

REQUEST FOR COUNCIL ACTION

Date: February 23, 2015
Item No.: 12.a

Department Approval



City Manager Approval



Item Description: Public Improvement Hearing for the Reconstruction of Victoria Street
between Larpenteur Avenue and County Road B

BACKGROUND

On January 12, 2015, the City Council received the feasibility report for the reconstruction of Victoria Street, between Larpenteur Avenue and County Road B and ordered the public hearing. Prior to opening the hearing, staff will present general information regarding construction, standards, and assessments that apply for this project.

The proposed project includes the reconstruction of Victoria Street including the removal and replacement of all bituminous pavement, the replacement of the bituminous curb with concrete curb and gutter, the installation of storm sewer devices, and the installation of a pathway along the east side of Victoria Street. The total estimated cost of the project is \$1,833,245.20. The assessable portion of this project is estimated to be \$1,200,805.20.

Attached to this Request for Council Action is an amended Feasibility Report (Attachment D) which includes an updated survey regarding parking along Victoria Street as well as results from the Benefits Analysis Report to determine the maximum assessment rate for the various types of properties on the project. The maximum benefit is discussed in more detail under Policy Objective below.

As Council may recall, the Feasibility Study presented in January did include a survey to residents asking them about their preference for allowing parking on Victoria Street. Currently, there are no official parking restrictions or signs on Victoria Street. The previous survey had indicated that some widening of the roadway may be necessary to formally allow parking on one or both sides of Victoria. Since that time, it has been determined and confirmed with Mn/DOT that the current width of Victoria would support parking on one side per State Aid standards. Therefore a follow up survey was sent to clarify that point.

The original survey had 27 responses with 14 votes for prohibiting parking on both sides, 10 votes for allowing parking on one side and 3 votes for allowing parking on both sides. The second survey had 21 responses with 9 votes for prohibiting parking on both sides and 12 votes for allowing parking on one side (widening the roadway to provide parking on both sides was ruled out by this time). The second survey, with the cover letter, is attached as Attachment E.

Given that the results of the survey are very close, and that parking demand is not overwhelming or, to staff's knowledge, causing any operational issues today, allowing parking on one side does provide for visitor and overflow parking from residential driveways and also, near the Reservoir Woods trail head, allows for parking for visitors to the City park trail system. Therefore, staff's recommendation is to stripe the roadway such that parking would be allowed on one side, specifically the east side of the roadway.

Another design element that has arisen since the Feasibility Study was accepted by the City Council is the deficient design of the roadway profile for the current 40 mile per hour posted speed limit. While staff supports designing and building roadways to accommodate the prevailing and posted speed on a roadway, the existing vertical curves on Victoria Street would require the roadway to be elevated by as much as three feet in some sections on the north end of the project in order to meet Mn/DOT State Aid design requirements for a 40 mile per hour speed, which is the current posted speed limit on Victoria. This change in vertical profile grade would have significant impacts on the adjacent properties and their driveways.

One option to avoid this impact would be to declare the roadway an urban section, as allowed per State Statutes, and reduce the posted speed limit to 30 miles per hour. This would then allow us to design the roadway to this new speed limit and the current roadway profile could be left as it exists today.

Staff is not making this recommendation lightly and recognizes the potential for setting a precedent on future projects. However, there are several elements that support this change in this particular case:

1. The roadway was transferred over from Ramsey County to local ownership in 1996. At that time, it was recognized that the roadway no longer met a regional purpose but was now acting as a local collector.
2. There are two significant horizontal curves on the corridor, the radius of each only meet a 20 mile per hour design speed. A speed transition of 10 miles per hour between posted and curve design speed is a better situation than the 20 mile hour transition that exists today.
3. An all way stop is located at one of the two horizontal curves.
4. The corridor is heavily residential with several driveways having direct access to Victoria Street.

Given these considerations and in the effort to avoid impacts to residential properties, staff is recommending that Council adopt the attached resolution (Attachment B) and declare Victoria Street to be an urban district from Larpenteur Avenue to County Road B and establish the statutory speed limit of 30 miles per hour.

POLICY OBJECTIVE

Because this is a street reconstruction project, the City's policy is to assess a portion of the costs as allowed for in State Statute 429. Assuming this project is completed by fall 2015, the final assessment amount would be determined following a thorough review of the proposed assessments by the Council at an assessment hearing in the fall of 2016. These assessments can either be paid up front in the fall of 2016, or be put against taxes payable in 2017 for 15 years at around 5.5% (rate set at time of hearing).

The feasibility report details the proposed design, neighborhood impact, estimated cost and proposed funding for the construction of these public improvements. Assessment shall be equivalent or less than the anticipated increase in market value for properties being assessed. It is the City's policy to assess the cost to construct a 32 foot wide 7-ton road to adjacent property owners as follows:

- Adjacent residential property owner assessed for up to 25% of the cost.
- All other adjacent property zoning assessed for up to 50% of the cost.

Appraisals have been completed to determine the influence of the improvement project on the value of the properties proposing to be assessed. Staff has amended the feasibility report to incorporate the findings of the benefit appraisal. A summary of recommendations from the Benefit Appraisal Report:

- Special benefits for street reconstruction for residential properties are estimated between \$35 per foot of frontage to \$55 per foot of frontage. For the purposes of this project the maximum assessment rate for residential properties shall be \$35 per foot of frontage. The proposed assessments for residential properties for this project based on current cost estimates and the City's Special Assessment Policy is \$27.49 per foot of frontage.
- Special benefits for non-residential properties (for this project, only the New Life Presbyterian Church (formerly known as the North Como Presbyterian Church) meets this criteria) for total street reconstruction are estimated between \$60 and \$75 per foot of frontage. For the purposes of this project the maximum assessment rate for the New Life Presbyterian Church shall be \$60 per foot of frontage. The proposed assessment rate for the Church based on current cost estimates and the City's Special Assessment Policy is \$54.97 per foot of frontage.
- There are five assessable corner lots impacted by this project. If a corner lot has been assessed 100% of their short frontage on a previous project, then they will be assessed only 10% of their long frontage for the adjacent street project. This is consistent with the City's assessment policy. It is also consistent with the findings of the benefit appraisal report. Three parcels within the project area will be assessed for 10% of the long side of their lot for this project as they were assessed 100% on a previous project. These parcels include 851 Parker Ave, 2088 Victoria Street and 1915 Victoria Street.
- Two parcels were not assessed 100% when the adjacent street was reconstructed and therefore they will be assessed 100% of their short side for this project. Those parcels are 870 Parker Ave and 873 Parker Ave. The details and total amounts of the proposed assessments for these parcels, and all other benefiting properties within the project area, are included as Attachment C.

FINANCIAL IMPACTS

Fund the street reconstruction with Municipal State Aid funds, utility funds, and assessments.

If the Council approves the project as proposed, staff will work on completing final plans in February. This project will be brought back to the City Council to authorize staff to solicit bids for the construction work. After receiving bids, we will review them in accordance with the budgeted amounts for this project and bring an award recommendation to the City Council.

STAFF RECOMMENDATION

Staff recommends that the City Council order these proposed public improvements.

REQUESTED COUNCIL ACTION

1. Per Attachment A, conduct a Public Hearing to consider whether public improvements should be constructed.
2. Approve a resolution ordering the improvement and preparation of plans and specifications for Victoria Street, between Larpenteur Avenue and County Road B.

- 117 3. Approve a resolution declaring Victoria Street to be an urban district from Larpenteur
118 Avenue to County Road B and establishing the statutory speed limit of 30 miles per hour.
119

Prepared by: Marc Culver, City Engineer
Attachments: A: Public Hearing Agenda
B: Resolution ordering improvement
C: Resolution declaring urban section
D: Amended Feasibility Report
E: Follow up Parking Survey
F: Written Comments from Public

AGENDA FOR PUBLIC IMPROVEMENT HEARING
Victoria Street Reconstruction

- A. Mayor calls the meeting to order and announces the purpose of the meeting and format for the hearing.

"This is a public improvement hearing to consider whether public improvements should be constructed. The decision before the City Council is whether or not to proceed with the public improvement project. A final decision will not be made at this time regarding the assessment rates or how the project costs will be allocated. That will be done at a separate assessment hearing after the project is completed."

"These projects were initiated as a result of staff recommendation. For staff initiated projects or projects not petitioned by more than 35% of affected property owners, for the project to be ordered a 4/5 vote of the City Council will be necessary. The Council will consider a resolution ordering the improvement or continuing the hearing to a specific future date."

