

Roseville Public Works, Environment and Transportation Commission Meeting Agenda

Tuesday, April 24, 2012, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

- 6:30 p.m. 1. **Introductions/Roll Call**
- 6:35 p.m. 2. **Election of Chair for 2012/2013**
- 6:40 p.m. 3. **Public Comments**
- 6:45 p.m. 4. **Approval of March 27, 2012 Meeting Minutes**
- 6:50 p.m. 5. **Communication Items**
- 7:05 p.m. 6. **LED Street Lighting**
- 7:35 p.m. 7. **Assessment Policy Discussion**
- 8:05 p.m. 8. **Overhead Electric / Underground Policy**
- 8:20 p.m. 9. **Review of design standards for the Twin Lakes area**
- 8:35 p.m. 10. **Possible Items for Next Meeting – May 22, 2012**
- 8:40 p.m. 11. **Adjourn**

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Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: April 24, 2012

Item No: 2

Item Description: Appoint New Commission Chair Person and Vice Chair Person

Background:

After 5 years of service, Chair James DeBenedet has requested to step down from his role as Commission Chairperson.

The commission shall take nominations and elect one member to serve as chairperson and one member to serve as vice chairperson.

Recommended Action:

Elect Chairperson and Vice Chairperson

Attachments:

None

**Roseville Public Works, Environment and
Transportation Commission**

Agenda Item

Date: April 24, 2012

Item No: 4

Item Description: Approval of the Public Works Commission Minutes March 27, 2012

Attached are the minutes from the March 27, 2012, meeting.

Recommended Action:

Motion approving the minutes of March 27, 2012, subject to any necessary corrections or revision.

Move: _____

Second: _____

Ayes: _____

Nays: _____

Roseville Public Works, Environment and Transportation Commission Meeting Minutes

Tuesday, March 27, 2012, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

1 **1. Introduction / Call Roll**

2 Chair Jim DeBenedet called the meeting to order at approximately 6:30 p.m.

3
4 **Members Present:** Chair Jim DeBenedet; and Members Jan Vanderwall; Joan
5 Felice; and Steve Gjerdingen

6
7 **Members Excused:** Member Dwayne Stenlund

8
9 **Staff Present:** Public Works Director Duane Schwartz; City Engineer
10 Debra Bloom;

11
12 **2. Public Comments**

13 No one appeared to speak at this time.

14
15 **3. Approval of February 28, 2012 Meeting Minutes**

16 Van/Felice – 4/0

17 Member Vanderwall moved, Member Felice seconded, approval of the February
18 28, 2012, meeting as amended.

19
20 **Corrections:**

- 21 • Page 2, Line 46 (Gjerdingen)
22 Revise last sentence to read: “Mr. Schwartz noted that the resolution remained
23 in draft format and would not proceed to the City Council or out of the PWET
24 Commission pending their review and direction.”
- 25 • Page 3, Lines 96-97 (Gjerdingen; Vanderwall)
26 Revise to read: “...Village; and as part of the application, a trail connection to
27 the NE Diagonal had been included.”
- 28 • Page 3, Line 105 (Vanderwall)
29 Correct to read: “Member Vanderwall opined that the proposed pathways,
30 from his perspective,...”
- 31 • Page 4, Line 136 (Gjerdingen)
32 Replace “developer” with “develop”
- 33 • Page 4, Line 159 (Vanderwall)

34 Include Cedarholm Golf Course in the list of golf courses in the area.

- 35 • Page 6, Line 230 (DeBenedet)
- 36 Correct to read: “Chair DeBenedet questioned the connection between Valley
- 37 Park and West Owasso...”
- 38 • Page 11, Lines 451 - 456 (DeBenedet)
- 39 Change Chair DeBenedet’s suggested policy to read: “The existing
- 40 Assessment Policy applied to properties zoned 1-2 family; with all others
- 41 assessed at 25% of the equivalent of a 7 ton, 32’ wide street, with additional
- 42 roadway costs (e.g. curb and gutter, medians, turn lanes, drainage, all lighting,
- 43 signals, and landscaping) assessed at 90% of total construction costs.”
- 44 • Page 12, Line 508 (Vanderwall)
- 45 Correct final sentence to read: “Member Vanderwall noted that this would be
- 46 of benefit to abutting properties as well as those benefitting over the long-
- 47 term.”

48
49 **Ayes: 4**

50 **Nays: 0**

51 **Motion carried.**

52
53 **4. Communication Items**

54 Public Works Director Duane Schwartz noted that updates on various

55 construction projects were included in tonight’s meeting packet or available on-

56 line at the City’s website at www.cityofroseville.com/projects, and as detailed in

57 the staff report dated March 27, 2012.

58
59 Discussion included Minnesota State Aid (MSA) standard requirements related to

60 “No Parking” compliance for reconstruction, with segments addressed in

61 conjunction with parking bays (e.g. County Road C-2); and ensuring that the

62 proposed Wal-Mart development in the Twin Lakes Redevelopment Area

63 complies with the design standards developed by the PWET Commission several

64 years ago.

65
66 Chair DeBenedet expressed his interest in reviewing the Twin Lakes

67 Redevelopment Area design standards in the near future, specifically as

68 applicable to the Wal-Mart site plans to make sure their parking lots and other

69 design standards have been applied; as well as other developments coming

70 forward in the area.

71
72 Member Felice noted that there may be additional considerations for

73 incorporation since the PWET Commission last reviewed the design standards,

74 and that may be applicable to the Wal-Mart development.

75
76 Member Vanderwall noted the positive accessibility issues incorporated into the

77 recent Walgreens development in his neighborhood, specifically addressing

78 pedestrian accessibility and access without blocking view lines at the intersection.

79

Member Gjerdingen advised that he had attended the Planning Commission meeting when the Wal-Mart development was under discussion; and had specifically addressed the need for pedestrian-friendly development. While disagreeing with the interpretation of one individual Planning Commissioner regarding due diligence responsibilities of their body, Member Gjerdingen recognized the overlap of the PWET and Planning Commission roles; however, he noted the PWET Commission's concern that the community strive to be more pedestrian-friendly as it redeveloped those areas not currently meeting that need.

Mr. Schwartz cautioned Commissioners that, at this point the Wal-Mart application was defined as Plat approval by the City; and that any review of the PWET Commission would need to be broad, and not specific to the Wal-Mart Plan. Mr. Schwartz assured Commissioners that the Wal-Mart development was required to meet all existing design standards.

Ms. Bloom advised that the development met the Twin Lakes Overlay Zoning District requirements; and offered to provide those requirements to the PWET Commission electronically.

Member Vanderwall expressed that he wasn't personally looking to create any controversy, similar to that of some citizen comments heard to-date; however, he expressed interest in continuing to pursue and work constructively with the Planning Commission on pedestrian-friendly and other transportation mode considerations as applicable.

Chair DeBenedet advised that he had personally reviewed the Wal-Mart Site Plan, and found that it appeared workable, even with the significant changes in storm water management requirements over the last few years. Chair DeBenedet expressed his confidence that Wal-Mart was doing what needed to be done; being creative and making sure their design is sustainable and offering more green space.

Member Felice opined that it was important that new projects were well-aware that the community was interested in environmentally-friendly development that met the interests of the community.

Member Gjerdingen opined that storm water management would be much more interesting in this area, with mixed-use development and higher density.

Ms. Bloom noted that most major retailers provided underground storm water management systems, similar to that planned for Wal-Mart.

As part of the communication items included in the packet, announcements were made regarding the upcoming Roseville's Clean-Up Day on Saturday, April 28, 2012 from 8:00 a.m. – 3:00 p.m.; as well as the upcoming compost bin and rain

barrel truckload sale scheduled at City Hall on Saturday, May 5, 2012 from 9:00 a.m. – 3:00 p.m.

Grass Lake Water Management Organization (GLWMO) Dissolution

Mr. Schwartz provided a history and background of the dissolution process and rationale in doing so; and reported on the City Council ratification on March 26, 2012; and member cities of Roseville and Shoreview, in accordance with the Joint Powers Agreement (JPA) provisions for that dissolution. Mr. Schwartz noted the proposed dissolution date of June 21, 2012; and recommendation to the Board of Water and Soil Resources (BWSR) to petition the State of MN to enlarge the Ramsey-Washington Metro Area Watershed District (RWMWD) with the GLWMO geographic. Mr. Schwartz advised that this would be on a tight timeframe for the RWMWD to meet filing appropriate documents with the Secretary of State's Office to ensure taxing jurisdiction was in place for 2013 property tax statements for GLWMO taxpayers.

Chair DeBenedet asked that staff provide BWSR Public Hearings notices to PWET Commissioners when received.

At the request of Chair DeBenedet, Ms. Bloom advised that staff was already working with the RWMWD and also frequently held joint meetings with them and other WMD's to ensure the transition could be seamless; and advised that their rules were comparable to that of the Capitol Region Watershed District.

Mr. Schwartz advised that the State was holding some funding originally set aside for the GLWMO for TMDL studies, anticipating that the money would be targeted by the RWMWD in 2013 for those same studies. From past experience in working with the RWMWD, Mr. Schwartz advised that staff was excited about partnering on water issues; and anticipated the transition to be seamless.

5. LED Street Lighting

Mr. Schwartz advised that representatives from Xcel Energy were unable to attend tonight's meeting, but would be available for the April meeting at the discretion of the Commission.

Mr. Schwartz advised that staff had been researching this LED option for some time as well, along with parking lot lighting, for retrofits as existing lights were replaced. Mr. Schwartz noted that the majority of street lights in the City were Xcel-owned; but outside that, the City had two (2) LED fixtures on loan: one on Civic Center Drive, and another retrofit in the lighting emphasizing flag poles on the City campus. Mr. Schwartz advised that staff had a quote to replace thirty-five (35) fixtures – either wall packs or parking lot lights – on the City Hall campus estimated at approximately \$10,000; with an anticipated pay-back of 5-7 years, including an Xcel rebate of \$100 per fixture. Mr. Schwartz noted that technological advances were significantly reducing costs with the ballast removal not as problematic. Mr. Schwartz noted that estimates on energy savings on

171 retrofits are at approximately 75% in savings. Mr. Schwartz noted that it would
172 be interested to determine the life expectancy of those units in the long-term.

173
174 Member Vanderwall advised that I.S.D. #623's new school buses were fitted with
175 LED lights; and offered to research their longevity with bus mechanics to see if
176 they were meeting their expected life expectancies.

177
178 Mr. Schwartz noted that LED lighting had been installed at the roundabouts in the
179 Twin Lakes Redevelopment Area, as well as the Rice Street Bridge
180 reconstruction. Mr. Schwartz advised that it would be interesting to determine the
181 support of Xcel Energy in changing-out fixtures.

182
183 Member Gjerdingen questioned the cost of the City taking the initiative to install
184 their own poles if Xcel Energy was not cooperative or supportive of the
185 retrofitting.

186
187 Ms. Bloom advised that the average cost of a single street light was between
188 \$3,500.00 and \$5,000.00; with the City of Roseville having over 1,200 Xcel –
189 owned street lights; and the average cost of operating each street light between
190 \$12.00 - \$15.00 per month. Ms. Bloom advised that she found Mr. Bieging, the
191 Manager of outdoor lighting for Xcel Energy, and anticipated speaker at tonight's
192 meeting, to be a great resource for the City and its staff.

193
194 Mr. Schwartz noted that, if the City owned the poles, they would also be required
195 to provide a separate facility and conduits to connect each at the City's expense;
196 however, he noted that the Public Utilities Commission (PUC) regulated and
197 scrutinized Xcel Energy in providing those services to a municipality.

198
199 Chair DeBenedet questioned Xcel Energy's attitude in replacing older fixtures as
200 they burned out, or whether they preferred to do it all at one time. Chair
201 DeBenedet noted the City's interest in replacing high pressure sodium lights and
202 ballasts with LED's, depending on the long-term payback.

203
204 Mr. Schwartz noted that, as a private company, having discussions with bodies
205 such as the PWET Commission provided good input to them in making those
206 types of decisions.

207 208 **6. Assessment Policy Discussion**

209 Ms. Bloom referenced several attachments included in tonight's meeting packet:
210 Attachment A entitled "Final Assessment Survey – 09/15/2008;" and Attachment
211 B entitled, "Zoning Districts Summary."

