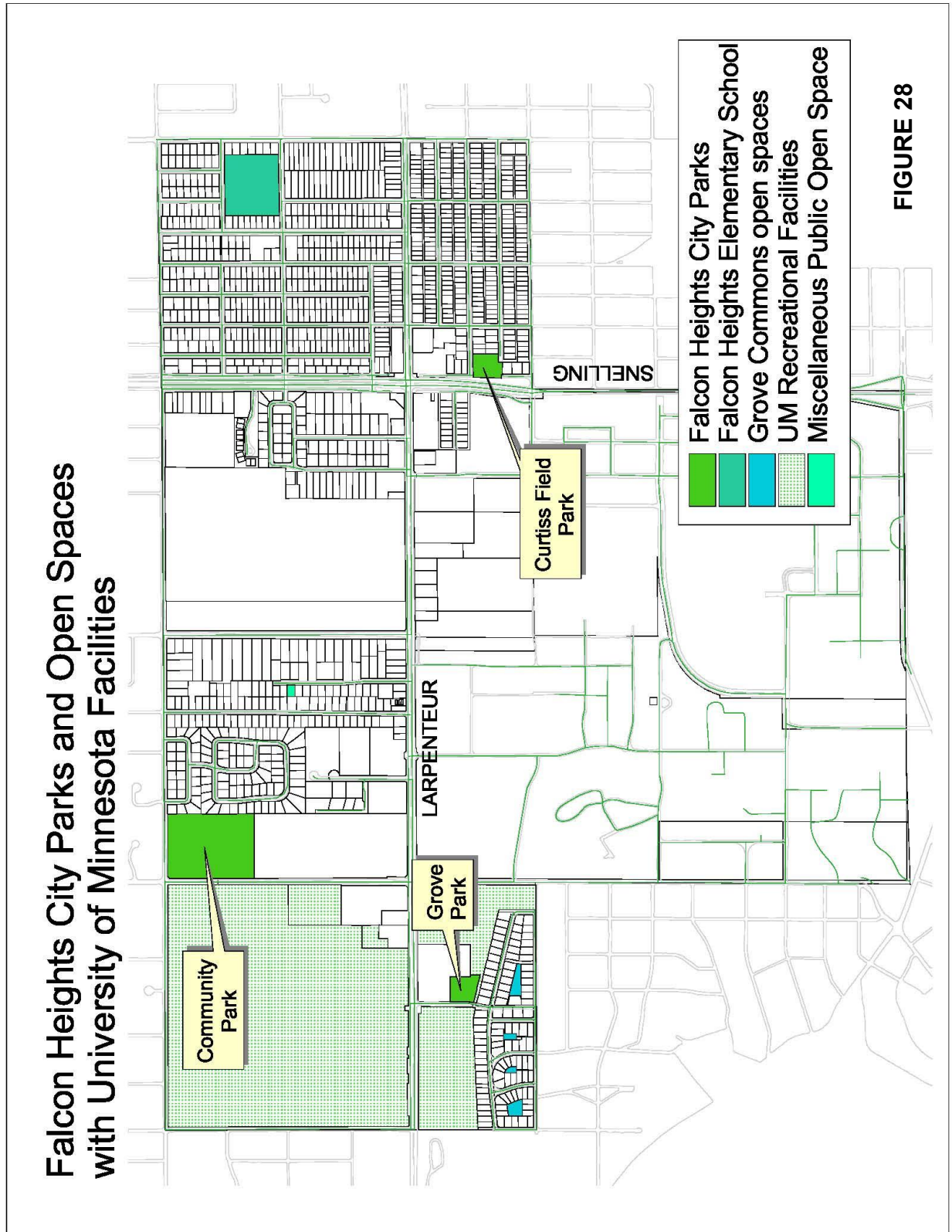


FIGURE 28

Future Directions

The City completed a Falcon Heights Parks Improvement Study in 2014 independent of this Comprehensive Plan.

There are no existing or proposed metropolitan park facilities within Falcon Heights. However, Como Regional Park is less than half a mile from the City's easternmost neighborhood, and the proposed Mississippi Como Trail will, if constructed, pass near the City's southern border. Roseville parks are also nearby. Connections among these parks and trails would benefit all communities concerned.