THE FOLLOWING AGENDA CAN BE USED AS THE FORMAT FOR THE PUBLIC HEARING:

- B. City Manager comments including project number, brief description of project, published and mailed notices, and written objections to the following Project: P-ST-SW-15-02 Victoria Street Reconstruction (Larpenteur Ave to County Road B)

It is suggested that the City Manager should make a general comment regarding the published and mailed notices. This should include the following language:

"Published and legal mailed notices have been provided for this project. Legal notices appeared in the city's legal newspaper, *The Roseville Review*, on January 20 and January 27, 2015. Mailed notices were sent on January 16, 2015. Affidavits of mailing are available in the office of the City Engineer."

Prior to the hearing proceeding, the City Manager should read all written objections for the project.

- C. City Engineer by this time has provided specific information for project including existing conditions, proposed construction, special conditions, schedule, cost estimate, and financing.
- D. Mayor opens hearing to public. It is suggested that the following comments be made by the Mayor:

"In an attempt to provide everyone an opportunity to be heard and yet conduct the hearing in an efficient manner, we would suggest that rules be used for the hearing for this project. These would include the following:

1. Individuals should identify themselves by giving their name and address and should speak into the microphone.
2. Each speaker should limit questions and comments to two to three minutes.
3. No person will be heard for a second time until all interested persons who wish to speak have had an opportunity to do so.
4. Be courteous. No comments from audience or applause during question/ comment period.

- E. Mayor closes hearing.

After all citizen comments have been completed, the Mayor should indicate that the public hearing is closed and turn the hearing over to the City Council for action.

- F. Council action on improvement: Resolution ordering improvement and preparation of plans and specifications for project. (Resolution provided by City Engineer.)

39 The motion for the adoption of the foregoing resolution was duly seconded by Member
40 and upon a vote being taken thereon, the following voted in favor thereof:
41 ; and and the following voted against the same: .
42

43 WHEREUPON said resolution was declared duly passed and adopted.

WITNESS MY HAND officially as such Manager this 23rd day of February, 2015.

Patrick Trudgeon, City Manager

**EXTRACT OF MINUTES OF MEETING
OF THE
CITY COUNCIL OF THE CITY OF ROSEVILLE**

* * * * *

1 Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of
2 Roseville, County of Ramsey, Minnesota, was duly held on the 23rd day of February, 2015, at
3 6:00 p.m.

4
5 The following members were present: ; and and the following members were absent:
6

7
8 Councilmember introduced the following resolution and moved its adoption:
9

10 **RESOLUTION NO.**
11 **DECLARING VICTORIA STREET TO BE AN URBAN DISTRICT FROM**
12 **LARPENTEUR AVENUE TO COUNTY ROAD B AND ESTABLISHING THE**
13 **STATUTORY SPEED LIMIT OF 30 MILES PER HOUR**
14

15
16 WHEREAS, in 1996, Victoria Street from Larpenteur Ave north to County Road B was
17 officially transferred to the jurisdiction of the City of Roseville by Ramsey County; and
18

19 WHEREAS, the current speed limit on Victoria Street is 40 miles per hour; and
20

21 WHEREAS, Minnesota State Statutes 169.14 Subdivision 5b allows the governing body of a
22 City or town to declare any street segment of at least a quarter-mile.in distance as an urban
23 section if the segment meets the definition of an urban section; and
24

25 WHEREAS, the statutory speed limit of an urban section is 30 miles per hour.
26

27 NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF
28 ROSEVILLE, that Victoria Street from Larpenteur Ave to County Road B be declared an urban
29 section.
30

31 BE IT FURTHER RESOLVED that City staff is directed to forward this resolution to the
32 Minnesota Department of Transportation and upon their acknowledgement post the statutory
33 speed limit on this segment of roadway as 30 miles per hour with the appropriate signs as
34 necessary.
35

36 The motion was duly seconded by Councilmember and upon vote being taken thereon, the
37 following voted in favor thereof: ; and and the following voted against:
38

39 WHEREUPON said resolution was declared duly passed and adopted.

I, the undersigned, being the duly qualified City Manager of the City of Roseville, County of Ramsey, State of Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a regular meeting of said City Council held on the 23rd day of February, 2015, with the original thereof on file in my office.

Patrick Trudgeon, City Manager

(SEAL)



Public Works
Engineering Department

Feasibility Report

Project P-ST-SW-15-02

**Victoria Street Reconstruction
(Larpenteur Ave to County Road B)**

Prepared by: Marcus J. Culver
City Engineer
City of Roseville

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

A handwritten signature in black ink, appearing to read "M. Culver", written over a horizontal line.

, P.E.

Registration No. 42002

**VICTORIA STREET RECONSTRUCTION
FEASIBILITY REPORT
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February 17, 2015

City Council
City of Roseville
2660 Civic Center Drive
Roseville, MN 55113

RE: PROJECT P-ST-SW-15-02, Victoria St Reconstruction
Feasibility Report - **AMENDED**

Dear Mayor and City Council Members:

At their October 27, 2014 meeting, the City Council adopted Resolution No. 11184 ordering the preparation of a Feasibility Report for the reconstruction of Victoria Street between Larpenteur Ave and County Road B.

The total estimated project cost is \$1,833,245.00 which includes contingencies.

During the process of studying the existing conditions within the project area, two Public Information meetings were held and input was received from area residents and other City department staff. The comments from these meetings are incorporated into the report.

This report has been amended from the version received by the City Council on January 12, 2015 to include results from the Benefit Appraisal as well as to include an updated survey regarding on street parking.

In accordance with the City Council request, the study has been completed. It is my recommendation that the project as proposed in this study is feasible.

If you have questions regarding the findings and recommendations in the report please contact me directly.

Sincerely,

Marcus J. Culver, P. E.
City Engineer
651-792-7042
marc.culver@cityofroseville.com

INTRODUCTION

On October 27, 2014, the Roseville City Council adopted Resolution No. 11184 ordering the preparation of a Feasibility Report for the reconstruction of Victoria Street between Larpenteur Avenue and County Road B. This report details that investigation.

In 1991, following direction from the Minnesota Legislature, Ramsey County completed a study that reviewed the jurisdiction of all roadways within Ramsey County. Upon completion of this study, Ramsey County began a program whereby a number of roadways switched jurisdiction between State, County and local municipalities. In 1996, Victoria Street changed jurisdiction from Ramsey County to the City of Roseville.

As with other County turnback roads, Victoria Street has been added to the City's Municipal State Aid system (MSA) and is eligible for funding through the City's portion of state gas tax revenues. If MSA dollars are to be used, the roadway must be constructed in accordance with MSA roadway standards.

When the roadway was under the jurisdiction of Ramsey County, it consistently ranked low among their priorities since the traffic volume is relatively small when compared to other County roads. For many years, this roadway only received minor maintenance.

The pavements show signs of distress, such as transverse and longitudinal cracking, and alligator cracking. There is evidence of previous and ongoing maintenance, including patching and seal coating. The pavement surface shows signs of severe oxidation, as evidenced by the exposed pavement aggregates. The current average Pavement Condition Index for this roadway is 48; this rating is considered marginal and is recommended for reconstruction.

The proposed project involves: complete reconstruction of the street, the construction of non-motorized transportation infrastructure consistent with the City's Comprehensive Plan, and public utility improvements. Recommended public utility improvements for the project include: the repair of selected sanitary manholes, and construction of storm sewer infrastructure to address both water capacity and quality concerns. There will be some minor water main infrastructure maintenance such as replacing hydrants and rebuilding valves as necessary.

It is expected that if this improvement is approved, the work will start in the spring of 2015, with completion in fall 2015. The project was initiated by council/staff as part of our Pavement Management Program. As outlined by state law, projects initiated by council/staff require a 4/5 vote by the City Council for approval.

PUBLIC INVOLVEMENT

The public involvement process for this proposed project consisted of two neighborhood meetings in 2014. Meeting notices were sent out at least two weeks in advance to all property owners abutting the street to be reconstructed.

The first meeting was held at 7:00 p. m. on October 9, at the Roseville Skating Center, where staff presented information regarding the proposed reconstruction project, construction process and assessment policy. Residents provided input regarding neighborhood concerns along the corridor. Among these were: street design (rural vs. urban), parking, drainage, traffic, and mailbox locations.