212
213 Ms. Bloom advised that the 2008 Final Assessment Survey had been provided
214 through research of the City Engineer's Association, and noted that she had
215 arranged it by population, as previously requested by Chair DeBenedet. Ms.
216 Bloom highlighted several cities included in the survey; noting that the City of

Richfield doesn't assess at all, but levied the funds, similar to the City of Roseville's Pavement Management Plan (PMP) and current Assessment Policy. Ms. Bloom noted that the City of St. Louis Park had switched almost entirely to basing their assessments on appraisals and expected benefit of a project and assessing accordingly, similar to the Cities of Maplewood and Inver Grove Heights. Ms. Bloom advised that staff had held good discussions with those communities on their rationale in making those transitions and subsequent results of those methods. Depending on the properties identified that will benefit from a project – with a commercial or residential appraisal completed – to determine the maximum benefit, with a base assessment rate of less than that, and consistent with State Statutes.

Regarding Zoning Districts, Ms. Bloom identified several examples of businesses in commercial and mixed-use districts.

At the request of Member Felice, Ms. Bloom noted that assessments were based on Chapter 429 of Minnesota State Statutes, allowing cities to assess for projects based on adding more value to a home or business, rather than a city arbitrarily deciding on assessments, allowing property owners protection, applicable to all zoning districts and a consistent policy.

Discussion included types of benefits (e.g. mill and overlay, total reconstruction); property owner rights of appeal and potential renegotiation of assessments; lead time for assessable projects, estimated to be one (1) year in accordance with Chapter 429 scheduling.

Over the last six (6) years, Ms. Bloom advised that the City of Roseville process usually included four (4) informational meetings with affected property owners, in addition to the formal Public Hearing process. Since the City of Roseville did not currently assess property owners for mill and overlay projects, Ms. Bloom advised that projects were much better received by its constituents. Ms. Bloom reviewed current project funding for those mill and overlay through interest earnings from the PMP; however, she noted the challenges with current interest rates and keeping the PMP sustainable. Ms. Bloom noted that other communities didn't necessarily have such program as the City of Roseville's PMP, and therefore were forced to consider other options, such as assessments, as a funding source.

Discussion included the appraisal process done by communities, such as the City of Maplewood, to determine the percentage of increased benefit for properties averaging between 25-30%, comparable to the City of Roseville's total project cost breakdown per linear foot. Ms. Bloom noted that the City of Maplewood's before and after appraisal property values averaged an increase of 30%; with the City of Roseville's current reconstruction projects averaging an assessment value of 25% in accordance with its existing Assessment Policy.

Returning to the zoning discussion, Ms. Bloom provided some examples of permitted uses in the various zoning districts, including traffic considerations in relationship to those uses. Ms. Bloom noted the challenge was with MSA streets, when higher than 7 ton, 32' wide roadways were indicated, and assessable versus non-assessable costs were considered. Ms. Bloom advised that the challenge and concerns on the staff level were related to defining which costs were assessable (e.g. medians, signals, pedestrian crossings, and turn lanes). In those situations, Ms. Bloom advised that staff's perspective was to make the Assessment Policy easier versus more complicated and easier for staff to implementation without as much structure.

Ms. Bloom opined that the basic question was, "What are we trying to solve?" Ms. Bloom suggested that the concern was to provide equity in higher traffic use areas that need more traffic controls, specifically in commercial more than residential areas. Ms. Bloom advised that staff was recommending that LDR-1 and LDR-2 zoned districts be left as is based on the existing Assessment Policy and demonstrating benefits; with all other districts reviewed and Policy revisions recommended to the City Council after further PWET Commission consideration.

Chair DeBenedet requested individual Commissioner perspectives regarding staff's recommendation to leave the Assessment Policy in place for LDR-1 and LDR-2 zoning districts.

Ms. Bloom recommended language in the LDR-1 and LDR-2 zoning districts for assessable costs "up to 50% of project costs;" with 50% used as a placeholder, but moving toward appraisals. On State and County road projects, Ms. Bloom recommended assessing up to 50% of assessment costs as long as the City was not attempting to collect more than the Roseville portion of the cost-share for those projects, avoiding any "double-dipping," while recognizing the additional costs in constructing or reconstructing a commercial roadway.

Discussion included those streets (e.g. Dale Street) that could be addressed using the City's existing Assessment Policy versus those projects indicating an appraisal would be more appropriate; typically providing appraisals on every project excluding those in LDR-1 and LDR-2 districts.

Member Vanderwall suggested, in LDR-1 and LDR-2 districts, that a second tier or option for appraisal be included beyond the 25% assessment rate; and expressed concern in property value differentials based on the past five (5) years as well as future significant variables.

Chair DeBenedet expressed concern in allowing an option for a resident to request an appraisal.

Mr. Schwartz advised that property owners were protected under Chapter 429 language, noting that property owners already had the option to require an appraisal, with the City having to prove the benefit to individual properties.

At the request of Member Vanderwall regarding the cost of and process for appraisals, Ms. Bloom advised that the average appraisal cost to determine the market rate for residential properties was \$3,500.00; with that appraisal providing comparable sales and average increase in values for similar properties. Ms. Bloom advised that commercial appraisals were variable, with a recent Nicollet Mall appraisal costing \$20,000.00.

In using the recent Rice Street – Phase I project as an example, Mr. Schwartz advised that the majority of that project was funded by federal and state bonding funds, with little in local dollars. However, in noting that not all costs were yet in, Mr. Schwartz opined that in all likelihood, when all funding sources had been identified, the City of Roseville’s cost-share of the project would be confined to utility replacement costs.

In using Phase I of the Rice Street project, Ms. Bloom noted that, of the \$28 million project, Roseville’s cost share was approximately \$200,000 for utility replacement.

Mr. Schwartz noted that the City’s Feasibility Study construction estimates incorporated potential cost-share contingencies; but noted that utilities were funded differently and not assessable costs. Mr. Schwartz noted that to spend \$10,000 estimated appraisal costs for a \$300,000 project was not an efficient use of public funds.

Ms. Bloom noted that an appraisal, especially for commercial projects, could put the City in a better position to justify the assessment if the assessment was appealed or challenged, and would become a subset of feasibility reports.

Ms. Bloom noted that staff was still reviewing right-of-way costs as part of a city-wide benefit; and advised that they would present something in writing in the near future for PWET Commission consideration, hopefully more simplistic, and addressing the question: “What is assessable?”

Further discussion included currently no difference for assessments for local, state or county roadways with the current policy all-inclusive; recognizing that a 50% assessment for project costs would seldom come into play.

However, Ms. Bloom provided a specific example of a challenging situation in the past and applying the 50% assessment scenario. The project was for the signal at Hamline Avenue and Commerce Streets, with Hamline Avenue a County road, although the west leg is city-owned and the east leg is a private street; and there were no funding mechanisms in place for the west leg, since it was a private driveway, with the City of Roseville responsible for 50% of that project. Ms.

Bloom noted that those two (2) legs were not on the county system, and the City, under the proposed policy, could have assessed up to 50% of the project, based on appraisals to benefitting properties (e.g. Ramsey County Library-Roseville branch, the Vault Company, Macy's Home Store, and the Mortuary).

Chair DeBenedet suggested if the City's share is more than 50%, an appraisal was indicated, but if less than 50%, no appraisal would be done. However, Ms. Bloom suggested an appraisal no matter what if it was up to the City to pay that portion of the project cost.

Chair DeBenedet opined that he would need to give that further consideration; with Member Vanderwall asking staff to provide their suggestion in writing for the next discussion.

Ms. Bloom advised that staff level discussions were currently considering impacts in eliminating the per footage assessment provisions.

Member Vanderwall cautioned staff that the front footage assessment method had been around for a long time, and he would be interested in hearing public reaction to such a recommendation.

Ms. Bloom recognized that, due to its history, keeping the front footage language may be advisable; and suggested that she update the front-end of the Assessment Policy (Sections 2 and 3) for the next discussion.

Ms. Bloom sought Commissioner input on whether they wanted to discuss what the City currently assessed, beyond roads (e.g. new water and/or sewer mains. At the request of Member Gjerdingen for how current rebuilding of those systems was done, Mr. Schwartz advised that she would not recommend any change in the current funding source, done through rates city-wide.

Chair DeBenedet opined that he was not supportive of assessing for sidewalks in LDR-1 and LDR-2 District, as they were typically not installed on both sides of the street, and it would be difficult to determine a benefit for a property versus a property owner losing some of their front footage for installation.

Ms. Bloom noted that logic would currently extend to county projects (e.g. Rosedale area at County Road B-2) with the current policy not assessing for any sidewalks in the City.

Chair DeBenedet recognized that those areas and properties also benefited from pedestrian access.

396 Member Vanderwall opined that politics have always ruled why the City didn't
397 assess for sidewalks, thus the current policy or lack thereof; as well as the lack of
398 pedestrian amenities.
399

400 Ms. Bloom suggested that, on road reconstruction projects, a sidewalk installation
401 could be a strict policy, also assessable.
402

403 Member Vanderwall concurred that this would be applicable when originally
404 installed; however, he questioned how to fund when repair, replacement, or
405 upgrade of the sidewalk was required. While there was no historical precedent for
406 new installations, Member Vanderwall noted that once installed, the value of the
407 sidewalk was a given and would be supportive of the need for it as part of
408 reconstruction in their neighborhood.
409

410 Mr. Schwartz noted that one consideration for sidewalks was their high ranking in
411 value by the community as most recently confirmed through the Parks Master
412 Plan process and community surveys. Given that, Mr. Schwartz noted that one of
413 the most difficult projects was sighting a sidewalk or pathway project due to the
414 impacts on adjacent properties; and opined that assessing for pathways or
415 sidewalks would only further complicate that process.
416

417 Chair DeBenedet concurred with Mr. Schwartz's observation. However, for
418 commercial properties, Chair DeBenedet noted that this was a different situation,
419 with pathways and sidewalks providing access and benefit to those commercial
420 properties; as well as allowing their employees to have more walkability in that
421 area.
422

423 Chair DeBenedet advised that he was still unsure of the MDR and HDR zoning
424 districts and how to apply assessments for sidewalks and/or pathways in those
425 districts, unless reliance on the Parks Master Plan supported their installation.
426 Chair DeBenedet spoke in support of a policy for other commercial mixed-use
427 and other districts for sidewalk assessments; opining that he would be swayed
428 either way for LDR and HDR districts; however, he expressed his preference for
429 assessments for HDR where more pedestrian and bicycle traffic would be evident.
430

431 Member Vanderwall noted examples of several HDR communities with residents
432 of those communities having fewer assets but a stronger reliance in using other
433 transit options to access the community; as well as some of the City's roads being
434 too narrow to accommodate pedestrian and/or bicycle use in a safe manner.
435

436 At the suggestion of Member Gjerdingen to research pathway assessments of
437 other communities, Member Vanderwall suggested that Member Gjerdingen
438 volunteer to research that and alert staff to what he found.
439

440 Ms. Bloom asked that PWET Commissioners think about street light assessments
441 for the next discussion.

Recess

Chair DeBenedet recessed the meeting at approximately 8:02 p.m. and reconvened at 8:09 p.m.

7. Overhead Electric / Underground Policy

Mr. Schwartz noted that the City Council had requested staff to develop an Overhead Electric Power Line Undergrounding Policy with the assistance of the PWET Commission; and provided a rough draft from staff for discussion purpose only at tonight's meeting. Mr. Schwartz noted that the PWET Commission had previously discussed such a policy in early 2011; and he had encapsulated some of that criterion from those initial discussions in the draft policy presented tonight; specifically how corridors could be ranked and rated for such undergrounding.

During those initial discussions, Mr. Schwartz noted funding constrictions, with no identified funding source other than through the Community Requested Facilities Surcharge (CRFS) option that Xcel was entitled to under PUC rules. Mr. Schwartz noted that, if the City chose to fund the undergrounding through this option, it would also be constricted to the maximum of \$4.50 per month per utility customer stacked; with room for additional surcharges becoming available as older projects were paid off.

Mr. Schwartz referenced the criteria drafted by staff on page two (2), specifically the fifth criteria addressing corridors with over 5,000 ADT traffic volumes, especially significant with the number of county roads in Roseville and few of those corridors that are under city jurisdiction (e.g. Lexington Avenue, the Ramsey County portions of Dale, County Road B-2, and Rice Street).