Regional Parks System

City of Falcon Heights, Ramsey County

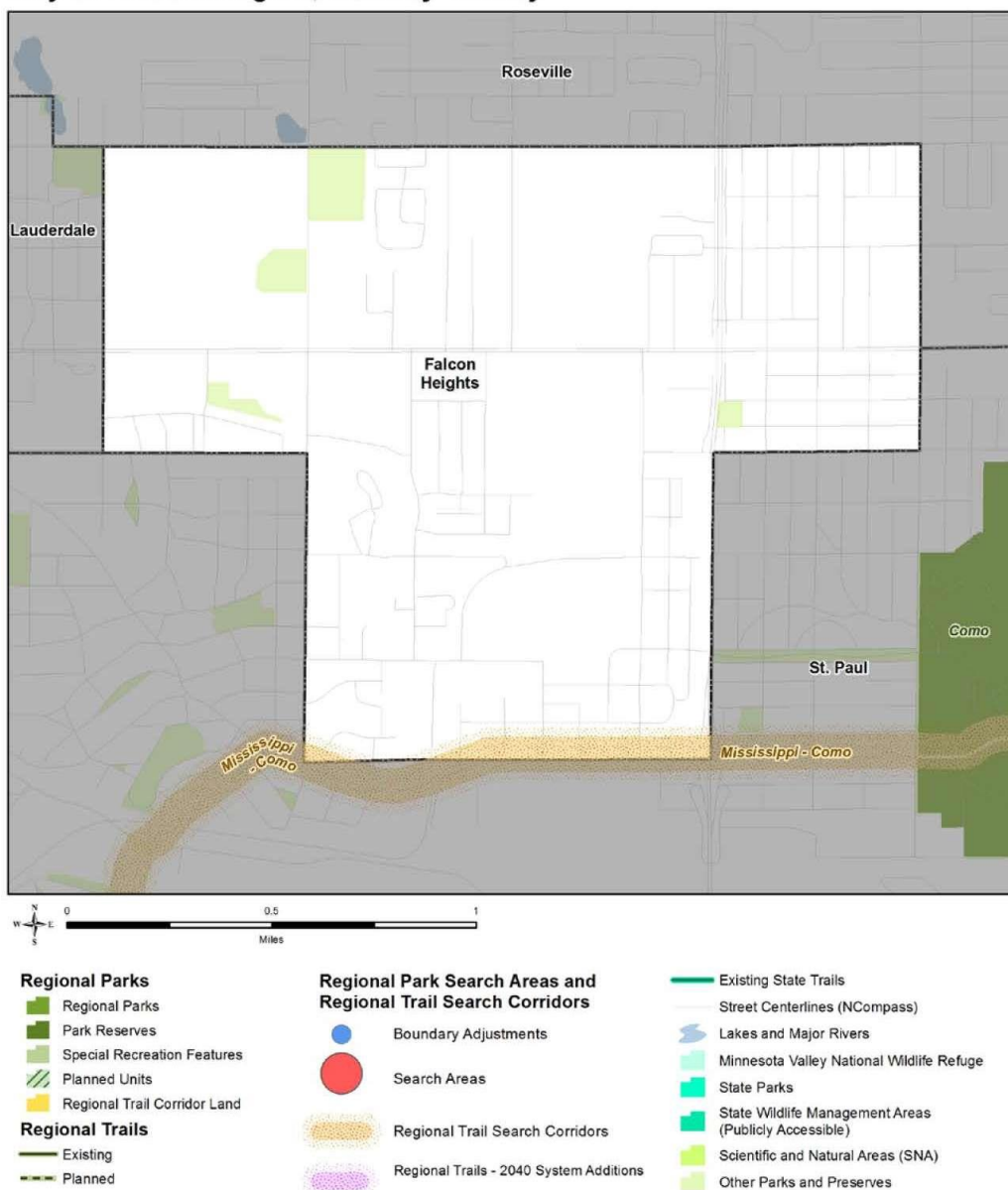


Figure 29: Regional Park System

Parks and Open Spaces: Goals and Policies

Parks and Open Space Goals

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.
3. To promote healthy and active lifestyles for residents and visitors through quality leisure programs and well-maintained parks and trails in their daily lives.
4. Provide and maintain convenient access to city parks, businesses, and neighborhoods to encourage people to be mobile and active on a daily basis.

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 land is sold and developed.
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, especially to improve connections to existing parks outside Falcon Heights, including a designated bike route to connect Falcon Heights to Como Park in St. Paul.
8. Utilize community events as outreach opportunities to inform and involve citizens in city government and outreach programs.
9. Increase resiliency to weather events by the planting of buffer zones in park borders and public building properties or on public right of ways next to streets.

2. Other Community Facilities and Services

City Hall/Community Room

The City has a staff of eight full-time employees 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) and Public Works (3 employees). 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 2040. 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 Ramsey County Sheriff's Office from 2018 and before that with the City of Saint Anthony. The University of Minnesota provides its own police, fire and rescue service.

Following the tragedy of September 11, 2001, the City of Falcon Heights, under the leadership of Mayor Susan Gehrz, undertook a community-wide evaluation of local readiness for disasters and emergencies and developed an action plan for preparation. Out of this effort came the founding of a new City Neighborhood Commission and an innovative Neighborhood Liaison program. 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, drawn from Roseville as well as Falcon Heights. Current enrollment is 480.

Future Directions

Police, Fire and Emergency Preparedness

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. The City will continue to participate actively in countywide and metro-wide efforts to develop a coordinated emergency response system.

Schools

The City intends to cooperate with the Roseville School District to foster the neighborhood school concept and improve safe pedestrian access to students on the approaches to Falcon Heights elementary.

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.

Community Facilities and Services: Goals and Policies

Community Facilities and Services Goals

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, neighboring cities, the Minnesota State Fair and the University of Minnesota.

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 the availability of City services over the internet by utilizing communication tools to connect citizens to city government and to activities within the city, such as email list serve and social media push services.
9. Take advantage of opportunities for the city to act as an organizing point for providing access to improvement programs such as roof top solar bulk buying programs.
10. Examine services used by the residents to find opportunities for improved cost and efficiency through cooperative action, such as reduction in the number of sanitation haulers in the city to preserve street facilities and the peaceful nature Falcon Heights.

VI. Sanitary Sewer System

The City of Falcon Heights owns and maintains a sanitary sewer system which also serves the University campus. The City discharges all sanitary flows to the Metropolitan Council Environmental Services (MCES) interceptor system. The State Fair operates and maintains its 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

1. Existing Sanitary Sewer System

The City's sanitary sewer collection system has been in operation in excess of 60 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 30. 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 2040.

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. The City of Falcon Heights and the City of St. Paul have participated in an intercommunity service agreement for sanitary sewer discharge since 1968. 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. Every property has access to the City's sanitary sewer system and there are no known Subsurface Sewage Treatment Systems (SSTSs) within the City.

2. 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. 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 2019 was recorded as 196.39MG. The population of the City in 2016 was estimated by MCES to be 5,418.

Table 26 summarizes the projected sanitary sewer flows for the City for up to the year 2040.

Table 26 – Sanitary Sewer Flow Projections

Year	2020	2030	2040
Sewered Population	5,900	5,900	5,900
Sewered Households	2,350	2,380	2,410
Sewered Employment	5,300	5,600	5,900
Average Daily Flow Metered (MGD)	0.13	0.14	0.14
Average Daily Flow Unmetered (MGD)	0.40	0.41	0.42
Allowable Peak Hourly Flow - Metered (MGD)	0.67	0.67	0.67

The existing sanitary sewer trunk system currently provides more than enough capacity for the City and projections don't foresee any large population change in the area that would approach that existing capacity. The increase in anticipated sewered employment is to be split evenly in Service Areas 4 and 5.