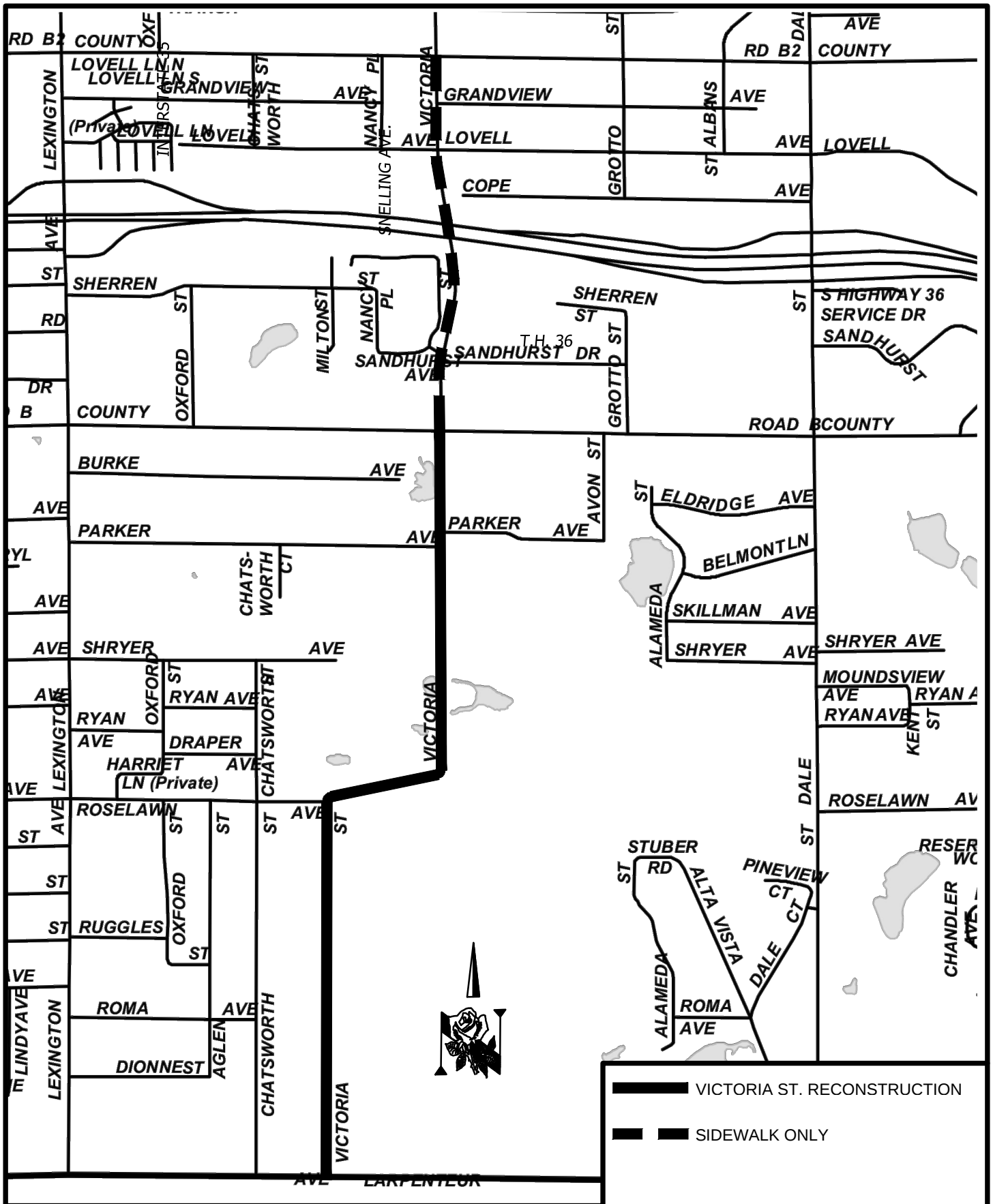
The second meeting was on December 22, at 6:00 p. m., at the Roseville City Hall, where staff showed the residents a proposed street design. South of Roselawn Ave the proposed design included a 32 foot wide, rural design with ditches, parking on one side of the roadway and a pathway also on the east side of the road. At this meeting staff showed an eight (8) foot bituminous path from Larpenteur to the existing path along Roselawn Ave. However, staff may recommend constructing a six (6) foot concrete sidewalk as more detailed design takes place in order to reduce impacts to Roselawn Cemetery including temporary easements.

North of Roselawn Ave, the proposed design included a 32 foot wide, urban design with concrete curb and gutter, parking on one side of the roadway and a six (6) foot concrete sidewalk on the east side of the roadway. Staff did consider looking at designs that would minimize the use of curb and gutter, however, given that about 75% of the north segment already has bituminous curb, and in order to meet State Aid standards for funding, it was determined that installing curb and gutter along the north segment was the best alternative for this project.

Additionally, at the December 22 meeting, some drainage issues were communicated by the residents along the east/west portion of Victoria Street. After investigating the concerns and in place infrastructure, it was determined that using curb and gutter in this area with new storm sewer designed to provide underground storage and infiltration will help alleviate the concerns as well as allow us to meet our storm water mitigation requirements from the Capital Region Watershed District.

At the December 22, 2014 meeting staff also reviewed the estimated project costs and estimated assessments for the benefiting properties.

This report summarizes the design items that were discussed during the public involvement process.



CITY OF ROSEVILLE, MINNESOTA LOCATION PLAN VICTORIA ST.

LARPENTEUR AVE W

Victoria Proposed Assessments-South Half



Prepared by:
Engineering Department
January 05, 2015

-  Assessable Parcels
 Long Side= 10% for first 150 feet, then 100% for rest
 100% Short Side (along cross street)
 Assessable Frontage
 Park/City Owned Property

City of Roseville, Engineering Department,
2660 Civic Center Drive, Roseville, MN

DISCLAIMER: This map is neither a legally recorded map nor a survey and is not intended to be used as such. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and it is to be used for reference purposes only. The City does not warrant that the Geographic Information Systems (GIS) Data used to prepare this map is current, accurate, and fully complete. The City and the GIS Data Provider do not warrant that the use of this map for purposes of making engineering measurements, determining distance or direction or in the design of engineering features or facilities of any kind or for any other purpose is faulted upon contact 664-740-7075. The preceding disclaimer is provided pursuant to Minnesota Statutes § 549.04, Subd. 2(1) and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by third, its employees or agents, or third parties who assert use of the users' access or use of data provided.



CONCLUSIONS & RECOMMENDATIONS

- A. All portions of the project proposed are feasible.
- B. Estimated project cost:

	Project Cost
Street Reconstruction	\$1,290,805.20
Sidewalk Construction Segment A (Larpenteur Ave to County Road B)	\$170,440.00
Sidewalk Construction Segment B (County Road B to County Road B2)	\$120,000.00
Storm Sewer Construction	\$215,000.00
Utility Maintenance	\$37,000.00
Total	\$1,833,245.20

The following is a summary of the recommendations discussed in this report.

- A. Construct the project in 2015
- B. Construct a 6 ft wide concrete sidewalk along the east side of Victoria Street north of Roselawn Ave, extended north to County Road B2 (roadway reconstruction stops at County Road B)
- C. Construct an 8 ft wide bituminous path along the east side of Victoria Street south of Roselawn Ave (subject to change to a 6 ft sidewalk based on final engineering).
- D. **Declare Victoria Street an urban section from Larpenteur Avenue to County Road B and reduce the speed limit to 30 miles per hour, which is the statutory speed limit for an urban section, in order to address geometric deficiencies that would exist with a 40 mile per hour design speed.**
- E. South of Roselawn Ave:
 - Construct a 32 ft wide, bituminous street with a rural design (no curb and gutter)
 - 11 foot lanes
 - Prohibit parking on one side of the roadway (proposed west side of roadway)
 - Provide a 2 ft shoulder on the west side of Victoria Street
 - Provide an 8 ft shoulder on the east side of Victoria Street for parking.
- F. North of Roselawn Ave:
 - Construct a 32 ft wide, bituminous street with B-618 concrete curb and gutter.
 - 11 foot lanes
 - Prohibit parking on one side of the roadway (proposed west side of roadway)
 - Provide an 8 ft shoulder on the east side of Victoria Street for parking.
- G. Repair sanitary sewer and watermain infrastructure along the corridor as needed.

- H. Construct storm sewer improvements to address water quality, meet watershed requirements for new impervious surfaces, and address drainage concerns along the corridor.
- I. Fund the reconstruction project with Municipal State Aid funds, utility funds, assessments and Park Renewal Bond funds as detailed this report.
- J. Schedule a public hearing for the Victoria Street project on Monday, February 23, 2015.

EXISTING CONDITIONS

General Comments

Victoria Street is a Collector Street on the City's Municipal State Aid Street (MSAS) system. This roadway was a Ramsey County facility until 1996 when it was officially transferred over to the City's jurisdiction.