Mr. Schwartz advised that staff had attempted to tie the criteria to the current Capital Improvement Plan (CIP); and advised that he was waiting to confirm with Xcel Energy's Community Relations representative whether the CRFS was limited to those areas proposed for or underway for construction; or if the City could request undergrounding as a stand-alone project for those areas.

Chair DeBenedet opined that attempting undergrounding with no concurrent project would require pre-project planning process; and questioned if pre-planning could include long-range application of surcharges as long as they remained under the \$4.50 maximum, but delaying them until a series of projects could be done at one time.

Mr. Schwartz noted that there were many variables, with undergrounding needing to be undertaken approximately one (1) year before the actual construction project to avoid potential conflicts with utility and road contractors; and challenges in having a defined right-of-way planned if expansion is part of the project, as well as whether there was the need for the county or city to purchase additional rights-of-way and cost prohibitions and unknowns in pre-planning under those circumstances.

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Chair DeBenedet questioned if a right-of-way plan was in place, if that would allow the undergrounding project to be initiated; or through joint projects with other jurisdictions.

Mr. Schwartz advised that it would require the project funding in place to purchase rights-of-way before the final project scope and timing was known.

Background

Chair DeBenedet suggested the need to include language encouraging undergrounding for aesthetics, especially at entries to the community.

Member Vanderwall concurred; suggesting discussion and consideration of neighborhood-initiated projects, whether as a criteria as part of the process, not necessarily through CRFS funding. As an example, Member Vanderwall suggested initiation by the neighborhood where the city was considering a road reconstruction with them sparking participation to incorporate undergrounding as part of that project.

Member Gjerdingen suggested explicit language for new projects (e.g. Twin Lakes Redevelopment Area, Josephine Woods development); with Mr. Schwartz responding that City Code already requires all new development underground utilities.

Member Felice questioned those streets having overhead lines.

Mr. Schwartz advised that it wouldn't be cost-effective for just that piece.

Member Vanderwall, in terms of calculating savings, noted the advantages in undergrounding (e.g. cost of moving poles for projects; tree trimming; storms); and opined that there must be less frequency in underground problems, creating lower maintenance costs.

However, Mr. Schwartz referenced national studies performed by the power industry, asserting that undergrounding is purely for aesthetics, and provided no cost-savings.

Member Vanderwall questioned if any independent studies had been done and if so, if that data had been considered and/or supported those studies performed by the power industry.

Mr. Schwartz opined that the power industry was under considerable pressure to underground lines.

Chair DeBenedet requested that staff provide the PWET Commission with an overlay of Roseville arterial, collector and sub-collector streets with Xcel Energy

feeder lines. Chair DeBenedet provided his rationale in this request to consider safety concerns in getting first responders activated and able to access the community on those collector and sub-collector streets in case of a significant emergency situation. Chair DeBenedet suggested that this safety aspect for Roseville citizens and the ability of first responders to access residents be considered when the Commission reviewed prioritizing streets for undergrounding.

Mr. Schwartz advised that staff would request that information from Xcel Energy and gauge their cooperation accordingly.

Chair DeBenedet opined that, with equipment undergrounded, it seemed that there would be less maintenance of those facilities.

Discussion included major feeder lines underground and above-ground on County Road C.

Member Felice suggested this may be an additional criterion; with Chair DeBenedet opining that it was already included in the 5th criteria, and just needed the detailed refined.

Further discussion included co-location of fiber in undergrounding and its compatibility; difficulties and considerations of each utility and their specific trench needs and challenges; differences for communities with significant new development opportunities versus a fully-developed and aging community such as Roseville; and existing underground utilities that may already be in place and unavailable for additional utilities.

Member Vanderwall noted the cooperative ventures of the school district and city on shared fiber network opportunities.

Member Gjerdingen opined that he could see the advantages of undergrounding corridors with over 500 ADT traffic volumes after tonight's discussion when safety and aesthetics for arterials were taken into consideration, as he had originally only been considering aesthetic issues for gateway streets.

Chair DeBenedet asked that staff provide further discussion and revisions, based on tonight's discussion, at the April meeting.

Eureka Recycling Report

Mr. Schwartz referenced the most recent report, provided for informational purposes, seeking any input or significant questions of the PWET Commission for Eureka.

For the benefit of the listening audience, Chair DeBenedet noted the low residual rate (items put into recycling that should not be) in Roseville as a positive;

highlighted that 96% of the material collected in Roseville went into the new product stream as opposed to some other recycling companies hauling those items to a landfill, and congratulated Eureka Recycling staff on a job well-done.

Chair DeBenedet noted that the report was lengthy, and was available for public information on the PWET Commission website as part of tonight's meeting materials; with Member Vanderwall suggesting that staff post it independently on the City's website as well, with Chair DeBenedet concurring.

Mr. Schwartz noted that, by 2016, the Ramsey County Solid Waste Policy required everyone in the county to do food waste collection; and advised that in the near future, Eureka Recycling would be increasing plastic collection from those items marked "1" and "2," to all marked "1" through "5."

Chair DeBenedet noted that pizza boxes had also recently been added.

Member Gjerdingen noted that milk cartons were also included now; however, he noted that Eureka Recycling needed to update their bin signage to indicate that, using his personal apartment residence as an example of poorly updated bin signage.

Chair DeBenedet suggested that staff alert Eureka Recycling to the need to improve their education/advertising efforts.

Member Gjerdingen encouraged competition among multi-family complexes to increase their recycling efforts.

Member Felice expressed her appreciation to the educational efforts of Eureka Recycling, evidenced by the collection rates; and also expressed appreciation of Eureka delaying additional plastic recycling until a proven market was found.

Chair DeBenedet noted that revenue sharing had dramatically increased, saving the City considerable money, proving that the Eureka contract had been advantageous for residents.

8. Possible Items for Next Meeting – April 24, 2012

- Storm water management plan
- Election of Chair for 2012/2013
- Review of design standards for the Twin Lakes area
- LED Lighting
- Assessment policy
- Undergrounding

Member Vanderwall noted his anticipated of the list of proposed projects from staff.

626 **9. Adjourn**
627 Member Vanderwall moved, Member Gjerdingen seconded, adjournment of the
628 meeting at approximately 8:38 p.m.
629
630 **Ayes: 4**
631 **Nays: 0**
632 **Motion carried.**

DRAFT

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: April 24, 2012

Item No: 5

Item Description: Communication Items

- Twin Lakes-Walmart Project update
- Reminder of Clean Up Day- Sat. April 28, 2012
- Projects update-
 - Josephine Woods– Pulte has indicated that the new streets in the development will be constructed by the middle of May.
 - Josephine Lift Station– This project is currently out to bid. Bid opening is on May 2. The bids are being reviewed under a best value format. Work is anticipated to be completed at the end of summer.
 - Rice Street Reconstruction Phase 2- Staff continues to meet with Ramsey County regarding this project. Recent discussion focuses on project funding challenges and schedule.
 - 2012 Pavement Management Project. This project was awarded to Valley Paving, Inc. Work is scheduled to start Friday, April 20. The first segments under construction are County Road C-2 and the Neighborhood south of County Road B and west of Hamline. Attached are newsletters that went out to these neighborhoods. For more information go to: www.cityofroseville.com/2012PMP
 - Staff is working on final plans for the following projects:
 - Fairview Pathway Phase 2
 - Drainage improvements
 - Waterman lining project

Recommended Action:

None

Attachments:

- A. County Road C-2 newsletter
- B. Street Maintenance newsletter

Project Summary

The City's Contractor will start work on Friday, April 20. The construction work will begin with removal of the trees located in the right of way between Dunlap Street and Griggs Avenue. There will also be trees removed for storm sewer construction just to the east of the Pulte Homes model at the northeast corner of Dunlap St and County Road C-2.

On Monday, they will begin utility construction starting at Hamline Avenue and working east. Utility work will continue for this project next week. The contractor will complete curb and pavement removals in advance of the utility crew.

During the Week of April 30, the road work will be completely underway. The soil, pavement, and curb will be removed in preparation for the new street construction.

A full schedule is available on the project webpage. The work is anticipated to be complete in June. This schedule is weather dependent. If we get rain, there will be delays.

The Contractor will try to provide property owners access during construction. If you have special access needs, please let us know.

Street Trees

One part of this project is to install trees in the boulevard along County Road C-2. We would like to coordinate locations and species with property owners. The following is a list of trees that are available to be installed on this project.

- Ivory silk tree lilac
- Autumn Blaze Maple
- Greenspire Linden
- Hackberry
- Skyline Honeylocust

Please contact the City if you are interested in having a street tree in front of your house. We need a final list of locations and species by **May 11**.



Utility construction

Private work- Sanitary Sewer Services & Driveways

As of April 27, we will no longer accept requests for private sanitary sewer or driveway work. We will provide the Contractor the list of requests and they will provide you quotes. We recommend that you contact other driveway contractors for comparison quotes.

Private Systems/ Gardens

Curbs designated for removal will be marked this week. Underground sprinklers, electrical for yard lights, perennial gardens, or invisible fences installed within 10 or 15 feet of the curb, need to be removed. Removal and reinstallation of these items is the responsibility of the property owner. We recommend that you mark the location of underground wires or sprinklers immediately. If you are not sure if your system is in the way, please call Dean Findell. These items should be removed from the city right- of- way before **7:00am Monday, April 23. Please note that this is an updated deadline from the previous newsletter.**

If these items are not removed, the contractor will damage them during construction. The City will not pay to repair or replace these systems or gardens.

Utility Flags

To protect against underground utility damage, the Contractor will be calling in utility locates. This is required by anyone digging a hole whether it is for planting a tree or removing curb. Xcel Energy, Comcast and CenturyLink will locate their underground utilities by spray painting and placing flags in the boulevard.

School Bus stops: The City is coordinating this project with the Roseville school district. The Contractor will be made aware of bus stops and will be required to minimize disruptions.

Mail Delivery

In the areas where the curb is being removed and placed, your mailbox will need to be moved for the duration of the project. The Contractor is working on installing temporary mailboxes for the property owners affected. Property owners at 1152, 1160, 1221, 1231, and 1241 will have their mailboxes relocated to a central location for delivery. You will be notified by the post office of this change.

Survey Markers

In order to perform the project construction, Engineers place a series of survey markers for the Contractor to measure from. Typically these markers are offset several feet from the object or point they refer to so that they are not disturbed during the construction process. As a result, these offset markers are often placed well into the resident's yard.

Safety

Residents should use caution while driving through the construction zone and be alert for moving equipment, holes, trenches and other hazards.

Your assistance in keeping the work zone safe is important. The noise and dust created by construction traffic make it difficult for workers to watch onlookers. Heavy equipment operators must concentrate on the job at hand and may not notice children playing near or behind equipment.

Please remind children to stay clear of the construction area and equipment both during working and non-working hours.

Project Contacts:

Dean Findell, Project Coordinator

(651) 792-7046

dean.findell@ci.roseville.mn.us

Deb Bloom, City Engineer

(651) 792-7042

deb.bloom@ci.roseville.mn.us

Contact Us!

If you have any questions, concerns, or comments please contact us at 651-792-7003 between 8 am and 4:30 pm.

Throughout the project, we will keep you informed through monthly direct mailings and weekly updates on the project website.

If you would prefer to receive an electronic copy of these newsletters instead of paper, please let us know.

Notify Me list

To receive notifications of website updates and other project related news, sign up for the County Road C-2 Project "Notify Me" List at:

<http://www.ci.roseville.mn.us/list.aspx>

Signing up for this list does not automatically remove you from our newsletter mailing list.

After Hours

If an issue arises outside of regular business hours, contact the City's 24-hour non-emergency number at 651-767-0640.

ALWAYS CALL 911 FOR EMERGENCIES.

Update

The City's Contractor, Valley Paving, will start work in your neighborhood on Monday, April 23. The watermain replacement on Eldridge Ave is the first task that they will complete. The construction work will begin with removal of the curb along Eldridge Ave between Pascal St and Hamline Ave. Following curb removals, the contractor will start grinding up the pavement on the north half of this road. A temporary water main will be set up next week to provide water service during construction. Watermain construction will begin the week of April 30.

On Burke Ave and the Pascal St segment north of Burke Ave, curb removals are scheduled to follow the removal work on Eldridge Ave.

Work on Belmont Ln and Skillman Ave is not scheduled to begin until mid May.