Table 27 summarizes the sanitary sewer flows for the City based on sewer service locations. Service areas are shown in Figure 30. A portion of Service Area 2 is served by a lift station. Analysis was done on the flows and pump capacity. It was determined that under peak flows the lift station receives up to 30.6 gpm with a pump capacity of 40 gpm, so the lift station is sized adequately to meet existing and future needs.

Table 27 – Sanitary Sewer Flow by Service Area

Area	Number of Parcels	Average Daily Flow (MGD)	Peak Daily Flow (GPM)	Pipe Capacity (GPM)	Manhole connection to Saint Paul
Service Area 1	44	.022	61.1	552	6-21
Service Area 2	69	.034	94.4	372	6-28
Service Area 3	6	.003	8.3	552	6-01
Service Area 4	904	.134	372	2,229	1-01
Service Area 5	143	.072	200	1,631	2-21

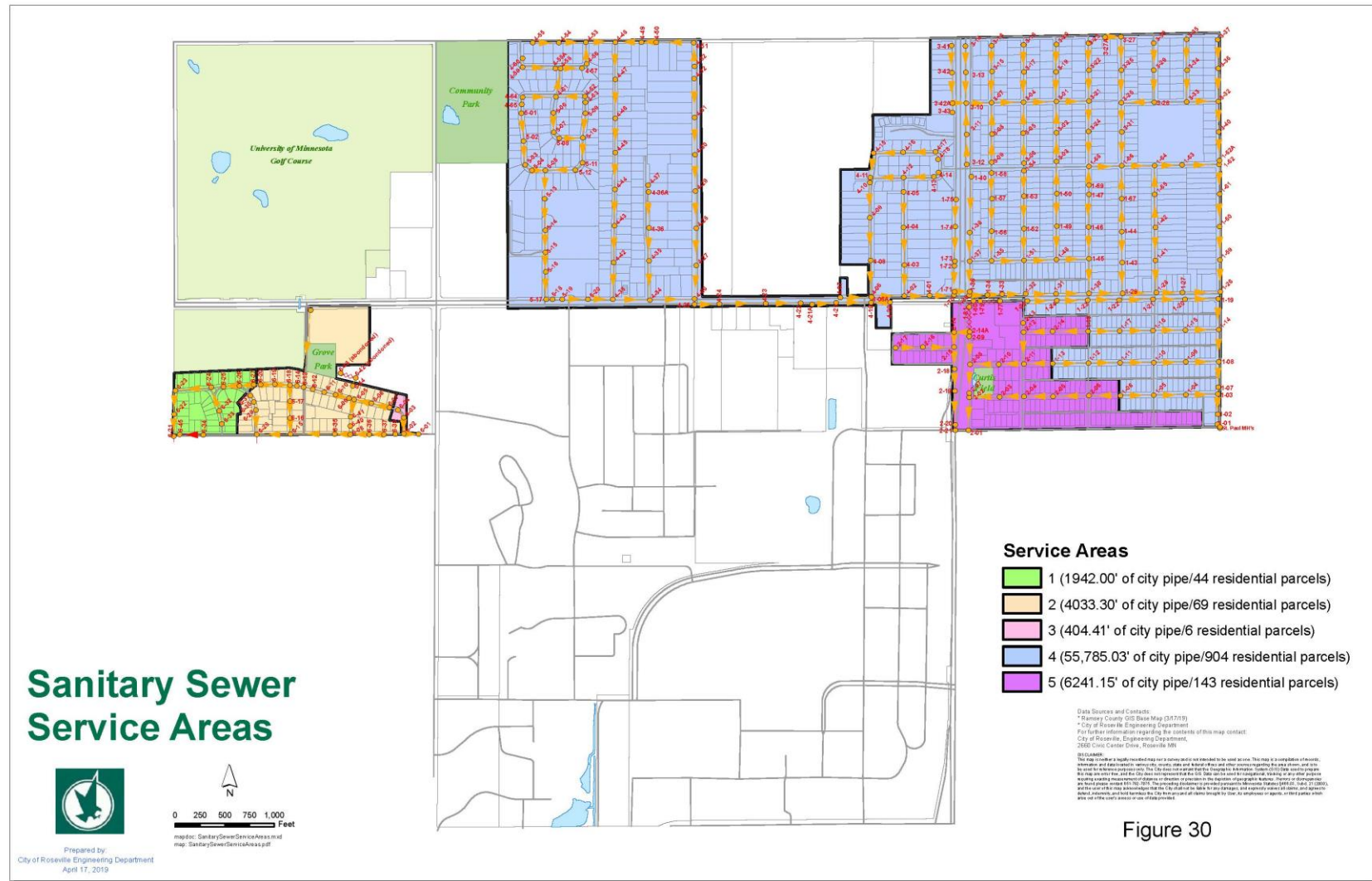


Figure 30

4. Existing and Potential Sanitary Sewer Related Issues

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 31.

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.

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.

Section 50-35 of the Falcon Heights city code presently prohibits discharge of any surface waters, directly or indirectly, into the sewer system by any means. This includes water from sump pumps, rain leaders and passive drain tile.

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 will continue its effort to minimize I/I through its I/I reduction program.

The I/I reduction program is 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 does this by cleaning and closed circuit television inspection on an annual basis and conducting a sewer rehabilitation program, including conducting follow-up inspections in neighborhoods with significant I/I potential and CIPP Lining.

Falcon Heights City Code, Section 50-35(b) Discharge of surface waters prohibited.