The properties that abut the road are a part of a mature neighborhood with a majority of the houses well over 50 years old. Land uses in this corridor are as follows:

- LDR1 (Single Family homes): 51 parcels (including two parcels zoned as LDR1 but not developed)
- Institutional: New Life Presbyterian Church (located at Larpenteur and Victoria) and Roselawn Cemetery (located along east side of Victoria Street)
- Reservoir Woods Park and Pioneer Park
- Two City owned Parcels located at the north end of the project area

Victoria Street has two distinct sections within the project area. The section to the south of Roselawn is primarily a rural design with ditches on both sides. With the exception of some compromised culverts under existing driveways, the drainage along this section of Victoria works well. The roadway varies in width slightly through this section but is effectively 32 feet wide with 12 foot lanes and 4 foot shoulders. There is some existing curb just south of Roselawn which perpetuates stormwater drainage in this area.

North of Roselawn Ave Victoria Street primarily has an urban design with bituminous curb along the majority of both sides of the roadway. Of the roughly 6,400 feet of roadway length (both sides of 3,200 foot distance between Roselawn and County Road B), only about 1,500 feet does not currently have curb. Staff has received several comments from residents along the east/west portion of Victoria regarding storm water issues and icy driveways resulting from water flowing down their driveway from the roadway.

There is an existing 8 foot bituminous trail along the east/west portion of Victoria Street that ties into Reservoir Woods. Otherwise there are no other in place pathways along Victoria Street.

The pavement shows signs of distress, such as transverse and longitudinal cracking, and alligator cracking. There is evidence of previous maintenance, including patching and seal coating. The pavement surface shows signs of severe oxidation, as evidenced by the exposed pavement aggregates. The current Pavement Condition Index rating is marginal and is recommended for reconstruction.

The existing street section varies. There is approximately 7-15 inches of sandy gravel overlain with 4-7 inches of bituminous pavement.

Special Considerations

A. Street Design

The majority of Victoria is a 32 foot wide road with bituminous curbing in place for the majority of the length north of Roselawn. The road is divided into two 12 foot wide traffic lanes along with 4 foot shoulders on both sides of the street. The posted speed limit is 40 miles per hour.

1. *Pathway*

The majority of Victoria Street does not have a sidewalk or path along the road. There is an existing 8 foot bituminous trail along the east/west portion of Victoria Street that ties into Reservoir Woods. The City's Pathway Master Plan includes a recommendation to construct a pathway along Victoria Street.

2. *Parking*

Parking is currently allowed on both sides of Victoria Street. Except for the time period around the State Fair (a Park and Ride lot is operated at the New Life Presbyterian Church), there does not appear to be a significant demand for parking except for an area around the Reservoir Woods trailhead. Typical residential on street parking is evident along the corridor.

3. *Road Alignment*

With the exception of an 800 foot section that runs essentially east-west, Victoria Street runs north-south between Larpenteur Ave and County Road B. The existing street right-of-way is variable through the project corridor but is 66 to 76 feet wide, with the road constructed roughly in the center of the right-of-way.

There are two horizontal curves along Victoria Street. The first curve, located at the intersection with Roselawn Avenue, is controlled with an all way stop. The second curve occurs where the path along the roadway ties into Reservoir Woods Park. This curve is substandard for the posted speed limit and State Aid standards. It is signed with curve advisory speed signs (20 mph) and chevrons through the curve.

Amendment: There are several vertical curves along the corridor. At least two of these curves do not meet the geometric requirements for a 40 mile per hour design speed. In order to meet these requirements, the roadway would have to be elevated in some locations by as much as three feet.

The project corridor has five street intersections. The intersection at Roselawn Ave is an all- way stop. The County Road B intersection is signalized. The intersection with Larpenteur Avenue is a three way intersection with one way stop control on the Victoria approach.

None of these intersections have a significant crash history.

4. *Traffic Management*

Victoria Street serves as a collector road. Traffic from the neighborhoods to the east, west, and north use it to get to the County Road system (County Road B and Larpenteur

Ave). The traffic volume, while high for typical residential streets, is in line for a collector road.

Traffic counts were collected in 2013; the traffic volume between Larpenteur Avenue and Roselawn Avenue is 1,550 vehicles per day. The segment between Roselawn Avenue and County Road B carries 2,550 vehicles per day. Speed data was collected south of Roselawn Avenue in October of 2014. The 85th percentile speed was determined to be 41.5 mph in this section. The 85th percentile speed is the speed at which 85% of the traffic is travelling. Both segments are signed 40 mph.

B. Storm Water

The north portion of Victoria Street has an existing storm sewer system. The street runoff is collected into pipes starting at Pioneer Park and conveyed north to Parker Ave and then heads east to McCarrons Lake. This majority of this project is in the Capital Region Watershed District while a small amount of the new sidewalk north of County Road B is located in the Ramsey Washington Watershed District, and the City is required to obtain permits for this project. Some drainage issues have been identified at some existing driveway culvert crossings and near Roselawn Ave.

C. Private Utilities

This is a mature neighborhood that has the majority of the utilities located on overhead power poles. A summary of the existing private utilities:

- Xcel Gas: The gas main along Victoria Street is in the east boulevard of the street. The properties on the west side of the street are served by long side services.
- Xcel Power: The Victoria Street corridor is served by overhead power.
- Comcast: Has both underground and overhead lines in this corridor.
- Century Link: Has both underground and overhead lines in this corridor.

D. Other Considerations

The following properties, structures or landscape features are unique to this project and deserve special consideration:

1. *Existing character of the roadway*

There is a strong sentiment from the residents along Victoria Street to maintain the character of the roadway as much as possible with this project, particularly the rural section and minimizing the use of curb and gutter.

2. *City of Roseville Watermain*

The City watermain along this corridor has had very few breaks with only one break in the last 20 years. Based on this historical data staff is not recommending replacement of the watermain.

3. *City of Roseville Sanitary Sewer*

The City sanitary sewer along this corridor has been recently televised and lined.

E. Driveways

As a part of plan preparation, staff will review the size, location and material of all existing driveways in an effort to bring them into conformance with City Code at the time of reconstruction.

There are a few driveways along the north (west) side of the road just north and east of Roselawn Ave that have grades greater than 5%. Staff is working to minimize additional impacts to these driveways as well as attempting to reduce the amount of stormwater runoff that flows down these driveways.

F. Permits

Permits will be required from the following agencies for the proposed project:

Agency	Required Permit
Minnesota Pollution Control Agency (MPCA)	NPDES Erosion & Storm water
Capitol Region Watershed District (CRWD)	Storm water
Ramsey County	Right-of-way Permit

PROPOSED CONSTRUCTION

General Comments

City staff has worked closely with the neighborhood to develop preliminary plans that meet the needs of both the neighborhood and the City at large. This is a Municipal State Aid (MSA) roadway and state aid funds will be used to pay for a portion of the costs; the roadway must be constructed to meet minimum MSA standards. The preliminary design, as presented in this report, meets all applicable standards.

The proposed street width and parking is discussed in the following sections of the report. The roadway will be constructed with a 10-ton structural design, bituminous pavement, and concrete curb and gutter north of Roselawn Ave. The new pavement section for the road will be a reclaimed aggregate base with 4 inches of new bituminous pavement. This recommended improvement will meet the City's and State Aid's minimum standard for a 10-ton design roadway.

The concrete curb and gutter will be B618 barrier curb design and will be constructed on both sides of the roadway north of Roselawn Ave. There is also a small stretch of bituminous curb south of Roselawn and this will also be replaced with concrete curb and gutter.

Existing street grades will be maintained in their current condition. The final design may take advantage of some minor variations of a few inches in order to provide a better transition from roadway to private driveways where possible.

The existing manholes and other structures will be adjusted as necessary as part of this project. The sanitary sewer mains were lined in 2014. In addition, property owners with roots in their sanitary sewer services will be given an opportunity to replace their services at their expense. Staff is not recommending replacement of the watermain due to the low historical occurrence of watermain breaks in this area. There may be some maintenance work on sanitary and water main structures such as manholes, valves and hydrants as a part of this project that will be funded by the appropriate utility fund.

If unsuitable material is encountered beneath the existing pavement during construction, it will be removed and replaced with suitable backfill material. Any sod that is damaged as a result of the project will be replaced. As staff is recommending maintaining the existing profile/grade of the roadway, we do not anticipate impacts to in place driveways. If staff is able to make some adjustments that favor the driveway grades and/or the transition from roadway to driveway, driveway approaches will be removed approximately between the existing pavement and the property line. The removed driveway will be replaced with similar material- bituminous or concrete.

