

Roseville Public Works, Environment and Transportation Commission Meeting Agenda

Tuesday, October 28, 2014, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

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| 6:30 p.m. | 1. Introductions/Roll Call |
| 6:35 p.m. | 2. Public Comments |
| 6:40 p.m. | 3. Approval of September 23, 2014 Meeting Minutes |
| 6:45 p.m. | 4. Communication Items |
| 7:00 p.m. | 5. 2015 Utility Rate Proposal |
| 7:20 p.m. | 6. Solar Discussion Continued |
| 7:50 p.m. | 7. 2015 Public Works Work Plan |
| 8:10 p.m. | 8. Projects Update including MnDOT Information |
| 8:25 p.m. | 9. Possible Items for Next Meeting – November 25, 2014 |
| 8:30 p.m. | 10. Adjourn |

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

Agenda Item

Date: October 28, 2014

Item No: 3

Item Description: Approval of the September 23, 2014 Public Works Commission Minutes

Attached are the minutes from the September 23, 2014 meeting.

Recommended Action:

Motion approving the minutes of September 23, 2014 subject to any necessary corrections or revision.

September 23, 2014 Minutes

Move: _____

Second: _____

Ayes: _____

Nays: _____

Roseville Public Works, Environment and Transportation Commission Meeting Minutes

Tuesday, September 23, 2014, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

1 **1. Introduction / Call Roll**

2 Chair Stenlund called the meeting to order at approximately 6:30 p.m. and Public
3 Works Director Schwartz called the roll.
4

5 **Members Present:** Chair Dwayne Stenlund; Vice Chair Steve Gjerdingen; and
6 Members Brian Cihacek, Joe Wozniak, Joan Felice, Duane
7 Seigler, and Sarah Lenz
8

9 **Staff Present:** Public Works Director Duane Schwartz, Environmental
10 Specialist Ryan Johnson, and Community Development
11 Director Paul Bilotta

12 **2. Public Comments**

13 None.
14

15 **3. Approval of August 26, 2014 Meeting Minutes**

16 Member Felice moved, Member Cihacek seconded, approval of the August 26,
17 2014, meeting as amended.
18

19 **Corrections:**

- 20 • **Page 14, Line 607 (Gjerdingen)**
21 Typographical correction: Correct to read: "...products (e.g. solar installations
22 *in* walls and windows) that were forthcoming;..."
23

24 **Ayes: 5**

25 **Nays: 0**

26 **Abstentions: 2 (Wozniak, Gjerdingen)**

27 **Motion carried.**
28

29 **4. Communication Items**

30 Mr. Schwartz briefly reviewed project updates and maintenance activities listed in
31 the staff report dated September 23, 2014. Mr. Schwartz advised that follow-up
32 information on tax increment financing (TIF) would be available to
33 commissioners in the near future to facilitate future discussions; update on the

water tower painting and purchase by Roseville of potable water from St. Paul Regional Water Services, with a review of the pumping and booster stations and Alta Vista Reservoir and continuous monitoring of demand to retain consistent pressure, with the City of Arden Hills water tower used as the water column for pressure monitoring; and daily testing of the City's water.

Further discussion included relining efforts and bursting technologies for replacement of water mains and lines; various types of pipes in the community depending on their age and location; concerns regarding asbestos-laden transite pipe use, used only on service laterals in the community, and potential need for mitigation or abatement if disturbed; and an update on the restoration of County Road B-2, including pathways, infiltration soils, and relocation of the new north side sidewalk located in former ditches, with staff having designed them to address stormwater management through a variety of engineered systems, with affected homeowners still responsible for some maintenance.

At the request of Member Lenz, Mr. Schwartz reviewed the cost participation by Ramsey County for the County Road B-2 project, in the approximate amount of \$250,000.

At the request of Chair Stenlund, Mr. Schwartz advised that the 2015 Capital Improvement Program (CIP) would include funding to address delaminating pavement areas as evidenced during a tour by the PWETC, with staff anticipating presenting the 2015 CIP to the PWETC at their October meeting. As far as any final resolutions, Mr. Schwartz advised that the local metropolitan road experts were studying the issue, but had yet to provide a final answer on the overall issue.

5. **Parking Requirements Discussion**

Mr. Schwartz noted a previous request by the PWETC for a better understanding of the City's development requirements for parking in order to reduce impacts on infrastructure and the environment. Mr. Schwartz introduced Community Development Director Paul Bilotta to address the PWETC's concerns with over parking and generation of excess stormwater, as well as the availability of transit nodes and stops.