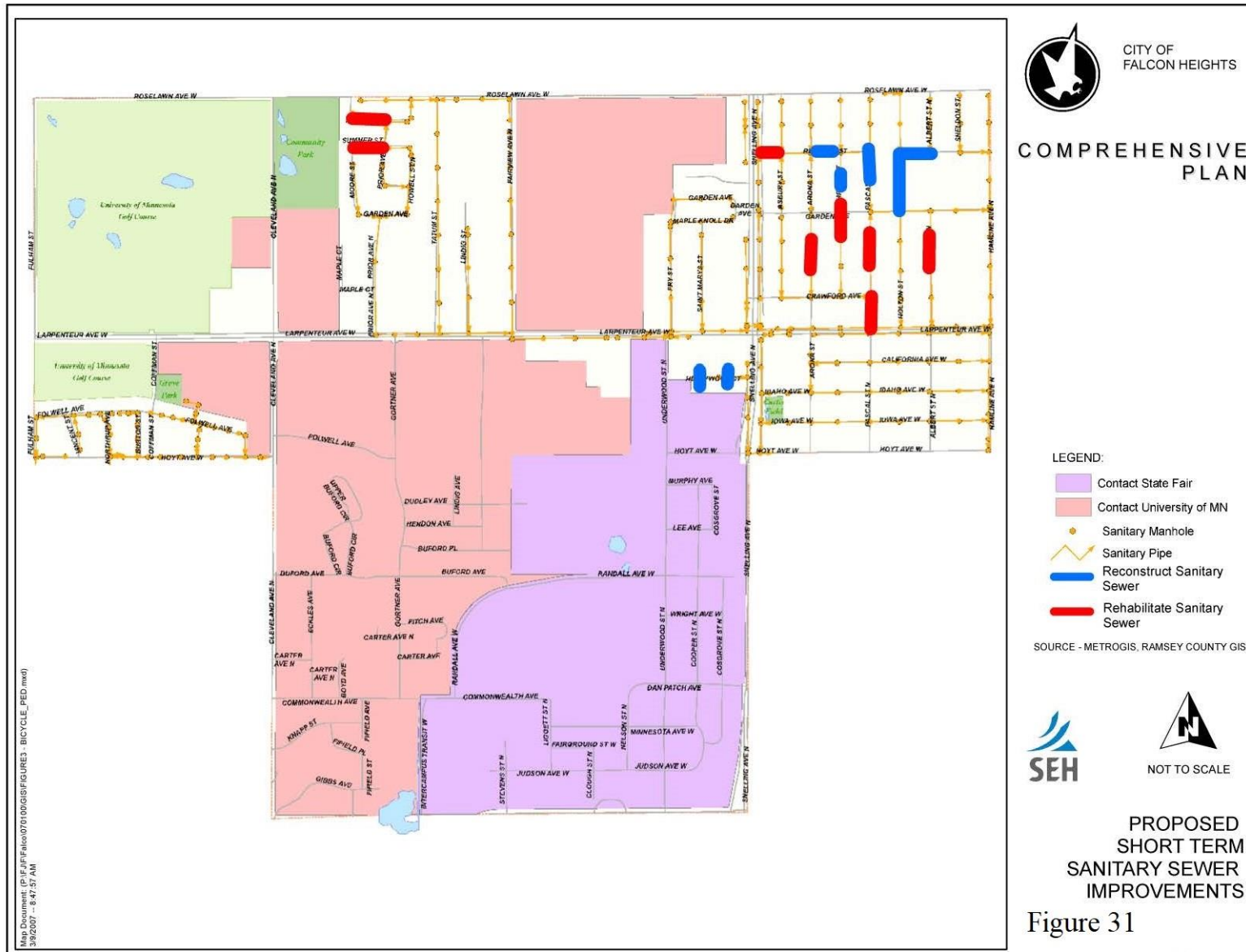
It shall be unlawful to discharge or cause to be discharged into the sewer system, either directly or indirectly, any roof, stormwater, surface water or groundwater of any type or kind, or water discharged from any air conditioning unit or system.

The City is currently proposing to update the existing ordinances to provide more direction and clarification for the disconnection of existing foundation drains, sump pumps, and roof leaders from the sanitary sewer system. The proposed language includes the following:

“All new and existing structures with sumps for which a building permit is issued shall be plumbed to the outside of the dwelling. All new structures shall be inspected by City personnel before a certificate of occupancy is issued. A sump pump discharge system shall not be connected directly or indirectly to the City’s sanitary sewer system. A sump pump shall have a permanently installed discharge line, which provides for year-round discharge to the outside of a building or structure. The discharge line shall be terminated on the private property for which the sump pump serves. The discharge line shall not be directly discharged into the public right of way unless approved by the Public Works Director. The discharge line shall not discharge water in locations that would cause negative impacts to adjacent property owners or the public. The discharge line shall consist of a rigid discharge line inside the dwelling or building, with glued fittings that do not contain unions, bypass valves or apparatus inside the dwelling or building that allow for altering the path of discharge.

Surcharge. A monthly surcharge in an amount duly adopted by City Council and set forth in the City’s Fee Schedule shall be assessed against property owners who are found not in compliance with this section. The surcharge shall be added every month until the property is verified to be in compliance through the city’s inspection program.”

Determining the extent and sources of I/I within the City on both the public and the private side is challenging. 92% of the housing stock was built before 1970 so the existence of foundation drains, sump pumps, and roof leaders connected to the sanitary sewer system is a possibility. The challenge lies in the fact that almost 75% of the City is unmetered so determining I/I contribution is difficult. At this point there is no way to accurately determine the amount of Clearwater flow generated from the public and private systems. To address the public side the City actively televises the sanitary sewer mains and will replace or rehabilitate any sewer mains that show signs of I/I. On the private side, once the City Council approves the ordinance above the City will implement inspections of new and existing buildings to ensure compliance with the ordinance. The City will also provide opportunities for property owners to replace their private sanitary sewer service laterals during pavement projects.



5. Sanitary Sewer System Policies

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

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 three years.
- Complete annual inspections and cleaning of lift station.

Inflow and Infiltration Reduction Plan Policies

- The City will continue its I/I reduction program to isolate and prioritize sewer rehabilitation in their sanitary sewer collection system.