During construction, staff will work with those property owners who wish to make driveway improvements outside of the areas necessary for the road project. The cost of any private driveway improvements is the property owner's responsibility.

Efforts will be made to protect and retain the trees that currently exist in the right-of-way. When necessary, however, trees will be removed to allow for the proposed improvements. Several trees are expected to be removed as part of the sidewalk/pathway project and a few large trees will also be removed in order to meet the stormwater requirements for the project.

Staff will work with other public and quasi-public utilities to coordinate other utility improvements with the street reconstruction project. Minor changes to the existing electric, telephone, and cable TV may be necessary for this project.

Special Considerations

All items in this section of the report have been presented and discussed with the residents during the public involvement process.

A. Street Design

As a part of any street design project, staff takes a comprehensive look at the road to be reconstructed and identifies ways that the corridor can be improved for all users. When considering the new street cross section it is important to take into account the existing street alignment, right-of-way, traffic volume, surrounding land use, and parking needs. The existing conditions for all of the following items were discussed in the previous section. What follows is a discussion of the proposed street design

1. Pathway

Staff is recommending that the project include the construction of a pathway along the south east side of Victoria Street. This is consistent with existing City policies included in the Pathway Master Plan and Comprehensive Plan.

The sidewalk will address the following items discussed in the Pathway Master Plan and referenced in the Comprehensive Plan:

1. Address issues related to (Page numbers correspond to the Pathway Master Plan):

Safety (pg 15)

- The sidewalk will improve safety for children, senior citizens, people with disabilities, pedestrians, bicyclists, and all light traffic.

Connectivity (pg 15)

- Improve the ability to safely travel from location to the next
- Provide connections to and from Reservoir Woods Park, the existing trail along Roselawn Avenue and the City of St. Paul's existing and future bike and pedestrian facilities south of Larpenteur Ave.

2. Adhere to the Policies and Standards of the Pathway Master Plan:

- Provide pathway facilities along all roads (pg 17): The design standards recommend that a road with 35 MPH and over 1,000 ADT have a 5 foot wide striped shoulder for bicycle use or an 8 foot wide trail. The plan also recommends that we consider sidewalks in primarily residential areas to minimize impacts to property owners.
- Provide a safe network of pathway linkages for pedestrians and cyclists to and between educational facilities, churches, business centers, transit stops, parks and open space.
- Provide pathway linkages for light traffic to the regional pathway system. (pg 19)
- Pathways shall be part of roadway design and construction. (pg 21)

a. Pathway Recommendation

Staff recommends that a pathway be installed on the east side of Victoria Street.

South of Roselawn Ave staff recommends installing an 8 foot bituminous trail with a 5 foot boulevard where possible. Where necessary, the boulevard may be reduced to zero and curb and gutter may be used to provide a barrier between the trail and sidewalk. Final design may identify additional impacts to the cemetery and the bordering vegetation that would modify this recommendation to a 6 foot sidewalk with a 5 foot boulevard. A trail is preferred in order to meet the guidelines of the Pathway Master Plan and to better connect Reservoir Woods and the trail along Roselawn Ave with Larpenteur Ave and the regional facilities south of Larpenteur.

North of the Reservoir Woods trail connection staff recommends installing a 6 foot concrete sidewalk with a 5 foot boulevard. The transition to a sidewalk at this point is recommended in order to reduce impacts to the wetland and heavily wooded areas north of Roselawn Ave. Also, this will reduce impacts to the private properties located on the north section of the project.

North of County Road B the City will also be installing a 6 foot sidewalk along the east side of Victoria Ave. While the roadway will be narrowed in some sections to provide space for the new sidewalk, the roadway is not being reconstructed as part of this project. This portion of the project will be funded with Park Renewal Bond funds.

Staff anticipates minimal tree and vegetation removal on private property with the installation of the proposed pathways but there will be considerable brush and tree removal along the edge of the wooded areas north of Roselawn Ave. The City will coordinate any replacements with property owners and work to minimize the impacts to the wooded areas.

There is adequate right of way to construct the sidewalk without needing to obtain additional easement.

Constructing a sidewalk along the east side of Victoria Street is consistent with the goals and policies of the City's Comprehensive Plan and Pathway Master Plan.

2. Parking and mailbox locations

At the October public meeting regarding this project, residents expressed interest about parking and street width; would the street need to be widened to support parking. Many residents did not want the roadway to be widened, but also wanted to maintain some parking. Also, there was some discussion about mailbox locations as all mailboxes are currently located on the east side of Victoria while the majority of homes are located on the west side of the roadway.

As a result of these discussions a survey was sent to residents asking about both mailbox locations and on street parking. 54 surveys were mailed and we received 27 responses.

The results of the survey are as follows:

	MAILBOXES		PARKING		
	Move to West Side	Keep on East Side	Restrict Both Sides	Restrict One Side	Allow Parking Both Sides
North of Roselawn	3	5	5	3	0
South of Roselawn	17	2	9	7	3
Total	20	7	14	10	3

It is helpful to separate the results between the north side of Roselawn Avenue and the south side as all of the homes south of Roselawn Avenue are on the west side of Victoria Street. North of Roselawn Avenue, about a third of the homes are on the east side. Also, as indicated previously in this report, Victoria Street is essentially a rural design south of Roselawn Avenue and effectively an urban design north of Roselawn Avenue.

While the survey results show the majority of the respondents favored restricting parking on BOTH sides many of the comments on the returned surveys made it clear that residents misunderstood the amount of widening, if any, necessary to support parking on one side. State Aid standards require a minimum roadway width of 32 feet to support parking on one side of the roadway and 38 feet for parking on both sides of the roadway. This was discussed in more detail at the December Public Meeting and staff is recommending the 32 foot wide pavement section with parking on one side of the street. A follow up survey will be sent to residents to clarify this issue and the results will be available for the Public Hearing in February.

AMENDMENT: A follow up survey was conducted in February of 2015. There were a total of 17 responses which included 9 votes for restricting parking on both sides and 8 votes for allowing parking on one side of Victoria Street. Based on these results, staff continues to recommend providing parking on one side of the roadway.

Staff also had a brief discussion with the Post Office and determined that the Post Office would approve relocating mailboxes but due to the manner in which they operate the mail delivery route all mailboxes would need to be located on either the east or west side of the roadway. Based on the survey results and in order to avoid potential conflicts with the new pathway, staff is recommending that all mailboxes be moved to the west side of the roadway.

3. Road Alignment

Currently the road is aligned straight north-south with an 800 foot section of roadway that is aligned mostly east-west. There are two curves in the alignment that transition the roadway from north-south to east-west and then back to north-south. The first curve as you travel north from Larpenteur is an all way stop controlled intersection and therefore meets State Aid requirements.

The second curve is near the trail entrance to Reservoir Woods and does not meet State Aid requirements based on posted speed limit (40 mph) as well as minimum design speed allowances (30 mph). City staff requested a variance to State Aid rules for this curve and was granted said variance given the following conditions:

- Appropriate lighting is provided
- As much as practicable, vegetation is cleared within the sight corner
- Reflective delineation through the curve is considered
- Signage in accordance with the Minnesota Manual of Uniform Traffic Control Devices (MnMUTCD) be provided

Given this variance and the other proposed elements of the project no additional permanent right-of-way is required for this project.

AMENDMENT: In order to address geometric deficiencies with the current vertical profile of Victoria Street and without impacting residential lots, it is recommended that the speed limit be lowered to 30 miles per hour by declaring Victoria Street an urban section per Minnesota State Statutes 169.14 Subdivision 5b, and using the statutory speed limit of 30 miles per hour for an urban section.

The particular elements of the proposed design are as follows:

a. Victoria Street from Larpenteur Ave to Roselawn Ave

Staff is proposing to construct a 32 foot wide street with a rural design. The 32 foot wide street segment will include the following:

- An 8 foot shoulder on the east side for parking.
- Two 11 foot lanes
- A 2 foot shoulder on the west side

b. Victoria Street from Roselawn Ave to County Road B

Staff is proposing to construct a 32 foot wide street with curb and gutter. The 32 foot wide street segment will include the following:

- An 8 foot shoulder on the east side for parking.
- Two 11 foot lanes

- A 2 foot shoulder on the west side

B. Storm Water

Concrete curb and gutter will be used to replace all existing bituminous curb and will also be installed in areas north of Roselawn Ave that does not currently have curb. Existing storm water catch basins and other infrastructure will be replaced with new castings to bring them up to City standards and also to work with the new concrete curb and gutter. Additional catch basins will be installed where needed. The boulevards and yards will be graded to drain to the street, where possible. Where this is not possible, catch basins will be extended into areas to capture water.