Mr. Bilotta advised that the City of Roseville actually had more aggressive parking standards than he found in many other communities, and distributed as a bench handout, *attached hereto and made a part hereof*, a copy of City Code, Chapter 1019 specific to parking and loading areas. Mr. Bilotta reviewed various options, standards and applications, including credits for implementing parking management plans, study requirements, the discretion of the City Engineer on a case-by-case basis, and minimum/maximum parking standards and space requirements.

Mr. Bilotta further reviewed specifics and differences in the Twin Lakes Redevelopment Area, incorporating district and/or structured parking and

80 minimums, as well as shared parking arrangements, all with the effort of
81 addressing stormwater management concerns, and pervious versus impervious
82 surface applications, with credit given to developers for implementation of
83 underground or above ground parking structures and spaces. Regarding
84 landscaping, Mr. Bilotta advised that it was addressed for every 100 spaces, but at
85 this time, raingardens and plantings were not required, but encouraged, with
86 impervious surfaces again receiving additional credit. In the Twin Lakes area,
87 Mr. Bilotta advised that district structured parking was also encouraged, but at
88 this point there was no mechanism in place, since it was recognized that it was
89 difficult to accomplish from a finance aspect. Mr. Bilotta noted that, initially, TIF
90 was intended to be used for those amenities, but over time and with the area not
91 developing as quickly as thought, those funds had been used elsewhere, leaving
92 extensive costs for developers to provide structured parking.

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94 At the request of Member Lenz regarding striping parking areas, Mr. Bilotta
95 advised that the developer proposed spaces and lining them up, but staff advising
96 them based on their observations if they appear problematic. Mr. Bilotta further
97 advised that off-street parking is encouraged.

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99 Member Cihacek noted the differences in defining transit stops versus bus stops,
100 and questioned how the existing Metro Transit's park and ride facility had been
101 incorporated into the overall parking plan; or whether multiple businesses could
102 take credit for that parking structure.

103
104 Mr. Bilotta advised that the park and ride facility is counted now as any other
105 transit, and the City did not have any agreement in place with Metro Transit to use
106 the facility for other purposes, such as was done at the Eden Prairie Center when
107 it was included in the underlying development, designed largely for evening use
108 when it was available for other uses. Regarding credits, Mr. Bilotta advised that
109 as long as people came from a distance and utilized the bus service, everyone got
110 the credit.

111
112 At the request of Member Seigler, Mr. Bilotta advised that defining where and
113 how on-street parking is allowed, was handled by the Public Works Department,
114 and as noted by Mr. Schwartz was dependent upon the road width, type and safety
115 considerations as addressed through the City Engineer's office as to what was
116 appropriate.

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118 Member Gjerdingen spoke in support of on-street parking in the case of the Twin
119 Lakes area, and asked if staff was doing anything to encourage on-street parking
120 in commercial areas.

121
122 Mr. Schwartz advised that, at this time, Twin Lakes Parkway was meant to be a
123 reliever to County Road C, meaning it was meant to accommodate traffic flow
124 that wasn't necessarily stopping at businesses between Fairview and Cleveland
125 Avenues. From that perspective, Mr. Schwartz advised that on-street parking

would create a problem for that traffic flow, and therefore was not being encouraged. On Mount Ridge Road, Mr. Schwartz advised that there was on-street parking proposed on one side of the street on this north/south road identified as a collector street.

Member Gjerdingen opined that, compared to the higher volumes of downtown St. Paul and/or Minneapolis arterial streets, the streets in Twin Lakes nor County Road C had nowhere near those volumes, and questioned what operational issues staff was trying to avoid.

Mr. Schwartz stated that capacity and safety concerns were an issue since the streets in Twin Lakes or generally in commercial areas were of a different design than those in either of the downtowns.

Mr. Bilotta concurred, noting that due to the location of Langton Lake, the roadways in the Twin Lakes area didn't grid out, which was the typical pattern for making on-street parking work better, and since allowances were not available to provide the same traffic calming available in other areas.

Member Cihacek asked if there were incentives in place or intended to encourage shared parking by developers.

Mr. Bilotta advised that this was one big issue to address with various components to be considered by the Planning Commission, the PWETC and the City Council: how is structured parking going to be financed and maintained; and will it be owned by the City of Roseville or by individual private developers. Mr. Bilotta noted that there were few current incentives, even though developers are held to a parking standard that was not necessarily amenable to them. Mr. Bilotta used the recent concept plan presented for hotels and a grocery store in the Twin Lakes area, and requirements that were not available unless a structured parking system was incorporated with adjacent properties and allowing interconnectivity between parking lots. While the developers have been working together to address those issues, Mr. Bilotta noted the economics for structured parking would become an issue over the next twelve months as development picked up throughout the community, but especially in the Twin Lakes Redevelopment Area.