6. Sanitary System Maintenance and Improvements

This section discusses recommended improvements to address existing sanitary sewer system deficiencies.

CCTV Inspection

The City has implemented a CCTV inspection program for the sanitary sewer collection system. This program allows the City to monitor the system and respond to problems in a proactive manner. The entire sanitary sewer system is televised every 3 years.

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. The timing of these improvements will be incorporated into the City's Pavement Management Program.

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. The City will continue its on-going sewer rehabilitation program to address this problem.

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 2018 dollars and adjusted annually at 3%.

Reconstruct Sanitary Sewer

If any Pipe settlements in excess of 4-inches are discovered by review and analyses of the CCTV footage the pipe will be repaired by removing and replacing the settled sections of pipe.

Rehabilitate Sanitary Sewer

If a significant amount root intrusion are discovered by review and analyses of the CCTV footage the pipe will be rehabilitated through using trenchless methods.

Table 28 – Cost Estimates for Sanitary Sewer Improvements – Short, Medium, and Long Range

Short-range Sanitary Sewer Improvements (0-5 years)

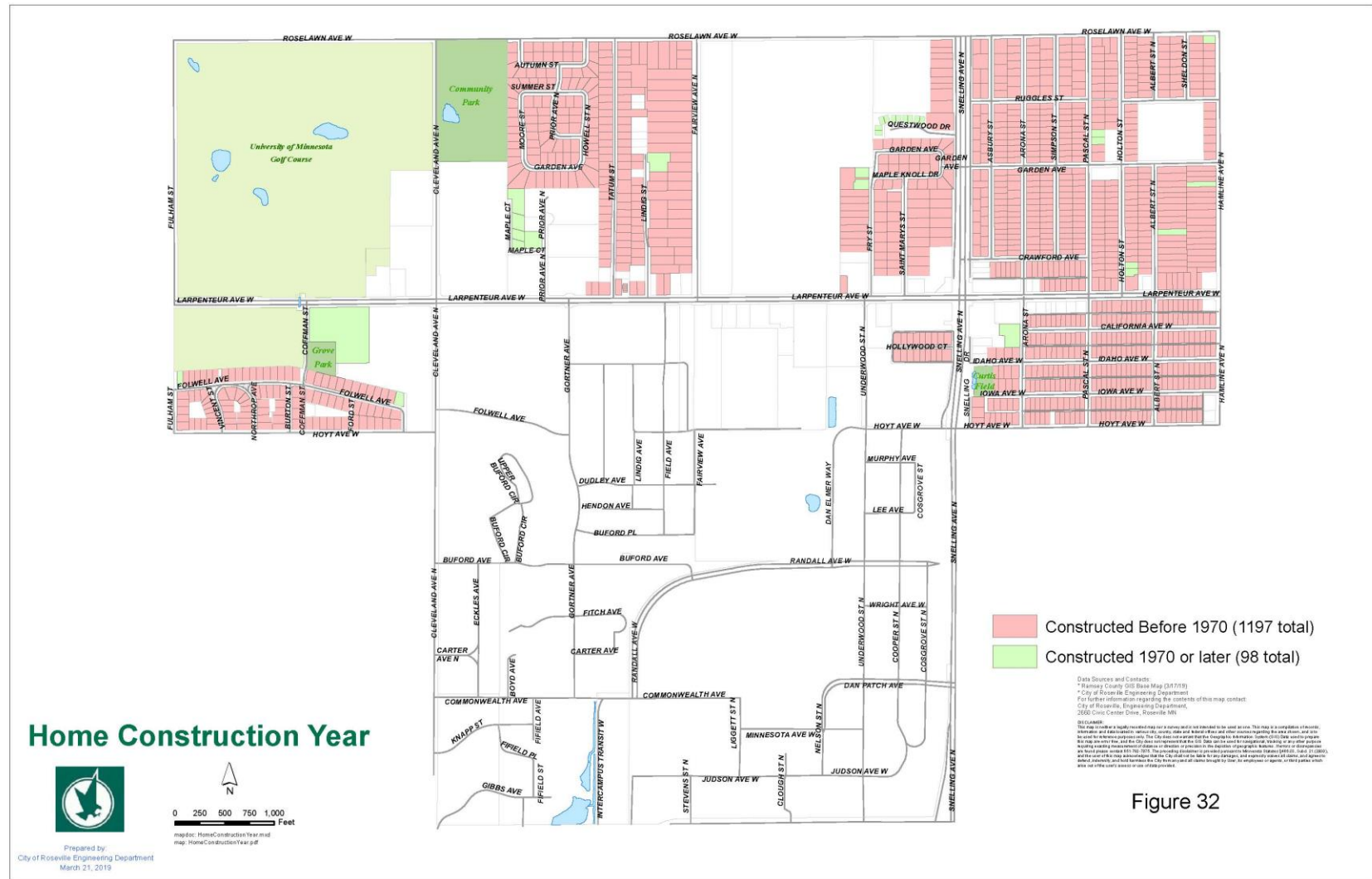
Project	Estimated Cost
CCTV Sanitary Sewer Inspection	\$60,000
Reconstruct Sanitary Sewer	\$275,000
Rehabilitate Sanitary Sewer	\$310,000

Medium-range Sanitary Sewer Improvements (5-10 years)

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

Long-range Sanitary Sewer System Improvements (10-20+ years)

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



VII. Protecting Special Resources

As required by state statute, a municipality's comprehensive plan must also include strategies for protection of special resources, including preservation, aggregate, and solar access. Some strategies include:

- Allowing or encouraging appropriate renewable energy installations.
- Providing a financial or other incentive to private parties who add energy/sustainability improvements, meet the SB 2040 energy standard, or renovate using a green building or energy framework.

These strategies are discussed below.