This road is located within the Capital Region Watershed District (CRWD). CRWD requires that this project provide volume control and treatment for the storm water runoff. This can be accomplished through a variety of potential Best Management Practices (BMPs) for stormwater management.

City staff is recommending the installation of several hundred feet of perforated pipe along the east-west portion of Victoria Street that will allow rate control, provide some infiltration and also address some drainage concerns in the area. The outlet to this new system is proposed to drain into the very southeast corner of Pioneer Park. A pretreatment cell will be installed at this outlet to provide treatment of the stormwater before discharging into the existing wetland in this area.

A raingarden is also proposed in the northwest corner of Larpenteur Ave and Victoria St to provide infiltration, rate control and treatment of stormwater before draining into the Larpenteur Ave stormwater system.

Erosion Control

As part of the project plans and specifications, staff is required to prepare a storm water pollution prevention plan (SWPPP) for the purposes of enforcing erosion and sediment control rules. The SWPPP will include erosion and sediment control methods that will be implemented throughout the project. Silt fence, bio-rolls, erosion control blanket, and other best management practices will be utilized where direct runoff might occur. Inlet protection will be used to protect both the existing and new catch basins during construction. Street sweeping will occur, as needed, on all paved street surfaces throughout the project, including intersecting streets. Exposed soils and aggregate material will be watered as needed as a dust-control measure. An erosion and sediment control plan sheet and storm water pollution prevention plan will be created during the design phase of this project. Immediate turf establishment in areas of soil disturbance will be required such as placing seed and erosion control blanket. After street and utility work is completed, sod and/or hydro mulched seed will be placed as the permanent turf establishment in all disturbed areas. The City, in coordination with the watershed district, will closely monitor all erosion and sediment control measures throughout the construction process. The selected contractor will be required to install all preventative measures and maintain them as required by the City, CRWD, MPCA, and other regulatory agencies.

C. Private Utilities

Private utility companies have been notified that this project is being considered for construction in 2015. It is their responsibility to relocate facilities within the right-of-way that interfere with the City's proposed project.

D. Driveways

As a part of our plan preparation, staff reviewed the size, location and material of all existing driveways in an effort to bring them into conformance with City Code at the time of reconstruction. Staff will work with residents to provide a final design that minimizes any additional impact to existing driveways and minimizes stormwater runoff that traverses down the driveways from the roadway.

E. Permits

Permits will be required from the following agencies for the proposed project:

Agency	Required Permit
Minnesota Pollution Control Agency (MPCA)	NPDES Erosion & Storm water
Capital Region Watershed District (CRWD) and Ramsey Washington Metro Watershed District (RWMWD)	Storm water
Ramsey County	Right-of-way Permit

During final design for the project, City staff will coordinate with each of the agencies to ensure all requirements are met.

PROPOSED FUNDING

A. Special Assessments

State Statute 429 has two major points to consider when justifying assessments, first, the assessment has to treat similar properties equally, and second, the amount of the assessment has to be equal to or less than the resulting increase in property value. Assuming this project is completed by fall 2015, the final assessment amount would be determined following an assessment hearing in the fall of 2016 and a thorough review of the proposed assessments by the Council. The following City of Roseville assessment policies are being followed:

- To meet MSA standards, this road will be constructed to a 10-ton design.
 - For the purposes of assessment calculation, the estimated quantities are reduced to reflect the cost to build a 7-ton road. (7 ton road design is 6 inches of aggregate base material with 3 inches of new bituminous pavement).
- Property zoned LDR1 and LDR2 shall be assessed up to 25% of the cost of a 7-ton, 32-foot wide roadway.
- All other property zoning shall be assessed up to 50% of a 7-ton, 32-foot wide roadway.
- Costs associated with sidewalk construction are not assessed to property owners. These costs are funded using MSA funds or Park Renewal funds for the area north of County Road B.
- Stormwater costs necessary to meet the requirements of the watershed district will be funded by the Stormwater Utility Fund and will not become part of the assessable portion of the project.
- Sanitary and Watermain repair costs will be funded by the appropriate utility fund and not become part of the assessable portion of the project.
- The homes along the private drive off of Victoria Street (1935, 1945, 1965, 1967, 1971 and 1975 Victoria St) will be assessed based on an equal share of the total frontage of this area along Victoria Street. The total frontage along Victoria is 672.92 feet so each parcel will be assessed for 122.5 feet of frontage
- The total frontage along both sides of Victoria Street is 10,921.69 feet. OF that frontage, 5,799.93 feet is owned by the City of Roseville or is owned by Roselawn Cemetery which cannot be assessed for roadway projects based on Minnesota State Law. The per foot cost for the assessments includes this frontage.

Assessment Summary

Estimated total street construction cost with required drainage	\$1,290,805.20
Estimated 7-ton, 32 ft wide, street construction cost- with required drainage	\$1,200,805.20
Total Assessable Frontage (linear feet)	10,921.69

Assessment Rate

100% of cost/foot	\$109.95
50% of cost/ foot	\$54.97
25% of cost/ foot	\$27.49

- **AMENDMENT: A Benefit Appraisal study was conducted to determine the potential benefit to the assessed properties within the project area. The result of the study is as follows:**
- **Maximum Assessment Rate:**

LDR1 and LDR2 Properties	\$35 per assessable foot of frontage
All other zoned properties	\$60 per assessable foot of frontage

Please note that the estimated proposed assessments are currently lower than the benefit appraisals. Therefore no adjustment is recommended at this time.

B. Private Improvement Costs

In addition to the public work proposed, this project may include the construction of a number of private improvements. The cost of these private facilities is the responsibility of the benefiting property owner. The engineer's estimate does not include estimates for private work

- The benefiting property owner shall pay for private sanitary sewer repair. This cost may be added to the property's assessment.
- The benefiting property owner shall pay for private driveway work. This cost must be paid in full prior to such work and may not be added to the property's assessment.

C. Proposed Funding Summary

	Estimated cost	MSA	Assessments	Stormwater Fund	Utility Funds	Parks Renewal Fund
Street Construction	\$1,290,805.20	\$1,139,689.88	\$151,115.32		\$0	\$0
Sidewalk/ Trail Construction	\$290,440.00	\$170,440.00	\$0		\$0	\$120,000.00
Stormwater Improvements	\$215,000.00	\$0	\$0	\$215,000.00	\$0	\$0
Water/Sewer Repairs	\$37,000.00	\$0	\$0		\$37,000.00	\$0
Total	\$1,833,245.20	\$1,310,129.88	\$151,115.32	\$215,000.00	\$37,000.00	\$120,000.00

D. Schedule

If the City Council approves the project for construction the following is the recommended schedule for this project.

City Council Receives Feasibility Report and Orders the Public Improvement Hearing	January 12, 2015
Conduct Public Improvement Hearing and Order Preparation of Plans and Specifications	February 23, 2015
City Council Approves Plans and Specifications and Orders Ad for Bids	March 2, 2015
Anticipated Bid Opening	March 26, 2015
City Council Accepts Bids and Awards the Construction Contract	April 6, 2015
Begin Construction	May 2015
Complete Construction	October 2015
City Council Conducts the Assessment Hearing	September 2016