At the request of Member Wozniak, Mr. Bilotta clarified that the Twin Lakes area was not the only area where staff anticipated required parking issues and enforcement being problematic, and further clarified that staff was not trying to push parking on anyone not wanting it, attempting to keep it below a reasonable shortage of parking, with some areas tight right now, but not unreasonable, but not in an area with stricture standards (e.g. Lexington Avenue strip mall with multiple restaurant uses) which were not typical in that type of development since they had higher parking requirements.

Chair Stenlund noted the seasonality of some retailers (e.g. WalMart Store); and sought encouragement of pervious surface parking options to avoid a large impervious parking situation (e.g. periodic parking at churches) as well.

Mr. Bilotta agreed that the “old school” parking standards had been set up based on only seasonal needs; and the current standards attempted to address a more normal parking need, recognizing that during certain periods of the year (e.g. Christmas) there may be some problematic parking issues, with the market dictating the needs of developers and staff seeking a balance as it encouraged less parking masses and incentives for developers to think creatively. However, Mr. Bilotta clarified that there was nothing in the current code that required pervious pavement use by developers, only encouraged them to pursue other options.

Chair Stenlund suggested making sure that encouragement was clear to developers, to incent them to explore options for stormwater management and other environmental and/or aesthetic amenities.

Chair Stenlund cautioned the situation along County Road B-2 created by the new sidewalk installation, while maintaining access for residents, and a walking area for pedestrians, while still creating an enticing parking area for infrequent overflow parking. Chair Stenlund advised that he would strongly support at least a gap of one parked car to allow safety for bicycles or pedestrians as opposed to putting them against the traffic, and suggested such considerations be reviewed, such as through Complete Streets, to provide those safe places beyond sidewalks.

Mr. Bilotta suggested several ways that could be done, using the City of Eugene, OR as an example in addressing alternate transit modes, and best management practices (BMP’s) based on physical standards as applicable. Mr. Bilotta also noted other examples of striping and/or signage for two-directional bicycle traffic not working (e.g. First Avenue in Minneapolis).

Further discussion included when construction and/or reconstruction triggers a review of parking depending on the size of the project; staff’s encouragement of shared agreements; and the challenges found during construction projects.

Chair Stenlund and PWETC members thanked Mr. Bilotta for this useful information for their future deliberations.

6. Ramsey County Recycling Presentation

Mr. Schwartz advised that Member Wozniak had offered this presentation to the PWETC by Ramsey County on their BIZ Recycling and grant program to incent businesses to recycle.

Member Wozniak introduced Mr. Joel Anderson from Ramsey County to make this presentation as the County encouraged organic collection as it moved toward the State law requiring metropolitan counties to divert 75% of their waste by 3020

and further encouraged new or upgraded recycling programs. Mr. Anderson provided materials, *attached hereto and made a part hereof*.

Joel Anderson, Ramsey County

Mr. Anderson provided an overview of Ramsey County programs in addressing this mandate. Mr. Anderson advised that Ramsey County considered that they had made the lion's share of efforts that were available to is in its residential recycling programs, and were now shifting focus to the commercial side. However, Mr. Anderson recognized that the relationship of government with business was not always a well-received effort, and therefore, had created the BIZ Recycling and Grant Program with a business to business model, with Ramsey County working with different consultants to act on behalf of Ramsey County and explain the process.

Mr. Anderson reviewed the program under a Joint Powers Agreement through Washington and Ramsey Counties, launched June 1, 2014 as a recourse recovery project. Mr. Anderson reviewed the goals of the Biz Recycling Program, noting that Ramsey County was currently recycling 47% to 53% , and wanted to reach its goal of 75% recycling, as well as promoting job growth and protecting the environment. Mr. Anderson advised that this included schools, healthcare facilities, institutions, and local businesses recycle more by providing them a financial incentive to do so, making the effort through an economic versus mandated method more effective in accomplishing those goals.

Mr. Anderson noted that the garbage bills from licensed trash haulers for each commercial business in Ramsey County included a County Environmental Charge (CEC), at 53% for Ramsey County businesses on top of their garbage bill, and based on the amount of trash produced by those businesses. While many assumed that their bill was based on actual tonnage, Mr. Anderson clarified that this is not generally true, but most business owners didn't understand how that CEC impacted their business costs until explained to them, providing an economic incentive to recycle and reduce those costs. Mr. Anderson noted that those businesses pay a 17% state tax on those garbage bills in addition to the Ramsey County CEC fee.

As part of an initial program to make businesses aware of and encourage recycling, Mr. Anderson advised that during 2012-2013, outreach was provided to over 1,300 businesses, with consultants working on site with 227 and 120 business projects completed. Mr. Anderson noted that this meant over 8 million pounds of recyclables and organic waste had been diverted per year as a result of those efforts. To-date, Mr. Anderson advised that 42 grants had been issued, with funds in the amount of \$196,000 distributed, having a total impact of \$283,000.