The work is anticipated to be complete in June. A full schedule is available on the project webpage. This schedule is weather dependent. If we get rain, there will be delays.

The Contractor will maintain access during construction. If you have special access needs, please let us know.

Safety

Your assistance in keeping the work zone safe is important. The noise and dust created by construction traffic make it difficult for workers to watch onlookers. Heavy equipment operators must concentrate on the job at hand and may not notice children playing near or behind equipment.

Please remind children to stay clear of the construction area and equipment both during working and non-working hours.

Sanitary Sewer Lining

The Sanitary Sewer lining project will begin in your neighborhood next week as well. They will provide you notice at least 24 hours in advance of them performing work on the sewer that you are connected to.



Watermain construction

Private Systems/ Gardens

Curbs designated for removal will be marked this week. Underground sprinklers, electrical for yard lights, perennial gardens, or invisible fences installed within 10 or 15 feet of the curb, need to be removed. Removal and reinstallation of these items is the responsibility of the property owner. We recommend that you mark with paint or flags the location of underground wires or sprinklers immediately. If you are not sure if your system is in the way, please call Dean Findell. These items should be removed from the city right-of-way before **7:00am Monday, April 23.**

If these items are not removed, the contractor will damage them during construction. The City will not pay to repair or replace these systems or gardens.

Private work- Sanitary Sewer Services & Driveways

As of April 20, we are no longer accepting requests for private sanitary sewer or driveway work.

The City will be sending out sanitary sewer estimates this week.

We will provide the Contractor the list of driveway requests and they will provide you quotes. We recommend that you contact other driveway contractors for comparison quotes.

Project Description

As part of the City of Roseville's ongoing street maintenance program, streets which have curb and gutter but have a poor driving surface are improved using a mill and overlay process. This process usually consists of grinding all or a portion of the existing surface off the roadway and replacing it with a new blacktop driving surface. As part of the process, sunken or badly deteriorated curb and gutter will be replaced. The following street segments are included in this year's construction contract:

Segment 1: Municipal State Aid Mill & Overlay

- Lydia Avenue (Fairview Ave to Snelling Ave)
- Long Lake Road (Co Rd C2 to Co Rd D)
- County Road C2 (Hamline Ave to Lexington Ave)

Segment 2: Roseville Street Mill & Overlay:

- Belmont Ln W (Pascal Ave to Hamline Ave)
- Burke Ave W (Pascal Ave to Hamline Ave)
- Eldridge Ave W (Pascal Ave to Hamline Ave)
- Eldridge Ave W (Cul-de-sac to Fairview Ave)
- Partridge Rd (Cul-de-sac to W. County Road C2)
- Pascal St N (County Road C2 to Cul-de-sac)
- Pascal St N (W. County Road B to Burke Ave)
- Pascal St N (Eldridge Ave to Belmont Ave)
- Prior Cir (W. County Road D to Cul-de-sac)
- Skillman Ave W (Pascal Ave to Hamline Ave)
- Snelling Svc Dr W (Co Rd B to Roselawn Ave)

Don't see your street?

If your street is not on the list above, you are receiving this newsletter because this project will impact how you access your home.

Utility Flags

To protect against underground utility damage, the Contractor will be calling in utility locates. This is required by anyone digging a hole whether it is for planting a tree or removing curb. Xcel Energy, Comcast and CenturyLink will locate their underground utilities by spray painting and placing flags in the boulevard.

Gas Work

Xcel Energy has informed us that they will be replacing the gas mains on the streets in your neighborhood. This is handled by their contractor. They will be providing you with a schedule as their project develops.

School Bus stops: The City is coordinating this project with the Roseville school district. The Contractor will be made aware of bus stops and will be required to minimize disruptions.

Project Contacts:

Dean Findell, Project Coordinator

(651) 792-7046

dean.findell@ci.roseville.mn.us

Deb Bloom, City Engineer

(651) 792-7042

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Contact Us!

If you have any questions, concerns, or comments please contact us at 651-792-7003 between 8 am and 4:30 pm.

Throughout the project, we will keep you informed through monthly direct mailings and weekly updates on the project website.

If you would prefer to receive an electronic copy of these newsletters instead of paper, please let us know.

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To receive notifications of website updates and other project related news, sign up for the Street Maintenance Project "Notify Me" List at:

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Signing up for this list does not automatically remove you from our newsletter mailing list.

After Hours

If an issue arises outside of regular business hours, contact the City's 24-hour non-emergency number at 651-767-0640.

ALWAYS CALL 911 FOR EMERGENCIES.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: April 24, 2012

Item No: 6

Item Description: LED Street Lighting

Background:

The Commission requested a discussion of LED street lighting to be a part of a future agenda. For this discussion we have invited Ed Biegging, a Manager of Outdoor Lighting for Xcel Energy to discuss where technology is today as it relates to street lighting. Xcel owns and maintains the majority of the street lights in Roseville and the city pays them a monthly fee per light.

As of the finalizing of this packet we have not had a firm commitment from Xcel to attend.

Recommended Action:

Discuss benefits of LED lighting conversion.

Attachments:

A.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: April 24, 2012

Item No: 7

Item Description: Assessment Policy Discussion

Background:

At the March meeting, the Public Works Commission continues our discussion of the City's Assessment policy.

Attached is a revised assessment policy draft incorporating all of the changes that we discussed at the March meeting.

Recommended Action:

Discuss assessment policy.

Attachments:

A. Assessment Policy Summary

City of Roseville
SPECIAL ASSESSMENT POLICY
SUMMARY

~~1. The following assessment policies will be followed in the upgrading of temporary public roadways (not meeting standards set forth in City Code), under the City's jurisdiction, to permanent bituminous roadways with concrete curb and gutters.~~

~~2.1. The following is the assessment policy for all reconstruction projects in the City of Roseville. -assessment formulas shall apply to any such upgrading of public roadways under the City's jurisdiction.~~

(a) ~~Property zoned R1 and R2 shall be assessed up to~~ All property shall be assessed at least 25% of the ~~project actual~~ cost for a 7-ton, 32-foot wide pavement with concrete curb and gutter and ~~required~~ routine drainage.

(b) ~~All other property zoning shall be assessed up to 50% of the project cost.~~

~~(b)(c)~~ Municipal State Aid Roadways:

- ~~All properties abutting Municipal State Aid roadways shall be assessed at least 25% of the cost for the project.~~

- ~~Property zoned R1 and R2 shall be assessed up to 25% of the cost~~ All property shall be assessed at a rate of a 7-ton, 32-foot wide pavement with concrete curb and gutter and ~~routine~~ required drainage, even if the width or strength is greater.

- ~~All other property zoning shall be assessed up to 50% of the project costs.~~

(d) ~~Ramsey County or Minnesota Department of Transportation Roadways~~

~~In the event that special assessments result in more funds being due the City from special assessments than the total City cost share of the improvements to such Ramsey County or MnDOT roadway, special assessments for such properties shall be reduced proportionately until the total special assessments equal the total City costs of the improvement.~~

(e) ~~All property accessing a private driveway at an intersection signal system shall be assessed 100% of the proportionate share of the signal system cost.~~

(f) ~~Project costs include actual construction cost, consultant expenses, engineering, administration, and right of way acquisition.~~

~~(e) Assessments shall be on a front foot basis. In addition to the costs set forth in (a) through (b) above, all property may be assessed a proportionate share on a footage basis for expenses encountered for right-of-way and easement acquisition.~~

~~2. The following formulas shall apply for calculating the assessment rate.~~

(a) ~~All corner and multiple frontage R1 and R2 parcels shall be considered as having 10% of the second side as being assessable footage unless such parcels could be split or subdivided.~~

~~(d)(b)~~ All corner and multiple frontage for other property zoning shall ~~All other zoned properties will~~ be calculated at 10% for the first 150 feet and then 100% for any additional footage.

~~(e)(c)~~ For all zoning, ~~On~~ odd and irregularly shaped lots, which have rear widths that vary by more than 25% in comparison with the front width, the lot will be assumed to have a depth equal to one-half the sum of the two sides and said depth will be divided into the area of the lot to determine the assessable frontage.

(d) All lots of more than four sides will be geometrically converted to a four-sided lot of equal area, then the odd-lot formula as stated in (e) will be used to determine

the assessable frontage. Where this is not practical, the assessable frontage will be determined by assuming the lot to have an assessable frontage equal to those of the typical rectangular lots near it which are comparable in overall area and nature.

(e) If a public improvement takes place along a roadway with a private drive, all properties with access to the drive will be assessed. The frontage of the private property or properties directly adjacent to the roadway will determine the assessable frontage for all other properties along the private drive.

(f) Appraisals shall be completed to determine property benefit thresholds.

~~3. All properties abutting existing usable temporary roadways under the jurisdiction of Ramsey County to be upgraded to permanent roadways with curb and gutter shall be specially assessed pursuant to the provisions of Paragraph 2 above. In the event that said special assessments should result in more funds being due the City from special assessments than the total cost to the City of the improvements to such road under the jurisdiction of Ramsey County, special assessments for such properties shall be reduced proportionately until the total special assessments equal the total City costs of the improvement.~~

~~4.3. On all new public roadways constructed where no roadway exists, the properties abutting the new road shall be assessed for 100% of the cost. usable temporary roadway existed, the special assessment procedure of Paragraphs 1, 2 and 3 need not be utilized. Such properties will be assessed at 100% of the cost.~~

~~5.4. There shall be no special assessments for storm water quality improvements not required for watershed permitting. drainage improvements.~~

~~6.5. Sanitary sewer mains shall be assessed on a front footage basis with all types land use and zoning being identically assessed.~~

(a) For each presently utilized parcel there will be subtracted from the total cost of the improvement added costs for oversized sanitary sewer mains. Any sanitary sewer main in excess of 8" in diameter will normally be considered oversized. The result of said subtraction will be the cost to be assessed. This will be divided by the total number of assessable feet to establish the assessment rate for said presently utilized parcel

(b) New development property or property which has altered its land use within the past three years shall be assessed at 100% of the city's expense for the improvement.

(c) All side lots or double frontage parcels shall be determined to have 25 assessable feet for the first 150 feet of said side or second frontage of the parcel and shall conform to Paragraphs a) and b) above.

(d) Sewer services shall be assessed on a per service basis at 100% of the city's expense for such services.

(e) All odd and irregularly shaped lots of four sides or less, which have rear widths that vary by more than 25% in comparison with the front width, the lot will be assumed to have a depth equal to one-half the sum of the two sides and said depth will be divided into the area of the lot to determine the assessable frontage. All lots of more than four sides will be geometrically converted to a four sided lot of

equal area, then the odd lot formula as stated above will be used to determine the assessable frontage. Where this is not practical, the assessable frontage will be determined by assuming the lot to have an assessable frontage equal to those of the typical rectangular lots near it which are comparable in overall area and nature.

~~7.6.~~ Watermains shall be assessed on a front footage basis with all type of land use and zoning being identically assessed.

- (a) For each presently utilized parcel, there will be subtracted from the total cost of the improvement, added costs for oversized watermains. Any watermains in excess of 6" in diameter will normally be considered oversized. The result of said subtraction will be the cost to be assessed. This will be divided by the total number of assessable feet to establish the assessment rate for said presently utilized parcel.
- (b) New development property or property which has altered its land use within the past three years shall be assessed at 100% of the city's expense for the improvement.
- (c) All side lot and double frontage parcels shall be determined to have 25 assessable feet for the first 200 feet of said side or second frontage of the parcel and shall conform to Paragraphs a. and b., above.
- (d) Water services shall be assessed on a per service basis at 100% of the city's expense for such services.
- (e) All odd and irregularly-shaped lots of four sides or less, which have rear widths that vary by more than 25% in comparison with the front width, the lot will be assumed to have a depth equal to one-half the sum of the two sides and said depth will be divided into the area of the lot to determine the assessable frontage. All lots of more than four sides will be geometrically converted to a four-sided lot of equal area, then the odd-lot formula as stated above, will be used to determine the assessable frontage. Where this is not practical, the assessable frontage will be determined by assuming the lot to have an assessable frontage equal to those of the typical rectangular lots near it which are comparable in overall area and nature.

~~8.7.~~ There shall be no assessments for pathway improvements.