Preliminary Assessment Roll

Parcel ID	Site Address	FRONTAGE	Assessment	Notes
142923210079	0 County Road B	288	NA	City owned parcel.
142923210029	0 Victoria St N	170	NA	City owned parcel.
142923120015	0 Victoria St N	293.25	\$8,060.48	
142923120062	858 County Road B W	90	\$2,473.80	
142923210056	2067 Victoria St N	82.5	\$2,267.65	
142923210061	2111 Victoria St N	90	\$2,473.80	
142923120016	2112 Victoria St N	80	\$2,198.94	
142923120017	851 Parker Ave	10	\$274.87	assessed 100% short side 93-02-66, assess 10% of 100 feet long side
142923120057	2088 Victoria St N	22.4	\$615.70	assessed 100% short side 93-02-66, assess 10% of 224.12 feet long side
142923120058	2080 Victoria St N	80	\$2,198.94	
142923120059	2076 Victoria St N	80	\$2,198.94	
142923130001		1472.71	NA	City Park (leased from Roselawn Cemetery)
142923120063	2142 Victoria St N	75	\$2,061.50	
142923210055	870 Parker Ave	114.48	\$3,146.68	not assessed for Parker, assess 100% short side for 15-02 (114.48)
142923210058	2043 Victoria St N	82.5	\$2,267.65	
142923210060	873 Parker Ave	98.97	\$2,720.36	not assessed for Parker, assess 100% short side for 15-02 (98.97)
142923210064	2057 Victoria St N	82.5	\$2,267.65	
142923210065	2049 Victoria St N	82.5	\$2,267.65	
142923240001	2035 Victoria St N	100	\$2,748.67	
142923240002	816 Heinel Dr W	556	NA	City Park
142923240029	0 Victoria St N	204.76	\$5,628.18	
142923240024	935 Roselawn Ave W	133	\$3,655.73	
142923240025	929 Roselawn Ave W	153.8	\$4,227.46	
142923240026	1925 Victoria St N	105.5	\$2,899.85	
142923240033	1971 Victoria St N	112.15	\$3,082.63	Private road
142923240034	1975 Victoria St N	112.15	\$3,082.63	Private road
142923240035	1967 Victoria St N	112.15	\$3,082.63	Private road
142923240036	1965 Victoria St N	112.15	\$3,082.63	Private road
142923240037	1935 Victoria St N	112.15	\$3,082.63	Private road
142923240038	1945 Victoria St N	112.15	\$3,082.63	Private road
142923240030	0 Victoria St N	741.3	NA	Roselawn Cemetery
142923130001	1920 Victoria St N	2571.92	NA	Roselawn Cemetery
142923310002	1915 Victoria St N	14.7	\$404.05	assessed full amount on short side. Assess 10% of long side = 14.7 ft
142923310003	1901 Victoria St N	147.43	\$4,052.37	
142923310004	1875 Victoria St N	184	\$5,057.55	
142923310005	1869 Victoria St N	92	\$2,528.78	

Parcel ID	Site Address	FRONTAGE	Assessment	Notes
142923310006	1861 Victoria St N	92	\$2,528.78	
142923310007	1851 Victoria St N	100	\$2,748.67	
142923310008	1843 Victoria St N	84	\$2,308.88	
142923310009	1835 Victoria St N	75	\$2,061.50	
142923310010	1829 Victoria St N	75	\$2,061.50	
142923310011	1823 Victoria St N	75	\$2,061.50	
142923310012	1817 Victoria St N	75	\$2,061.50	
142923310013	1811 Victoria St N	75	\$2,061.50	
142923310014	1803 Victoria St N	75	\$2,061.50	
142923340001	1795 Victoria St N	75	\$2,061.50	
142923340002	1789 Victoria St N	75	\$2,061.50	
142923340003	1781 Victoria St N	75	\$2,061.50	
142923340004	1775 Victoria St N	75	\$2,061.50	
142923340005	1767 Victoria St N	112.9	\$3,103.25	
142923340006	1759 Victoria St N	62.67	\$1,722.59	
142923340007	1751 Victoria St N	62	\$1,704.18	
142923340008	1747 Victoria St N	62	\$1,704.18	
142923340009	1741 Victoria St N	62	\$1,704.18	
142923340010	1735 Victoria St N	62	\$1,704.18	
142923340011	1727 Victoria St N	62	\$1,704.18	
142923340012	1719 Victoria St N	62	\$1,704.18	
142923340027	965 Larpenteur Ave W	376	\$20,670.00	
TOTAL		10,921.69	\$151,115.32	



VICTORIA STREET RECONSTRUCTION PROJECT UPDATE

The City of Roseville is proposing to reconstruct Victoria Street in 2015. The City held a public meeting in December to present the proposed design and assessments for the project. The presentation from that meeting can be found on the City's website at:

www.cityofroseville.com/VictoriaStreet

During that meeting we also presented the results of the parking and mailbox survey that was sent to residents in early December. At that time, of the 54 total responses received, 14 voted to restrict parking on both sides and 10 voted to restrict parking on one side. Only 3 respondents voted to have parking on both sides.

The parking question was framed as such:

The City has heard from many residents along Victoria Street that they would like to keep the current character of Victoria Street in regards to the width and current design of the roadway. In order to meet the State standards for this type of roadway the City will either have to restrict parking on one or both sides of Victoria Street or widen the roadway by as much as 10 feet in order to provide sufficient space for parking. The City is proposing to restrict parking on both sides of Victoria Street for the entire length of the corridor. The parking restriction would be in place all year, 24 hours a day.

After further discussions with the Minnesota Department of Transportation regarding the required width to support parking and further analysis of the in place conditions, it was determined that parking could be supported on one side of the roadway without any widening. We felt this detail may impact resident's votes so we are asking that you once again respond with your preference for parking.

The current design, as proposed in December and as will be presented to the City Council on February 23rd, is a 32 foot wide roadway that will support parking on one side, recommended to be the east side. Your options are now to provide parking on one side of the roadway or restrict parking on both sides of Victoria. Enclosed with this letter is a ballot you can use to indicate your preference. Please reply by Friday, February 13th either by mail, email or phone.

As the design of this project has progressed since December, City staff has discovered that some of the vertical curves north of Roselawn Avenue do not meet geometric roadway design standards for a 40 mile per hour design. In order to support the 40 mph design, we would have to raise the roadway by as much as three feet through a segment of the corridor. In order to avoid this and avoid the resulting impacts to the adjacent residential parcels, City staff is proposing to lower the speed limit of this roadway to 30 miles per hour. This will be considered and voted upon by the City Council at the February 23rd City Council meeting.

The recommendation to reduce the speed limit is not one that we take lightly and staff considered several factors before reaching this conclusion. Included are the following:

- As stated, at least two of the current vertical curves (hills) along Victoria Street do not meet design standards for a 40 mile per hour design.

- The two horizontal curves along Victoria are 20 mile per hour curves which presents a significant 20 mph difference in posted speed limit to safe travel speed through the curve
- There are a sufficient number of driveways and cross streets to promote an urban section speed limit
- The new roadway design will have narrower through lanes and a pathway along one side to present a narrower corridor to drivers which will hopefully have an impact on the prevailing speed

It should be pointed out that the posting of a speed limit alone will not change driver behavior. One aspect of this recommendation will be to consider temporary tools to help promote the new speed limit such as speed display signs. Also the new roadway will have narrower through lanes and a new pathway which may have an influence on the prevailing speed along Victoria Street.

We welcome any feedback on this proposal to lower the speed limit on Victoria Street from County Road B to Larpenteur Avenue.

Finally, please remember that the City is holding a Public Hearing in order to receive public comment on the proposed project and the associated assessments on Monday, February 23, 2015. The Council meeting will start at 6 PM with the actual project discussion and hearing occurring sometime after 6:30 PM.

Again, please complete this attached survey and return it and any other comments on the speed limit or project to:

Marc Culver
City Engineer
City of Roseville
2660 Civic Center Drive
Roseville, MN 55113

You can also return this survey to the City by dropping it in the City mailbox in the City Hall parking lot or you can email your responses to marc.culver@cityofroseville.com or call 651-792-7042. **Please make sure to include your name and your address if emailing your response.**

Sincerely,



Marcus J. Culver
City Engineer

SURVEY QUESTION

PARKING:

The City will reconstruct Victoria Street to a 32 foot wide width, which matches the current width of the roadway both north and south of Roselawn Ave. This width will support parking on one side of the roadway according to Mn/DOT State Aid design standards. Therefore, we could allow parking on one side, proposed to be on the east side of Victoria, or we could restrict parking on both sides which would result in two 5 foot shoulders with two 11 foot through lanes. With parking on one side, the result will be two 11 foot through lanes with one 8 foot parking area/shoulder and one 2 foot shoulder. Please indicate your preference below.

☐

RESTRICT PARKING ON BOTH SIDES OF VICTORIA STREET AND PROVIDE A 5 FOOT SHOULDERS ON EACH SIDE OF THE ROADWAY

☐

PROVIDE PARKING ON ONE SIDE OF THE ROADWAY WHICH WILL THEN PROVIDE ONE 8 FOOT SHOULDER (FOR PARKING) AND ONE 2 FOOT SHOULDER

Name: _____

Address: _____

Contact Info (optional): Email: _____ Phone: _____

Additional Comments: _____

Marc Culver

From:
Sent: Thursday, February 12, 2015 10:42 AM
To: Marc Culver
Subject: Victoria Street Reconstruction Project

My name is Sharon Schirmer and I live at 873 Parker Ave (corner of Parker and Victoria) my driveway is on Victoria.

I am sending you this email to express my thoughts on this project. I am very much opposed to this reconstruction project.

I do not see this as an improvement. Victoria St is a nice wide road and I would like to keep the character of Victoria St and the design as is. Do I think we need a sidewalk, NO! This is not the City of St. Paul, it's Roseville, a suburb.