1. Natural Resources

The City of Falcon Heights has limited remaining natural resources. The City contains 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 wooded lots other than the golf course and residential street trees, and it has relatively little topographic relief. The City has both an urban and rural character, which requires considerably less natural resource regulation. The City also has virtually no privately owned vacant land that is environmentally sensitive or possessing aesthetic character to warrant consideration for public acquisition for public use. Property owned by the University of Minnesota containing water ponds, community garden, and recreational facilities and used as City parks and facilities is very important land. Certain privately-owned lands, however, may require protective action, such as the garden lots north of Lindig Street.

The City of Falcon Heights has an Environment Commission. The Environment Commission has worked on a number of topics including achieving the Minnesota GreenStep Cities Step 5 in 2018, working to improve recycling, energy efficiency, and solar regulations. The Environment Commission will continue to strive to make Falcon Heights more resilient.

2. Historic and Cultural Resources

The City's most important and meaningful resources are human-made or human-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, the Bell Museum, and the University of Minnesota agricultural research lands.

Gibbs Farm is the only site in Falcon Heights on the National Register of Historic Places. The farmstead was settled in 1849, and the farmhouse built in 1854, making Gibbs Farm one of the oldest non-native settlements in the area. The site was registered in 1975 and is now owned by the Ramsey County Historical Society, which operates it as a museum, featuring the 1854 farmhouse, the 1910 barn and an old one room school moved from another site. The museum property is designated public land and will incorporate the

adjacent parcel that has previously been used as a single-family residence and bed and breakfast inn.

The Saint Paul campus of the University of Minnesota is a highly ranked global and national land-grant college. The Morrill Acts of 1862 and 1890 funded educational institutions by granting federally controlled land to the states for them to sell, to raise funds, and to establish and endow land-grant colleges. The mission of these institutions as set forth in the 1862 Act is to focus on the teaching of practical agriculture, science, military science and engineering as a response to the industrial revolution and changing social class. This mission was in contrast to the historic practice of higher education to focus on an abstract liberal arts curriculum. Ultimately, most land-grant colleges became large public universities that today offer a full spectrum of educational opportunities.

As one of the nation's top colleges of its kind, the College of Food, Agricultural and Natural Resource Sciences offers a wide range of degree programs at the baccalaureate, master's and doctoral levels.

As the University of Minnesota's most prominent embodiment of the land-grant mission, the college's 13 academic departments and 10 statewide research and outreach centers have a long tradition of groundbreaking research that affects people's lives both globally and locally.

The Bell Museum of Natural History was established by state legislative mandate in 1872 to collect, preserve, skillfully prepare, display, and interpret Minnesota's diverse animal and plant life for scholarly research, teaching and for public appreciation, enrichment, and enjoyment. Its governance belongs, by state legislative designation, to the University of Minnesota. The world-renowned Minnesota wildlife dioramas, numerous animal specimens from all over the world, and the 120-seat digital Whitney and Elizabeth MacMillan Planetarium theater are highlighted features of the new facility. With more than 4 million specimens, the Bell's scientific collections have provided opportunities for research and teaching since the museum's inception in 1872. The museum recently launched the Minnesota Biodiversity Atlas, an online, searchable interface integrating over 5 terabytes of data from the Bell Museum on birds, mammals, fishes, plants, and fungi to enhance research capacity to perform a range of activities from biological surveys to conservation planning. This database contains over 400,000 scientific records and as many as 175,000 high-resolution images with plans to expand entries and specimen photographs.

There are a number of historic structures on the grounds of the University of Minnesota campus and the Minnesota State Fair. The City encourages efforts by these public institutions to preserve those buildings that have a historic value to the community. The City is home to a number of architecturally significant structures, most notably the former Harvest States 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.

3. Solar Access

Minnesota Statutes require an element for the protection and development of access to direct sunlight for solar energy systems. The purpose of this legislation is to prevent solar collectors from being shaded by adjacent structures or vegetation and to ensure that development decisions do not preclude the possible future development and use of solar energy systems. To ensure the availability of solar access, the City of Falcon Heights will, whenever possible, protect access to direct sunlight for solar energy systems from the principle structures. The City of Falcon Heights will consider solar access in the review of site plans and planning decisions.

The gross solar potential and gross rooftop potential are expressed in megawatt hours per year (Mwh/yr). The calculations below Table 18 reveal potential solar resource before removing areas unsuitable for solar development or factors related to solar energy efficiency.

Table 29: Solar Resources

Gross Potential (Mwh.yr)	Rooftop Potential (Mwh/yr)	Gross Generation Potential (mwh.yr)^2	Rooftop Generation Potential (Mwh/yr)^2
3,880,915	377,546	388,091	37,754