~~8.~~ 9. Streetlights shall be assessed on a front footage basis as described in the City street light assessment policy and as follows:

- (a) All properties within 150 feet (street frontage) of each light shall be considered for assessment.
- (b) City staff shall determine the number and locations of lights that could have been installed under the "standard street light" section of the City's Street light policy. The maintenance cost for these lights will be deducted from the overall project cost.
- (c) 100% of the additional costs for an "enhanced street light" project shall be specially assessed. The additional costs for an "enhanced street light" project shall include; Cost of installation of enhanced streetlights, cost of operation & maintenance (pro-rated for 25 years), Administrative costs, minus "standard street light" maintenance cost (if applicable)

- 1 (d) At the end of 25 years, the City will evaluate the maintenance needs for the
2 “enhanced street light” areas. A reconstruction project will be considered where
3 the new operation and maintenance costs for the next 25 years will be proposed to
4 be assessed to the benefiting properties.
- 5 | (e) In new development and redevelopments, the operation and maintenance costs for
6 an “enhanced street light” installation shall be paid for by the property owners in
7 the new development in perpetuity. These costs shall either be paid for up front
8 by the developer or assessed to the property owners. The total cost shall be the
9 “enhanced street light” operation and maintenance cost minus the City’s “standard
10 street light” contribution. The City’s basic contribution shall be determined based
11 on the procedure outlined in section IV. B. of the City Street Light policy.
12

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: April 24, 2012

Item No: 8

Item Description: Overhead Electric / Underground Policy

Background:

The City Council has requested staff to develop an Overhead Electric Power Line Undergrounding Policy. We provided a rough draft policy to the Commission in March for initial review and comment. Attached is the revised draft policy reflecting comments received from the Commission. We have not yet had the time to overlay major overhead electric facilities on the functional class roadway map.

Recommended Action:

Discuss the revised draft Electric Undergrounding Policy

Attachments:

A. Draft Overhead Electric Undergrounding Policy

CITY OF ROSEVILLE, MINNESOTA

POLICY

SUBJECT: UNDERGROUND CONVERSION OF OVERHEAD ELECTRIC
UTILITY LINES

POLICY NO.:

EFFECTIVE DATE:

BACKGROUND:

Underground conversion of overhead electric utility lines and associated facilities by companies is desirable when the City Council finds that the public health, safety or general welfare would require the removal of poles, overhead wires and associated overhead structures with the underground installation of wires and facilities for supplying electric, communication, cable television or similar or associated service within certain corridors, and the City Council has, by adoption of this policy, declared the designated corridor, an Underground Utility Corridor.

PURPOSE:

To establish a policy for conversion of overhead utility lines by utility companies when the City Council determines that undergrounding of overhead utilities is in the interest of the public health, safety and welfare; and asserts its right to require conversion of overhead utilities in the exercise of its statutory powers.

POLICY:

It shall be the policy of the City Council to:

- A. Exercise the City's rights to require, and enforce as necessary, utility companies to convert overhead utilities to underground when it is in the interest of the public health, safety and welfare of the general public. Such power shall not be restricted except as limited by state law in any form by any qualifying criteria except that such lines or facilities must be within the public right of way, City owned property, or other property within the public jurisdiction within the City of Roseville.
- B. Identify and prioritize projects as follows:
 - 1. All utilities within the City of Roseville with overhead facilities shall provide to the City Manager each year no later than January 31st, a complete list of all overhead utility locations in a format as prescribed by the City Manager. This list shall be accurate as reasonably possible and no utility will be held liable for accidental omissions or errors.
 - 2. The City shall develop and bring before the City Council a master plan for undergrounding based on the most recent capital improvement plans of all roadway

jurisdictions within the City of Roseville. The projects shall be prioritized based on the following criteria:

- 1st Criteria: Any previously funded underground utility priority corridor project which was subsequently removed from funded list and placed on deferment.
- 2nd Criteria: All identified corridor reconstruction projects where utility pole relocation is necessary for the public facilities construction.
- 3rd Criteria: All identified undergrounding corridor projects contiguous to previous undergrounding.
- 4th Criteria: Any corridor adjacent to public facilities, schools, retail areas, and parks, and recreation facilities.
- 5th Criteria: Corridors with over 5000 ADT traffic volumes. These corridors provide access for emergency first responders and would benefit from minimum risk of obstruction from damaged overhead facilities.
- 6th Criteria: Corridors with existing or planned major pedestrian facilities.
- 7th Criteria: Tree preservation
- 8th Criteria: Entry corridors to the city where aesthetics create a positive image for visitors and residents.

.

a. Funding of projects:

Undergrounding of overhead electric utility lines will be funded utilizing the PUC authorized Community Requested Facilities Surcharge which has an established maximum stacking amount on a customer's electric bill. CRFS Projects will be limited by the amount available for additional surcharge.

This policy does not prohibit neighborhood initiated request of undergrounding if alternative sources or methods of funding are identified.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: April 24, 2012

Item No: 9

Item Description: Discussion of Design Standards for the Twin Lakes area

Background:

The Commission requested a discussion of design standards for redevelopment in the Twin Lakes area. We are attaching the various guidelines and plans that apply to properties redeveloping in this area. While enforcement of the most of the standards and guidelines are not a public works function, we can invite a representative from the Community Development Department to a future meeting to discuss and receive comment if desired.

Recommended Action:

Discuss attached document

Attachments:

- A. Chapter 1005. Commercial and Mixed Use Districts

Chapter 1005. Commercial and Mixed-Use Districts

1005.01 Statement of Purpose

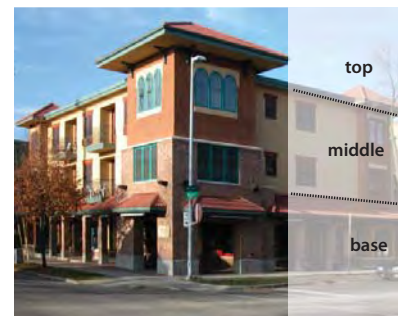
The commercial and mixed-use districts are designed to:

- A. Promote an appropriate mix of commercial development types within the community;
- B. Provide attractive, inviting, high-quality retail shopping and service areas that are conveniently and safely accessible by multiple travel modes including transit, walking, and bicycling;
- C. Improve the community's mix of land uses by encouraging mixed medium- and high-density residential uses with high-quality commercial and employment uses in designated areas;
- D. Encourage appropriate transitions between higher-intensity uses within commercial and mixed use centers and adjacent lower-density residential districts; and
- E. Encourage sustainable design practices that apply to buildings, private development sites, and the public realm in order to enhance the natural environment.

1005.02 Design Standards

The following standards apply to new buildings and major expansions of existing buildings (i.e., expansions that constitute 50% or more of building floor area) in all commercial and mixed-use districts. Design standards apply only to the portion of the building or site that is undergoing alteration.

- A. **Corner Building Placement:** At intersections, buildings shall have front and side facades aligned at or near the front property line.
- B. **Entrance Orientation:** Where appropriate and applicable, primary building entrances shall be oriented to the primary abutting public street. Additional entrances may be oriented to a secondary street or parking area. Entrances shall be clearly visible and identifiable from the street and delineated with elements such as roof overhangs, recessed entries, landscaping, or similar design features.
- C. **Vertical Facade Articulation:** Buildings shall be designed with a base, a middle, and a top, created by variations in detailing, color, and materials. A single-story building need not included a middle.
 - 1. The base of the building should include elements that relate to the human scale, including doors and windows, texture, projections, awnings, and canopies.



Corner building placement, entrance orientation, base, middle, and top

2. Articulated building tops may include varied rooflines, cornice detailing, dormers, gable ends, stepbacks of upper stories, and similar methods.

D. Horizontal Facade Articulation: Facades greater than 40 feet in length shall be visually articulated into smaller intervals of 20 to 40 feet by one or a combination of the following techniques:

1. Stepping back or extending forward a portion of the facade;
2. Variations in texture, materials or details;
3. Division into storefronts;
4. Stepbacks of upper stories; or
5. Placement of doors, windows and balconies.



Horizontal facade articulation

E. Window and Door Openings:

1. For nonresidential uses, windows, doors, or other openings shall comprise at least 60% of the length and at least 40% of the area of any ground floor facade fronting a public street. At least 50% of the windows shall have the lower sill within three feet of grade.
2. For nonresidential uses, windows, doors, or other openings shall comprise at least 20% of side and rear ground floor facades not fronting a public street. On upper stories, windows or balconies shall comprise at least 20% of the facade area.
3. On residential facades, windows, doors, balconies, or other openings shall comprise at least 20% of the facade area.
4. Glass on windows and doors shall be clear or slightly tinted to allow views in and out of the interior. Spandrel (translucent) glass may be used on service areas.
5. Window shape, size, and patterns shall emphasize the intended organization and articulation of the building facade.
6. Displays may be placed within windows. Equipment within buildings shall be placed at least 5 feet behind windows.



Window and door openings

F. Materials: All exterior wall finishes on any building must be one or a combination of the following materials: face brick, natural or cultured stone, textured pre-cast concrete panels, textured concrete block, stucco, glass, pre-finished metal, fiberglass or similar materials, or cor-ten steel (other than unpainted galvanized metal or corrugated materials). Other new materials of equal quality to those listed may be approved by the Community Development Department.

G. **Four-sided Design:** Building design shall provide consistent architectural treatment on all building walls. All sides of a building must display compatible materials, although decorative elements and materials may be concentrated on street-facing facades. All facades shall contain window openings. This standard may be waived by the Community Development Department for uses that include elements such as service bays on one or more facades.



Four-sided building design

H. **Maximum Building Length:** Building length parallel to the primary abutting street shall not exceed 200 feet without a visual break such as a courtyard or recessed entry, except where a more restrictive standard is specified for a specific district.

I. **Garages Doors and Loading Docks:** Loading docks, refuse, recyclables, and/or compactors shall be located on rear or side facades and, to the extent feasible, garage doors should be similarly located. Garage doors of attached garages on a building front shall not exceed 50% of the total length of the building front. Where loading docks, refuse, recyclables, and/or compactors abut a public street frontage, a masonry screen wall comprised of materials similar to the building, or as approved by the Community Development Department, shall be installed to a minimum height to screen all activities.



Garage door placement

J. **Rooftop Equipment:** Rooftop equipment, including rooftop structures related to elevators, shall be completely screened from eye level view from contiguous properties and adjacent streets. Such equipment shall be screened with parapets or other materials similar to and compatible with exterior materials and architectural treatment on the structure being served. Horizontal or vertical slats of wood material shall not be utilized for this purpose. Solar and wind energy equipment is exempt from this provision if screening would interfere with system operations.

1005.03 Table of Allowed Uses

Table 1005-1 lists all permitted and conditional uses in the commercial and mixed use districts.

- A. Uses marked as “P” are permitted in the districts where designated.
- B. Uses marked with a “C” are allowed as conditional uses in the districts where designated, in compliance with all applicable standards.
- C. Uses marked as “NP” are not permitted in the districts where designated.
- D. A “Y” in the “Standards” column indicates that specific standards must be complied with, whether the use is permitted or conditional. Standards for permitted uses

are included in Chapter 1011 of this Title; standards for conditional uses are included in Section 1009.02 of this Title.

E. Combined Uses: Allowed uses may be combined within a single building, meeting the following standards:

1. Residential units in mixed-use buildings shall be located above the ground floor or on the ground floor to the rear of nonresidential uses;
2. Retail and service uses in mixed-use buildings shall be located at ground floor or lower levels of the building; and
3. Nonresidential uses are not permitted above residential uses.