As far as the parking discussion, I have lived here almost my entire life growing up in the house next door, and I can say that this north end of Victoria has never had a problem with people parking on Victoria. They just don't park on Victoria. Occasionally someone might stop by the swamp area but they are not parking there for a period of time. I don't know where the big parking issue is coming from.

I vote to Restrict Parking on Both Sides of Victoria St with a 5 ft shoulder on each side.

The one thing I am in agreement with is lowering the speed limit but not at the expense of narrowing the roadway.

Victoria St is a very nice roadway as it is today!

Sharon Schirmer
873 Parker Ave
Roseville, MN

Marc Culver

From:
Sent: Friday, February 13, 2015 2:40 PM
To: Marc Culver
Subject: Re: Victoria St Reconstruction 2015

Marc;

I sent the following to Council people a couple weeks ago and just wanted to make sure you saw this in case no one forwarded my comments to you.

Mayor, Councilmembers and Marc Culver; (please forward to Marc Culver)

Thank you for your service to our city. The following are my thoughts re: the Victoria Street Reconstruction.

I live at 1935 Victoria St, but I will not mention how long I have lived in Roseville, as I am most amused watching various public meetings at how some people assume an extra level of privilege gained with longevity.

I will mention that working with Marc Culver has been enjoyable both from a communication level as well as a feeling that he seeks to understand the concerns of the residents balanced with the logistics of the project. I mentioned to Marc that there are 8 homes (6 in the private road) along the east/west portion of Victoria that cannot have the reconstruct raise the height of Victoria at all, or they will all have an even more difficult time driving up a slippery slope to access Victoria. Marc has assured us this concern will be addressed throughout the design and construction process.

I first appeared before the Public Works, Environment & Transportation Commission on Tuesday, August 28 October of 2012 to voice my concerns about the Victoria Street reconstruction, which at that time was originally planned for 2011. I brought pictures of my section of Victoria (the east/west section along the north side of Roselawn Cemetary and north to Co Rd B) to support that I did not believe the road north of Roselawn was in need of reconstruction. I had previously been told by Deb Bloom, all of Roseville was to be brought up to a "standard" for roads that included concrete curb and gutters. My belief expressed to the Engineering Committee was that much more should go into those decisions than a "schedule". If Victoria St reconstruction, originally discussed 1n 2011, and put off in 2013 and 2014, then the ratings/decisions should be questioned

Fast forward to today and all the decisions have been made and approved and it will be completed in spring/summer of 2015 and we will be assessed over \$3200. And our taxes continue to rise, and every local, county, state, federal and school district employee will get an automatic COLA each year as well as a pension that corporate America has eliminated. But I still believe the section north of Roselawn does not need full "reconstruction with concrete curb/gutters.

My biggest issue with the plan to date is that there are currently two designations for Victoria St. "Rural" from Larpenteur to Roselawn, because there is no curb currently. And "Urban" from Roselawn to Co Rd B because it has an existing asphalt curb. I strongly believe that Victoria from

Roselawn to Co Rd B is every bit and more of an "Urban" road than the section south of Roselawn. In fact, you would have a hard time finding a more "Rural" stretch of road, anywhere in Roseville! I often hear councilmembers opposed to lot splits, use the term, "character of the neighborhood" to argue against lot splits. I submit the current plan, with concrete curbs and gutters AND a proposed guard rail between the walking path/sidewalk and the road from Roselawn to County Rd B does not keep the "character of the neighborhood". Please see the recent project done along Co Rd B from Cleveland to Fulham as an example of a design that does a great job of keeping the "character of the neighborhood" intact.

With woods and open space along that stretch, please consider the reconstruct to keep the "character of the neighborhood" as a priority in the final design.

Thank you,

Tony Anderson
1935 Victoria St. N
Roseville, MN 55113

Roseville Public Works, Environment and Transportation Commission

Meeting Minutes

Tuesday, August 28, 2012 at 6:30 p.m.

Public Comments

Tony Anderson, 1935 Victoria Street

Mr. Anderson requested information on the Victoria Street reconstruction project, which had been delayed several times. Mr. Anderson commended City Engineer Bloom on her efforts to keep neighborhoods and the community up-to-date on upcoming projects through the Community Forum website; but questioned how and when scheduling decisions were determined. Mr. Anderson reviewed the area on Victoria and discussed neighborhood character, with six (6) private homes off a private drive; Roselawn Avenue currently has asphalt curbing and the proposed project will include concrete curbs. Mr. Anderson questioned the need to update the street now. Mr. Anderson opined that, in his review of Lexington Avenue with concrete curbs on either side, it didn't look any different or have more integrity than Victoria currently does with the asphalt curbs. Mr. Anderson cautioned that if the road was raised any higher, they would be unable to access their driveways.

In response to Mr. Anderson and for the PWETC's information, Ms. Bloom noted that Victoria Street is a Ramsey County turnback road from County Road B to Larpenteur Avenue; and is one of the City's lower rated streets based on the Pavement Condition Index. Ms. Bloom further clarified that Lexington Avenue is managed by Ramsey County, not the City; and that Victoria Street had also been managed by the County, and their typical maintenance process is to overlay their streets, thus the raising of the pavement elevation, sometimes causing drainage issues for properties. City Engineer Debra Bloom advised that the project delays were due to a lack of Municipal State Aid Funds, but the project was now scheduled for 2014. Ms. Bloom noted that one of the reasons for the delay was also due to staff being directed by the City Council to move forward with the County Road C-2 connection, causing a shift from focus on Victoria Street to County Road C-2 and use of State Aid

funds for that project. Ms. Bloom advised that the City sets the street capital improvement plan by using a number of factors; the street Pavement Condition Index; this indicator helps staff determine the life cycle of streets; working with Capitol Region Watershed District on existing drainage issues; and any other issues that have come forward. Ms. Bloom advised that it was typically a one (1)-year long public input process for reconstruction projects, with this project initiated in June of 2013 to begin discussions of the project. Ms. Bloom anticipated that the final road elevation would probably be lower to address drainage concerns in the area. Staff worked with Ms. Gale Pedersen on the Reservoir Woods trail project to try to address drainage issues. Ms. Bloom advised Mr. Anderson that the stretch immediately adjacent to his home was repaved as part of that Reservoir Woods trail project, so it was in better condition than the other segments areas of Victoria. However, Ms. Bloom reiterated that the pavement condition drove a project's timing; as well as needed safety improvements for pedestrian/ bicycle access.

Ms. Bloom noted that the City's current Assessment Policy was followed for any assessable costs from reconstruction projects, as well as other funding as applicable, such as Municipal State Aid funds. In reviewing the current Policy, Ms. Bloom noted that affected residential properties were typically assessed 25% of the total cost, based on frontage served. Ms. Bloom noted that Victoria Street is a high priority on the Pathway Master Plan for safety concerns, as well as to connect the existing east/west pathway on Roselawn up to County Road B. Ms. Bloom noted that the City would also partner with Capitol Region for three (3) areas for water quality and drainage improvements as part of the McCarron's system; but clarified that there would be no storm sewer or pathway assessments to property owners.

Mr. Anderson noted that of the six (6) homes, only three (3) fronted Victoria Street even though they all had Victoria Street addresses.

Ms. Bloom advised that in the case described, the street frontage of the homes that abut Victoria would typically be divided by six (6), consistent with the standard assessment formula for homes served by private drives. In response to Mr. Anderson's question of one (1) extra lot, Ms. Bloom advised that the actual frontage and assessment footage assigned to each property would be determined based on who was served by the private drive. Ms. Bloom indicated that she would be unable to address all aspects of the project at this time without more information before her, but these items would certainly be part of the future Feasibility Report, Ms. Bloom offered her willingness to meet with the neighborhood even before the project informational meetings are scheduled and the proposed Feasibility Report is approved by the City Council.

Member DeBenedet noted, as part of the decision-making processes, the community or Roseville continues to rate community-wide curbed streets as a high priority, thus the 25% assessment to benefitting properties. Member DeBenedet noted that the rest of the City picked up the remaining 75% of the costs; and that this Policy applied to all residential properties, whether they were actually benefitting from an improvement at that time or not. Member DeBenedet opined that the entire community benefited from well-maintained streets.

At the request of Chair Vanderwall, Ms. Bloom confirmed that the Assessment Policy was based on a standard residential street, whether a road was an MSA road, such as Victoria Street, with everyone assessed on a thirty-two foot (32') width and 7-ton strength; artificially lowering the cost even when roads, such as Victoria Street, are constructed to a 10-ton standard.