Gross Solar Potential City of Falcon Heights, Ramsey County

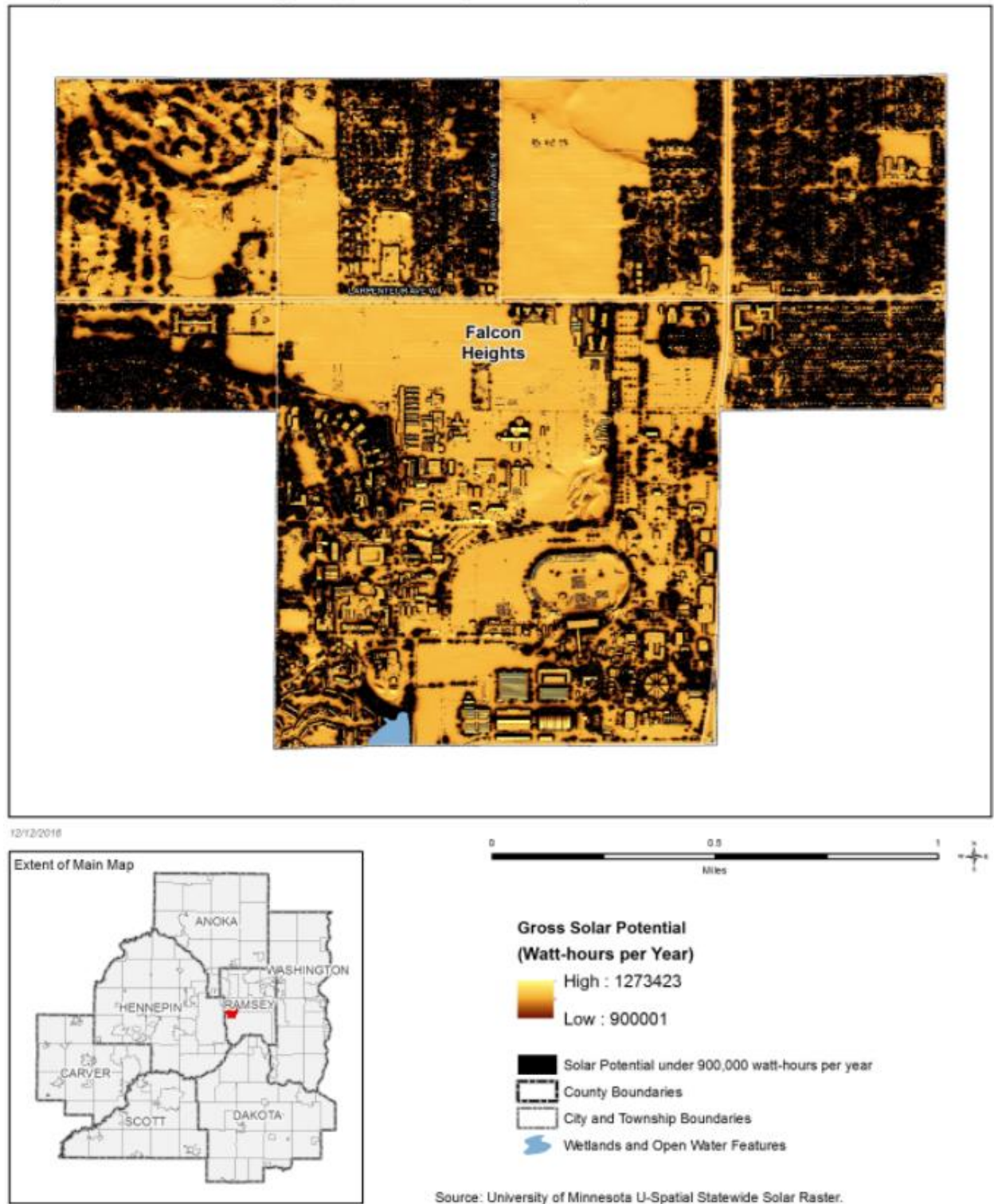


Figure 33: City of Falcon Heights Gross Solar Potential

4. Geothermal Heating and Cooling

Geothermal heating and cooling systems are quickly becoming popular alternatives in the construction of new homes and reconstruction of older homes utilities. Consideration should be given to sustainable energy reductions when upgrading to new or replacing heating and cooling utilities. Current gas furnaces can increase household energy efficiency by 30% while similar geothermal heating/cooling systems can increase energy efficiency by up to 50%.

Goals and Policies

Environmental Protection Goals

1. To conserve unique and essential natural resources.
2. To protect people and property from excessive noise, pollution and natural hazard.
3. To improve the health of residents and those who work within the city.

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. Minimize storm water run-off from single-family residential properties by limiting impervious coverage and encouraging practices and technologies that retain precipitation on site, including encouraging buffer zones on public rights of way and in alleyway borders.
5. Encourage the removal and replacement of diseased trees on street rights-of-way and on private property.
6. Identify and encourage preservation of trees in excess of 50 years old, whenever possible.
7. Maintain wildlife populations, and provide guidance, procedures, and regulation necessary for preventing over populations and nuisances.
8. Monitor air quality at Snelling/Larpenteur Avenues and maintain the intersection as necessary to assure that ambient pollution levels are not substantially increased.
9. Provide for open transitional space between new development and existing neighborhoods, to preserve open spaces that contribute to the character of the City and to improve opportunities for active living.
10. Encourage “green building” practices in new development by providing regulatory incentives to develop in environmentally friendly ways.

11. Support a metropolitan-wide integrated waste management program comprised of waste reduction, resource recovery, recycling, composting, hazardous waste management, and limited landfilling.
12. Continue to promote a curbside recycling program and encourage on-site management and/or recycling of yard wastes.
13. Maintain open space views, when possible, especially along the south side of Larpenteur Avenue as a means to protect the open space character of the City.
14. Encourage actions that will allow the City to continue as a GreenStep Step 5 city.
15. Consider adopting local greenhouse emission goals similar to the State goals.
16. Allow or encourage appropriate renewable energy installations
17. Integrate climate resilience into city planning, policy, operations, and budgeting processes.
18. Regulate outdoor residential wood burning, using ordinance language, performance standards and bans as appropriate.
19. Increase tree plantings along main downtown streets or throughout the City's key corridors and on City right of way.
20. Provide a financial or other incentive to private parties who add energy/sustainability improvements, meet the SB 2030 energy standard, or renovate using a green building or energy framework.

Historical Resource Protection Goals

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

Solar Access Resource Protection Objectives

1. To sustain and conserve areas for future solar use/accessibility in the community.
2. To sustain and protect areas that have high gross solar potential for future solar use.

Solar Access Resource Protection Policies

1. 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.
2. Consider solar access in the review of site plans.
3. While reviewing planning processes provide, evaluate and allow for solar resource access and installation.
4. Allow for solar in all zoning districts in accordance to City Code.
5. Consider geothermal technology when updating residential and residential heating and cooling systems.
6. *Storm Water Management Plan Implementation*
 - a. Modernize storm water plans to meet current hydrological changes in rainfall data and urban runoff.
 - b. Evaluate future storm water needs to fit within expected adjoining systems.
 - c. Upgrade storm water systems to meet 2040 needs.

VIII. Economic Development/Redevelopment

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.