***General retail, such as:**

Antiques and collectibles store
Art gallery
Auto parts store
Bicycle sales and repair
Book store, music store
Clothing and accessories sales
Convenience store
Drugstore, pharmacy
Electronics sales and repair
Florist

Table 1005-1	NB	CB	RB	CMU	Standards
Office Uses					
Office	P	P	P	P	
Clinic, medical, dental or optical	P	P	P	P	
Office showroom	NP	P	P	P	
Commercial Uses					
Retail, general and personal service*	P	P	P	P	
Animal boarding, kennel/day care (indoor)	P	P	P	P	Y
Animal boarding, kennel/day care (outdoor)	NP	C	C	NP	Y
Animal hospital, veterinary clinic	P	P	P	P	Y
Bank, financial institution	P	P	P	P	
Club or lodge, private	P	P	P	P	
Day care center	P	P	P	P	Y
Grocery store	C	P	P	P	
Health club, fitness center	C	P	P	P	
Learning studio (martial arts, visual/performing arts)	C	P	P	P	
Liquor store	C	P	P	P	
Lodging: hotel, motel	NP	P	P	P	
Mini-storage	NP	P	P	NP	
Mortuary, funeral home	P	P	P	P	
Motor fuel sales (gas station)	C	P	P	C	Y
Motor vehicle repair, auto body shop	NP	C	P	C	Y
Motor vehicle rental/leasing	NP	P	P	NP	Y
Motor vehicle dealer (new vehicles)	NP	NP	P	NP	
Movie theater, cinema	NP	P	P	P	
Pawn shop	NP	C	C	NP	
Parking	C	C	C	C	
Restaurant, Fast Food	NP	P	P	P	

Jewelry store
Hardware store
News stand, magazine sales
Office supplies
Pet store
Photographic equipment, studio, printing
Picture framing
Second-hand goods store
Tobacco store
Video store
Uses determined by the Community Development Department to be of a similar scale and character

Personal services, such as:
Barber and beauty shops
Dry-cleaning pick-up station
Interior decorating/upholstery
Locksmith
Mailing and packaging services
Photocopying, document reproduction services
Consumer electronics repair
Shoe repair
Tailor shop
Tutoring
Watch repair, other small goods repair
Uses determined by the Community Development Department to be of a similar scale and character

Table 1005-1	NB	CB	RB	CMU	Standards
Restaurant, Traditional	P	P	P	P	
Residential - Family Living					
Dwelling, one-family attached (townhome, rowhouse)	NP	NP	NP	P	
Dwelling, multi-family (3-8 units per building)	NP	NP	NP	P	
Dwelling, multi-family (upper stories in mixed-use building)	P	P	NP	P	
Dwelling, multi-family (8 or more units per building)	C	NP	NP	P	
Dwelling unit, accessory	NP	NP	NP	C	Y
Live-work unit	C	NP	NP	P	Y
Residential - Group Living					
Community residential facility, state licensed, serving 7-16 persons	C	NP	NP	C	Y
Dormitory	NP	NP	NP	C	
Nursing home, assisted living facility	C	C	C	C	Y
Civic and Institutional Uses					
College, post-secondary school	NP	NP	P	P	Y
Community center, library, municipal building	NP	NP	P	P	
Place of assembly	P	P	P	P	Y
School, elementary or secondary	NP	NP	P	P	Y
Theater, performing arts center	NP	NP	P	P	Y
Utilities and Transportation					
Essential services	P	P	P	P	
Park-and-ride facility	NP	P	P	P	
Transit center	NP	P	P	P	
Accessory Uses, Buildings, and Structures					
Accessory buildings for storage of domestic or business supplies and equipment	P	P	P	P	Y
Accessibility ramp and other accommodations	P	P	P	P	
Detached garage and off-street parking spaces	P	P	P	P	Y
Drive-through facility	NP	C	C	NP	Y
Gazebo, arbor, patio, play equipment	P	P	P	P	Y
Home occupation	P	NP	NP	P	Y
Renewable energy system	P	P	P	P	Y
Swimming pool, hot tub, spa	P	P	P	P	Y
Telecommunications tower	C	C	C	C	Y
Tennis and other recreational courts	C	C	P	P	Y
Temporary Uses					
Temporary building for construction purposes	P	P	P	P	Y
Sidewalk sales, boutique sales	P	P	P	P	Y
Portable storage container	P	P	P	P	Y

1005.04 Neighborhood Business (NB) District

A. **Statement of Purpose:** The Neighborhood Business District is designed to provide a limited range of neighborhood-scale retail, service, and office uses in proximity to residential neighborhoods or integrated with residential uses. The NB district is also intended to:

1. Encourage mixed use at underutilized retail and commercial intersections;
2. Encourage development that creates attractive gateways to City neighborhoods;
3. Encourage pedestrian connections between Neighborhood Business areas and adjacent residential neighborhoods;
4. Ensure that buildings and land uses are scaled appropriately to the surrounding neighborhood; and
5. Provide adequate buffering of surrounding neighborhoods.

B. **Design Standards:** The standards in Section 1005.02 shall apply except building length parallel to the primary abutting street shall not exceed 160 feet without a visual break such as a courtyard or recessed entry.

C. Dimensional Standards:

Table 1005-2	
Minimum lot area	No requirement
Maximum building height	35 feet
Minimum front yard building setback	No requirement
Minimum side yard building setback	6 feet where windows are located on a side wall or on an adjacent wall of an abutting property 10 feet from residential lot boundary Otherwise not required
Minimum rear yard building setback	25 feet from residential lot boundary 10 feet from nonresidential boundary
Minimum surface parking setback	5 feet

D. **Residential Density:** Residential densities shall not exceed 12 units per acre.

E. **Improvement Area:** The total improved area, including paved surfaces and the footprints of principal and accessory buildings and structures, shall not exceed 85% of the total parcel area.

F. **Frontage Requirement:** Buildings at corner locations shall be placed within five feet of the lot line on either street for a distance of at least 20 feet from the corner.

G. **Parking Placement:** Surface parking shall not be located between the front facade of a building and the abutting street. Parking shall be located to the rear or side of the principal building. Parking abutting the primary street frontage is limited to 50% of that lot frontage.

H. **Screening from Residential Property:** Screening along side and rear lot lines abutting residential properties is required, consistent with Chapter 1011 of this Title.

Primary street: The street where the highest level of pedestrian activity is anticipated. This is generally, but not exclusively, the street of higher classification. The Community Development Department shall determine the primary street.

1005.05 Community Business (CB) District

A. **Statement of Purpose:** The Community Business District is designed for shopping areas with moderately scaled retail and service uses, including shopping centers, freestanding businesses, and mixed-use buildings with upper-story residential uses. CB Districts are intended to be located in areas with visibility and access to the arterial street system. The district is also intended to:

1. Encourage and facilitate pedestrian, bicycle and transit access; and
2. Provide adequate buffering of surrounding neighborhoods.

B. Dimensional Standards:

Table 1005-3	
Minimum lot area	No requirement
Maximum building height	40 Feet
Front yard building setback (min. - max.)	0 To 25 feet*
Minimum side yard building setback	6 feet where windows are located on a side wall or on an adjacent wall of an abutting property 10 Feet from residential lot boundary ^b Otherwise not required
Minimum rear yard building setback	25 feet from residential lot boundary 10 feet from nonresidential boundary
Minimum surface parking setback	5 feet

- a Unless it is determined by the Community Development Department that a certain setback minimum distance is necessary for the building or to accommodate public infrastructure.
- b Unless greater setbacks are required under Section 1011.12 E.1. of this Title.

C. Residential Density: Residential densities shall not exceed 24 units per acre.

D. Improvement Area: The total improved area, including paved surfaces and footprints of principal and accessory buildings and structures, shall not exceed 85% of the total parcel area.

E. Frontage Requirement: A minimum of 30% of building facades abutting a primary street shall be placed within 25 feet of the front lot line along that street.

F. Surface Parking: Surface parking on large development sites shall be divided into smaller parking areas with a maximum of 100 spaces in each area, separated by landscaped areas at least 10 feet in width. Landscaped areas shall include pedestrian walkways leading to building entrances.

Primary street: The street where the highest level of pedestrian activity is anticipated. This is generally, but not exclusively, the street of higher classification. The Community Development Department shall determine the primary street.

G. Parking Placement: When parking is placed between a building and the abutting street, the building shall not exceed a maximum setback of 85 feet, sufficient to provide a single drive aisle and two rows of perpendicular parking along with building entrance access and required landscaping. This setback may be extended to a maximum of 100 feet if traffic circulation, drainage, and/or other site design issues are shown to require additional space. Screening along side and rear lot lines abutting residential properties is required, consistent with Chapter 1011 of this Title.

1005.06 Regional Business (RB) District

A. **Statement of Purpose:** The RB District is designed for businesses that provide goods and services to a regional market area, including regional-scale malls, shopping centers, large-format stores, multi-story office buildings and automobile dealerships. RB Districts are intended for locations with visibility and access from the regional highway system. The district is also intended to:

1. Encourage a “park once” environment within districts by enhancing pedestrian movement and a pedestrian-friendly environment;
2. Encourage high quality building and site design to increase the visual appeal and continuing viability of development in the RB District; and
3. Provide adequate buffering of surrounding neighborhoods.

B. **Design Standards:** The standards in Section 1005.02 shall apply except that ground floor facades that face or abut public streets shall incorporate one or more of the following features along at least 60% of their horizontal length:

- a. Windows and doors with clear or slightly tinted glass to allow views in and out of the interior. Spandrel (translucent) glass may be used on service areas;
- b. Customer entrances;
- c. Awnings, canopies, or porticoes; and
- d. Outdoor patios or eating areas.

C. Dimensional Standards:

Table 1005-4	
Minimum lot area	No requirement
Maximum building height	65 feet; taller buildings may be allowed as conditional use
Minimum front yard building setback	No requirement (see frontage requirement below)
Minimum side yard building setback	6 feet where windows are located on a side wall or on an adjacent wall of an abutting property 10 feet from residential lot boundary Otherwise not required
Minimum rear yard building setback	25 feet from residential lot boundary 10 feet from nonresidential boundary ^a
Minimum surface parking setback	5 feet

a Unless greater setbacks are required under Section 1011.12 E.1. of this Title.

- D. **Improvement Area:** The total improved area, including paved surfaces and footprints of principal and accessory buildings or structures, shall not exceed 85% of the total parcel area.
- E. **Frontage Requirement:** A development must utilize one or more of the three options below for placement of buildings and parking relative to the primary street:
1. At least 50% of the street frontage shall be occupied by building facades placed within 20 feet of the front lot line. No off-street parking shall be located between the facades meeting this requirement and the street.
 2. At least 60% of the street frontage shall be occupied by building facades placed within 65 feet of the front lot line. Only 1 row of parking and a drive aisle may be placed within this setback area.
 3. At least 70% of the street frontage shall be occupied by building facades placed within 85 feet of the front lot line. Only 2 rows of parking and a drive aisle may be placed within this setback area.
- F. **Access and Circulation:** Within shopping centers or other large development sites, vehicular circulation shall be designed to minimize conflicts with pedestrians.
- G. **Surface Parking:** Surface parking on large development sites shall be divided into smaller parking areas with a maximum of 100 spaces in each area, separated by landscaped areas at least 10 feet in width. Landscaped areas shall include pedestrian walkways leading to building entrances.
- H. **Standards for Nighttime Activities:** Uses that involve deliveries or other activities between the hours of 10:00 P.M. and 7:00 A.M. (referred to as “nighttime hours”) shall meet the following standards:
1. Off-street loading and unloading during nighttime hours shall take place within a completely enclosed and roofed structure with the exterior doors shut at all times.
 2. Movement of sweeping vehicles, garbage trucks, maintenance trucks, shopping carts, and other service vehicles and equipment is prohibited during nighttime hours within 300 feet of a residential district, except for emergency vehicles and emergency utility or maintenance activities.
 3. Snow removal within 300 feet of a residential district shall be minimized during nighttime hours, consistent with the required snow management plan.

Under E, for example, primary drive aisles in parking lots may be located away from building entrances or designed as internal streets with curb and sidewalk.



1005.07 Community Mixed-Use (CMU) District

- A. **Statement of Purpose:** The Community Mixed-Use District is designed to encourage the development or redevelopment of mixed-use centers that may include housing, office, commercial, park, civic, institutional, and open space uses. Complementary uses should be organized into cohesive districts in which mixed- or single-use buildings are connected by streets, sidewalks and trails, and open space to create a pedestrian-oriented environment. The CMU District is intended to be applied to areas of the City guided for redevelopment or intensification.
- B. **Regulating Plan:** The CMU District must be guided by a regulating plan for each location where it is applied. A regulating plan uses graphics and text to establish requirements pertaining to the following kinds of parameters. Where the requirements for an area governed by a regulating plan are in conflict with the design standards established in Section 1005.02 of this Title, the requirements of the regulating plan shall supersede, and where the requirements for an area governed by a regulating plan are silent, Section 1005.02 shall control.
1. **Street and Block Layout:** The regulating plan defines blocks and streets based on existing and proposed street alignments. New street alignments, where indicated, are intended to identify general locations and required connections but not to constitute preliminary or final engineering.
 2. **Street Types:** The regulating plan may include specific street design standards to illustrate typical configurations for streets within the district, or it may use existing City street standards. Private streets may be utilized within the CMU District where defined as an element of a regulating plan.
 3. **Parking**
 - a. **Locations:** Locations where surface parking may be located are specified by block or block face. Structured parking is treated as a building type.
 - b. **Shared Parking or District Parking:** A district-wide approach to off-street parking for nonresidential or mixed uses is preferred within the CMU district. Off-street surface parking for these uses may be located up to 300 feet away from the use. Off-street structured parking may be located up to 500 feet away from the use.
 - c. **Parking Reduction and Cap:** Minimum off-street parking requirements for uses within the CMU district may be reduced to 75% of the parking requirements in Chapter 1019 of this Title.

Maximum off-street parking shall not exceed the minimum requirement unless the additional parking above the cap is structured parking.

4. **Building and Frontage Types:** Building and frontage types are designated by block or block face. Some blocks are coded for several potential building types; others for one building type on one or more block faces.
5. **Build To Areas:** Build To Areas indicate the placement of buildings in relation to the street.
6. **Uses:** permitted and conditional uses may occur within each building type as specified in Table 1005-1, but the vertical arrangement of uses in a mixed-use building may be further regulated in a regulating plan.

C. Regulating Plan Approval Process: A regulating plan may be developed by the City as part of a zoning amendment following the procedures of Section 1009.06 of this Title and thus approved by City Council.

D. Amendments to Regulating Plan: Minor extensions, alterations or modifications of proposed or existing buildings or structures, and changes in street alignment may be authorized pursuant to Section 1009.05 of this Title.

E. Twin Lakes Sub-Area 1 Regulating Plan

Figure 1005-1: Twin Lakes Sub-Area 1 Regulating Plan Map

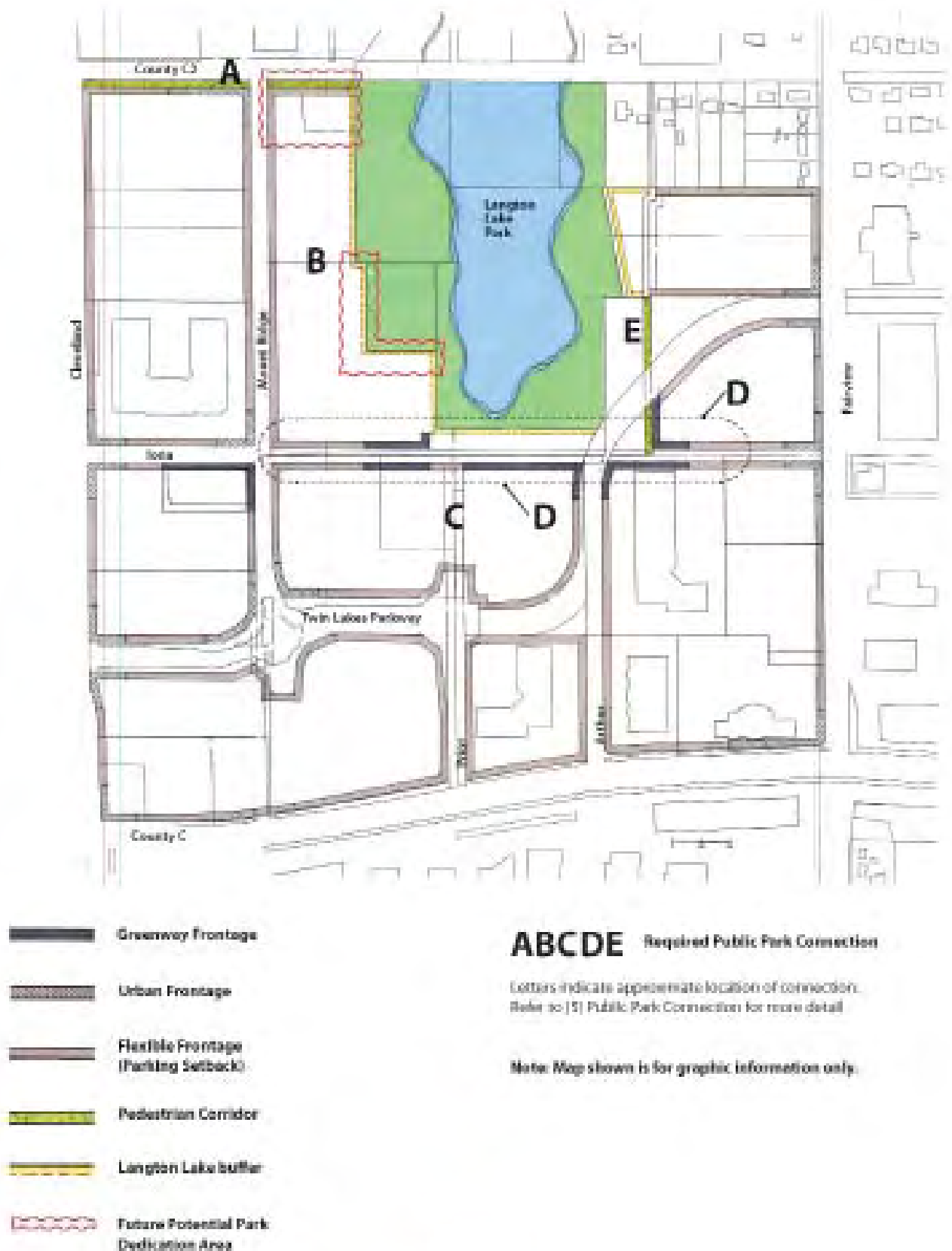
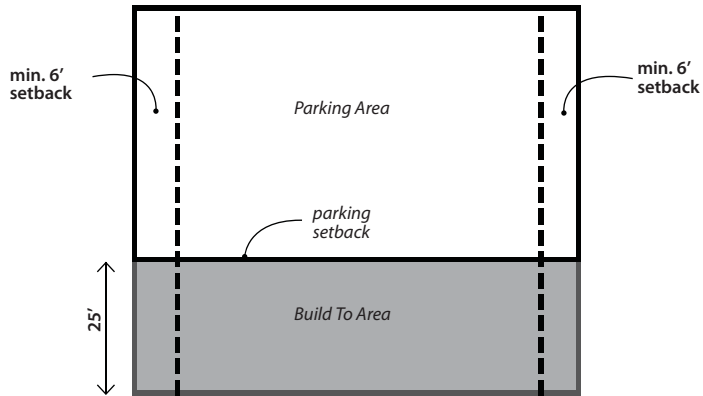


Figure 1005-2: Frontage Quantities



1. Greenway Frontage

a. Siting



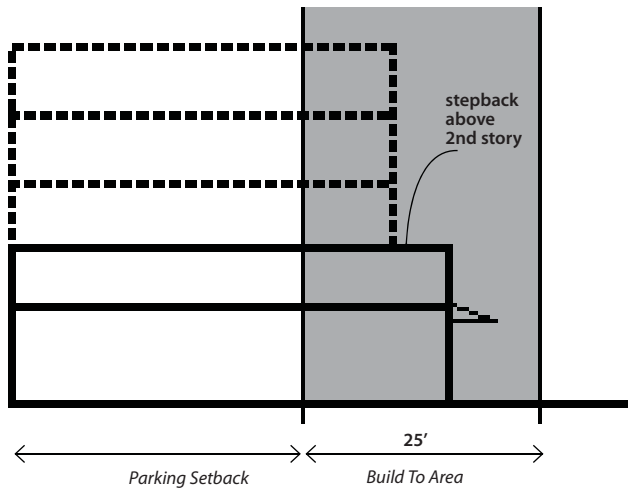
i. Build To Area

- A) Refer to Regulating Plan Map (Figure 1005-1) for location of the Build To Area. Building may be placed anywhere within the Build To Area.
- B) At least 90% of the lineal Build To Area shall be occupied by the front facade of the building.
- C) Within 30 feet of a block corner, the ground story facade shall be built within 10 feet of the corner.

b. Undeveloped and Open Space

- i. Lot coverage shall not exceed 85%.
- ii. Undeveloped and open space created in front of a building shall be designed as a semi-public space, used as a forecourt, outdoor seating, or other semi-public uses.

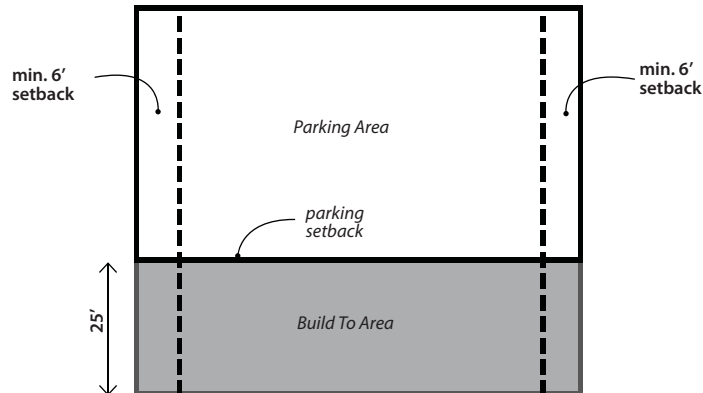
c. Building Height and Elements



- i. Ground Floor: Finished floor height shall be a maximum of 18" above sidewalk.
- ii. Height is not limited.
- iii. Facade
 - A) The primary facade (facades fronting the Build to Areas, a Pedestrian Corridor, park or public street) of all buildings shall be articulated into distinct increments such as stepping back or extending forward, use of storefronts with separate windows and entrances, arcade awnings, bays and balconies; variation in roof lines, use of different but compatible materials and textures.
 - B) Blank lengths of wall fronting a public street or pedestrian connection shall not exceed 20 feet.
 - C) Building facades facing a pedestrian or public space shall include at least 30% windows and/or entries.
 - D) All floors above the second story shall be stepped back a minimum of 8 feet from the ground floor facade.
- iv. Entries: Entries shall be clearly marked and visible from the sidewalk. Entries are encouraged at least every 50 feet along the Greenway Frontage.

2. Urban Frontage

a. Siting



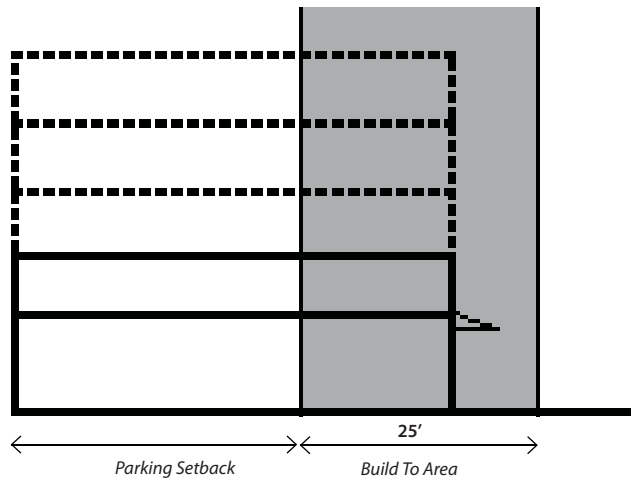
i. Build To Area

- A) Refer to Regulating Plan Map (Figure 1005-1) for location of the Build To Area. Building may be placed anywhere within the Build To Area.
- B) At least 50% of the lineal Build To Area shall be occupied by the front facade of the building.
- C) Within 30 feet of a block corner, the ground story facade shall be built within 10 feet of the corner.
- D) If a building does not occupy the Build To Area, the parking setback must include a required landscape treatment consistent with Sections 4 and 5 below.

ii. Undeveloped and Open Space

- A) Lot coverage shall not exceed 85%.
- B) Undeveloped and open space created in front of a building shall be designed as a semi-public space, outdoor seating, or other semi-public uses.

b. Building and Heights Elements



- i. Height is not limited.
- ii. Facade

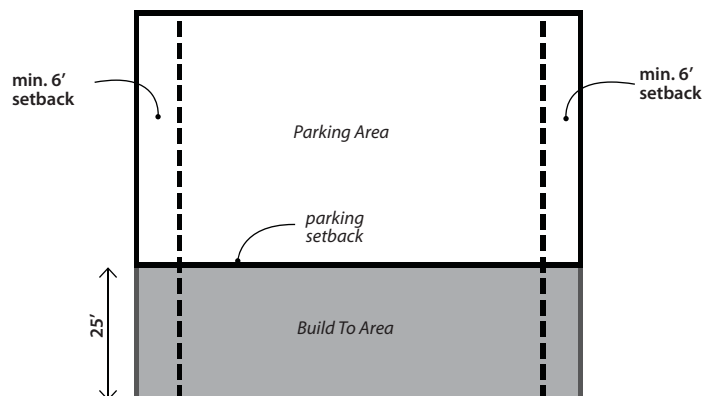
A) The primary facade (facade fronting the Build To Areas, a Pedestrian Corridor, park or public street) of all buildings shall be articulated into distinct increments such as stepping back or extending forward, use of storefronts with separate windows and entrances, arcade awnings, bays and balconies, variation in roof lines, use of different but compatible materials and textures.