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. 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 Goals and Policies

Economic Development Goals

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 aesthetics.
2. To guide any future private development of University of Minnesota lands and the State Fairgrounds lands west of Snelling Avenue according to the values and objectives of this comprehensive plan.

Economic Development Policies

1. Encourage growth in tax base through upgrading of retail centers and small business zones
2. Encourage high quality urban design that incorporates attractive, safe and walkable/bike-able spaces and includes more visible crosswalk areas by painting and signage.
3. Plan for the possible expansion of limited and neighborhood business and mixed business and residential use along Larpenteur Avenue, 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 to the University of Minnesota and State Fairground users.

5. 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, neighborhood scale commercial development and limited business use. (See The Larpenteur Corridor section.)
6. 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 Farm and Bell museum and to the parks and other recreational amenities in the Cleveland-Larpenteur area.
7. 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.
8. 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.
9. Collaborate with the University of Minnesota and Minnesota State Fair to produce a land design framework making Falcon Heights a place of enduring quality and character.

IX. Implementation

1. Land Use

In pursuit of the goals and vision outlined in this plan the City will need to take the following actions:

1. Conduct a detailed corridor study of the Larpenteur and Snelling Avenue corridors in Falcon Heights. The University of Minnesota has developed useful tools for enlisting public participation in this process and providing public education about what is economically feasible. It is recommended that this study be done before any major redevelopment project is undertaken along Larpenteur.
2. Use corridor study findings to define the extent of new special development districts or overlays in anticipation of redevelopment to meet forecast housing and business needs over the lifetime of this plan.

2. Ordinances

Ordinances are a powerful tool for implementing the Comprehensive Plan since they provide the legal framework for evaluating projects and implementing many policies. The City currently uses a number of ordinances to regulate development and other activities, including, but not limited to:

- Zoning (Figure 8 on page 36 and Table 11 on page 35) – regulates the use, type, and style of development throughout the City.
- Subdivision – regulates the subdivision and consolidation of land.
- Water Supply
- SSTS
- Storm Water Management - provides regulations for controlling runoff and erosion from development and development activities throughout the City.

Ordinances require periodic evaluation to ensure they are meeting the City's vision, Metropolitan Council requirements, Watershed District regulations, and State Statutes. State law requires the official controls to be amended to conform to the Comprehensive Plan. The City will need to make a number of adjustments to the zoning and subdivision ordinances to bring the chapters into conformance with this Comprehensive Plan. At a minimum the following ordinance amendments will be required:

1. Revise off-street parking requirements for commercial and multi-family properties to provide for a safer, more attractive and pedestrian-friendly environment; also, to reduce the amount of impervious surface on private property.
2. Re-examine and revise the purpose statements for all districts
3. Revise the Zoning Map to reflect new districts.

3. Housing

Since the City has virtually no private vacant land available for the development of new housing, it will emphasize the maintenance of the existing housing stock and encourage the construction of additional housing in the Larpenteur Corridor if opportunities for redevelopment arise. If that occurs, the City will make every effort to satisfy unmet needs for affordable housing. Measures that may be considered include:

1. Provision that at least 10 percent of multi-family rental projects be affordable housing, if housing assistance is available.
2. Continuation of support for Section 8 rental assistance vouchers for low and modest income residents.

To encourage home ownership and rehabilitate affordable housing, the City will also

1. Implement some form of licensing and safety inspection program multi-family buildings.
2. Participate as appropriate in Federal and State housing programs as may be made available
3. Seek partnerships with non-profit community land trust organizations that promote affordable home-ownership and rehabilitation of housing.
4. Continue to participate in partnerships with non-profit community organizations which provide home maintenance and rehabilitation resources to both home-owners and owners of rental residential properties.

4. Storm Water Management Plan Implementation

Item	Implementation Project	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1	Public Outreach Consultants/ Educators	\$5,000	\$5,000	\$5,000	\$6,000	\$6,000	\$6,000	\$6,000	\$7,000	\$7,000	\$7,000
2	Street Sweeping	\$5,000	\$5,000	\$6,000	\$6,000	\$7,500	\$7,500	\$7,500	\$10,000	\$10,000	\$10,000
3	BMP Maintenance	\$5,000	\$5,000	\$5,000	\$6,000	\$6,000	\$6,000	\$6,000	\$7,000	\$7,000	\$7,000
4	Pavement Management Projects – Water Quality/Sewer Upgrades: Falcon Wood		\$100,000								
5	Pavement Management Projects – Water Quality/Sewer Upgrades: NE Quad				\$100,000						
6	Pavement Management Projects – Water Quality/Sewer Upgrades: General						\$150,000		\$150,000		\$200,000
7	Storm Sewer Televising	\$10,000		\$10,000		\$10,000		\$10,000		\$10,000	
8	Seminary Pond			\$100,000							
9	CSWMP Revisions/ Updates										\$50,000
	Total	\$25,000	\$115,000	\$126,000	\$118,000	\$29,500	\$169,500	\$29,500	\$174,000	\$34,000	\$274,000

5. Capital Improvement Plan

Infrastructure

Falcon Heights conducts a biennial pavement management program to maintain its local streets. The average cost of the planned projects is about \$590,000. Additionally, traffic signals at Hoyt and Snelling and Roselawn and Snelling are planned on being improved in 2019 and 2020 respectively pursuant to Minnesota Department of Transportation review and/or permitting process.

Parks and Recreation

Due to the limited amount of park and recreation facilities in the City, there is no established Capital Improvement Plan. Furthermore, two of the three parks maintained by the City are on land leased from the University of Minnesota. Currently, the only capital improvement opportunity is the park building in Community Park. The building is reaching the end of its usable life. In the next three years, the City will determine the best course of action to address the building. Improvements may include rehabilitation or a completely new building. Funding for these improvements may come from bond issue, park dedication funds, general fund, grants, private donations, or some combination thereof. In other parks, the City will continue to make improvements that comply with the Americans with Disabilities Act of 1990 (ADA).