B) Blank lengths of wall fronting a public street or pedestrian connection shall not exceed 30 feet.

- iii. Entries: Entries shall be clearly marked and visible from the sidewalk. Entries are encouraged at least every 100 feet along the Urban Frontage.

3. Flexible Frontage

a. Siting



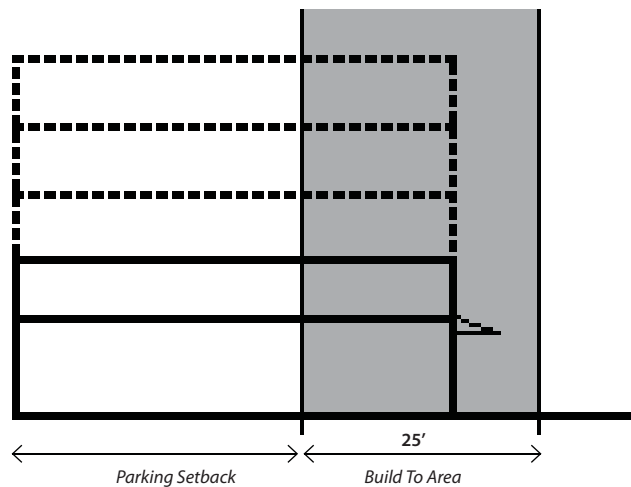
i. Build To Area

- A) Refer to Regulating Plan Map (Figure 1005-1) for location of the Build To Area. Building may be placed anywhere within the parcel, but building placement is preferred in the Build To Area.
- B) Building placement is preferred in the Build to Area. If a building does not occupy a Build To Area, the parking setback must include a required landscape treatment consistent with Sections 4 and 5 below.
- C) On Flexible Frontage sites located at or near pedestrian corridors or roadway intersections, where building placement is not to be in the build-to-area, the City will require additional public amenities or enhancements including, but not limited to, seating areas, fountains or other water features, art, or other items, to be placed in the build-to area, as approved by the Community Development Department.

ii. Undeveloped and Open Space

- A) Lot coverage shall not exceed 85%.
- B) Undeveloped and open space created in front of a building shall be designed as a semi-public space, outdoor seating, or other semi-public uses.

b. Building Height and Elements



i. Height is not limited.

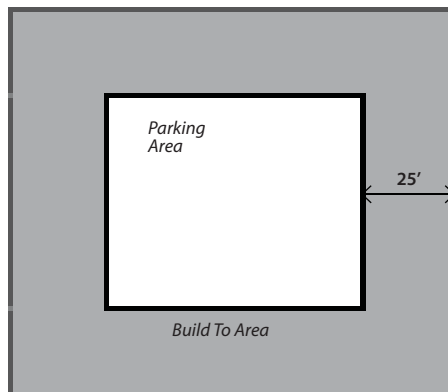
ii. Facade

- A) Blank lengths of wall fronting a public street or pedestrian connection shall not exceed 30 feet.
- B) The primary facade (facade fronting the Build To Areas, a Pedestrian Corridor, park or public street) of all buildings shall be articulated into distinct increments such as stepping back or extending forward, use of storefronts with separate windows and entrances; arcade awnings, bays and balconies, variation in roof lines, use of different but compatible materials and textures.

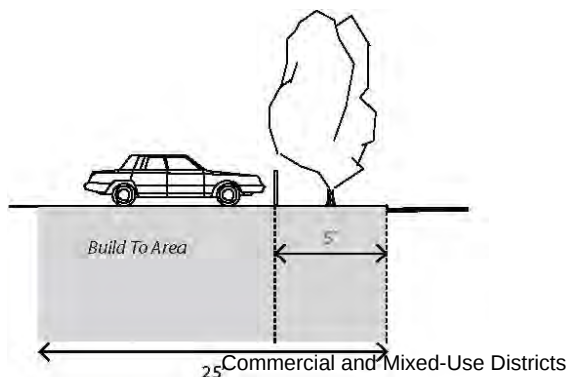
iii. Entries: Entries shall be clearly marked and visible from the sidewalk.

4. Parking

- a. Parking shall be located behind the Build To Area/ parking setback line.

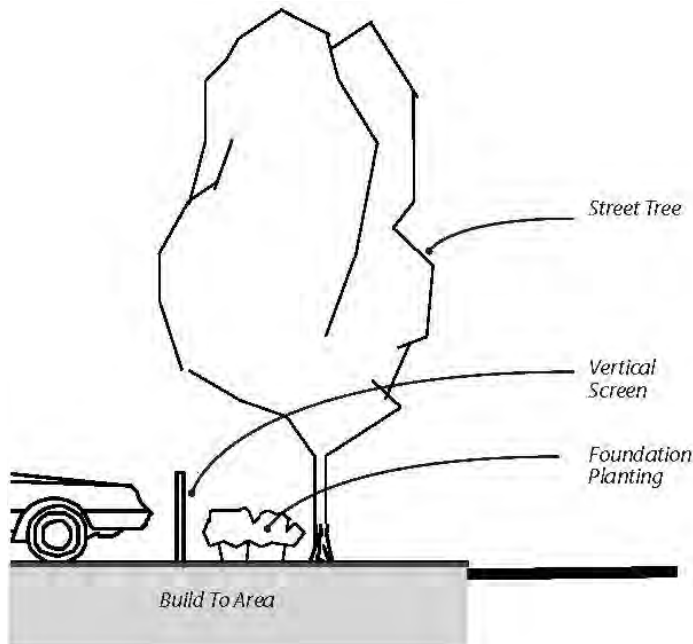


- b. Driveways and/or curb cuts are not allowed along the Greenway Frontage.
- c. Parking Within the Build To Area: Where parking is allowed within the Build To Area, parking shall be set back a minimum of 5 feet from the property line, and shall be screened by a vertical screen at least 36" in height (as approved by the Community Development Department) with the required landscape treatment.



- d. **Parking Contiguous to Langton Lake Park:** Parking on property contiguous to Langton Lake Park shall be set back a minimum of 15 feet from the property line. The setback area shall be landscaped consistent with the requirements of Section 1011.03 of this Title.

5. Landscaping



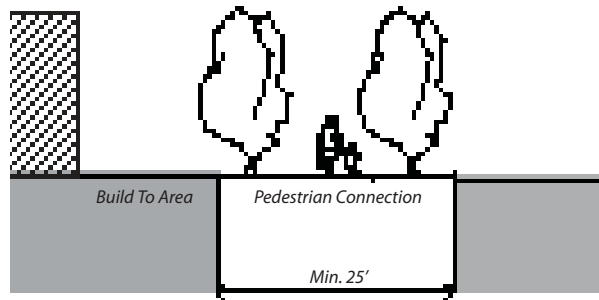
- a. **Greenway Frontage:** 1 tree is required per every 30 linear feet of Greenway Frontage.
 - b. **Urban and Flexible Frontage**
 - i. 1 tree is required per every 30 linear feet of Urban and/or Flexible Frontage.
 - ii. **Parking Within the Build To Area:** If parking is located within the Build To Area, the required vertical screen in the setback area shall be treated with foundation plantings, planted at the base of the vertical screen in a regular, consistent pattern.
- ## 6. Public Park Connections
- Each pedestrian corridor identified below shall be a minimum of 25 feet wide and include a paved, multi-use path constructed to specifications per the City of Roseville. Each pedestrian connection shall also contain the following minimum landscaping:
- 1 3-caliper-inch tree for every 20 lineal feet of the length of the pedestrian corridor. Such trees shall be hardy and urban tolerant, and may include such

varieties as red buckeye, green hawthorn, eastern red cedar, amur maackia, Japanese tree lilac, or other variety approved by the Community Development Department.

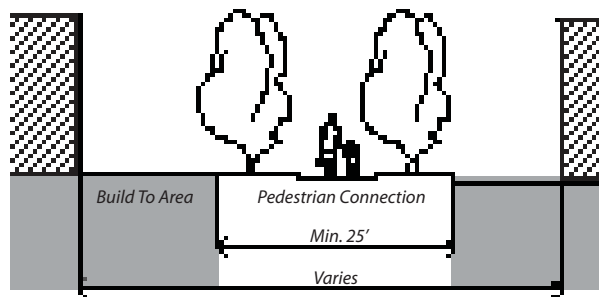
- 12 5-gallon shrubs, ornamental grasses, and/or perennials for every 30 lineal feet of the pedestrian corridor. Such plantings may include varieties like hydrangea, mockorange, ninebark, spirea, sumac, coneflower, daylily, Russian sage, rudbeckia, sedum, or toerh variety approved by the Community Development Department.

All plant materials shall be within planting beds with wood mulch.

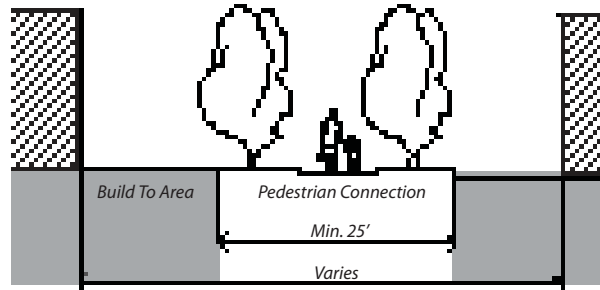
- a. County Road C2 Connection: A pedestrian corridor shall be built that connects adjacent properties to the Langton Lake Park path.



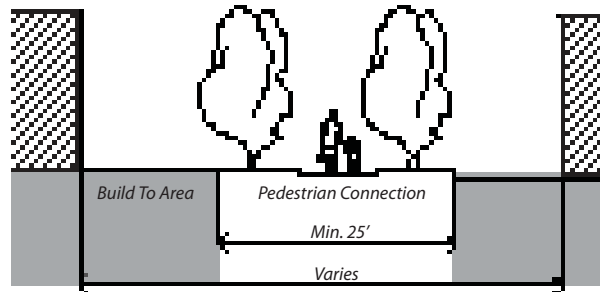
- b. Langton Lake Park/Mount Ridge Road Connection: A pedestrian corridor shall be built that connects Mount Ridge Road to the Langton Lake Park path.



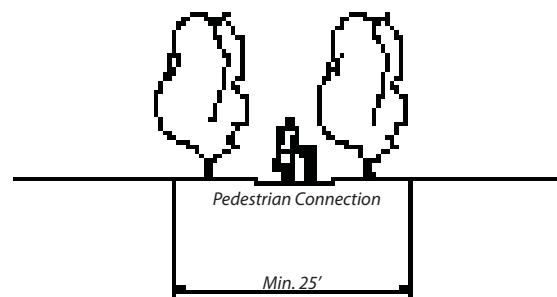
- c. Langton Lake Park/Prior Avenue Connection: A pedestrian corridor shall be built that connects Prior Avenue to the Langton Lake Park path.



- d. Iona Connection



- i. A pedestrian corridor shall be built that connects Mount Ridge Road to Fariveiw Avenue, intersecting with Langton Lake Park and Twin Lakes Parkway.
- ii. The pedestrian corridor shall take precedent over the Build To Area. In any event, the relationship of buildings to the pedestrian corridor shall be consistent with the required frontage.
- e. Langton Lake Connection: A pedestrian corridor shall be built that connects the adjacent properties to Langton Lake Park path.



Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: April 24, 2012

Item No: 10

Item Description: Look Ahead Agenda Items/ Next Meeting May 22, 2012

Suggested Items:

- Annual NPDES Stormwater Meeting
- Stormwater Management Plan Update

Recommended Action:

Set preliminary agenda items for the May 22, 2012 Public Works, Environment & Transportation Commission meeting.