Mr. Anderson provided examples of some of those success stories, including Concordia University, Warners' Stellian, as well as smaller businesses (e.g. hair salons capturing plastic bottles).

Mr. Anderson reviewed the grant program and process, intentionally created to be simple, with a one-page grant application and no matching funds required. Mr. Anderson noted that the consultant, Minnesota WasteWise Consultants, offered a free assessment for each business and specific to what they needed to recycle, depending on whether a warehouse or office type business, and then helped the business fill out the grant, and reviewed trash hauler bills. While most businesses don't even review their trash hauler bills, considering it a given, Mr. Anderson clarified that it is a controllable utility. Mr. Anderson provided another example of a property entitled "Crossroads" with nine buildings, and a total grant of \$7,000, and now on track with a sustainable recycling program. Mr. Anderson noted that many businesses do no recycling of any kind, and this program is intended to start, improve, define or enhance waste and recycling, as well as encouraging organics programs as applicable. Mr. Anderson noted that often, businesses perceive a cost to recycling, whether real or imagined, but is found to be mostly due to a lack of education.

In response to questions by commissioners, Mr. Anderson advised that commercial recycling bins are part of the grant program, allowing right-sizing of dumpsters as more materials are diverted into recycling, also reducing costs and/or reducing the frequency of pick-ups.

Member Wozniak noted that the CEC fee is separately identified on each bill, and Ramsey County has audit teams available to review records each year to ensure that requirement is met and Ramsey County is collecting what is being billed by trash haulers, so a lot of oversight was already built in. Member Wozniak advised that the goal of the CEC was intended to raise awareness for businesses that throwing things away was costing them money, and while it hasn't meet that requirement to-date or worked as an incentive, these programs are designed to get their attention and encourage them to do it now, and offer assistance to get them started.

Mr. Anderson provided another example of a food truck that was seriously composting: paper waste, organics, and even using compostable utensils.

Mr. Anderson noted that an advertising campaign was scheduled for October through December of 2014 providing information on the new state law; with articles intended for Chamber of Commerce and business publications, as well as articles in county and municipal publications. Mr. Anderson advised that BizRecycling sponsored events would be hosted, bringing the information to and connecting the local business community, with a workshop for administrators and executive directors at The Lode in White Bear Lake, as well as business meetings in the City of Woodbury. By targeting business associations and civic organizations, Mr. Anderson hoped it would provide that necessary educational component, with funds available to incent their involvement and partnerships.

Mr. Anderson noted that Ramsey County often heard from businesses that start-up costs for new businesses were a barrier, and this is one response to reducing the impacts of those start-up costs. Mr. Anderson noted that there were starter and bin grants available of up to \$10,000 for equipment, supplies, and/or containers, now available by applying online at www.lesstrash.com.

Mr. Anderson reviewed the success of the organic recycling rewards program at the St. Paul Hotel, and their annual savings at \$25,000, even though it took multiple efforts for Minnesota WasteWise to define and work out a relationship before the Hotel's Director of Operations was on board, but now they were diverting 90% of the waste that went through that hotel.

Mr. Anderson noted other programs already in place and available to Roseville Schools for the "Food to Hogs" program, a private business, along with other private compost sites for organics from those institutions and managed under Department of Health regulations.

At the request of Member Felice, Mr. Anderson confirmed that non-profits and churches are also eligible for this grant program.

Member Wozniak advised that one reason he wanted this proposal to the PWETC was the interest shown by some Roseville churches in wishing to expand recycling to join with Eureka Recycling; with this program allowing them to do so; with Minnesota WasteWise reviewing individual bills and helping those entities shop around for the best option for their specific operation.

Mr. Anderson noted that commercial businesses have more than one option for their recyclables, unlike the residential curbside pick-ups contracted for with the City for pick-up.

Discussion ensued regarding labels available as part of the grant program and providing consistency throughout the metropolitan area; the hierarchy of recycling for food stuffs from restaurants or grocery stores and served to humans, as a consumable product and not part of this program at this time.

Mr. Anderson advised that, while this program is very new, the goal was to reach the state's mandated goal, and to generate more interest in organic recycling, and increase route densities to provide a viable business model for haulers. Mr. Anderson noted that businesses need to concentrate on their business, and not primarily focus on recycling, and the goal of this program is to make it simple and cost-effective to recycle.

Further discussion included how the City and the PWETC can facilitate getting this information to businesses by partnering with Chambers of Commerce and make everyone aware of the potential and financial benefits; and limited

information needed to implement the programs, basically diversion rates, not other business trade secrets.

Chair Stenlund asked Mr. Anderson to also ask waste haulers to address construction projects and their waste materials beyond metals and pavement, but the human side of employees working for a contractor that was not being addressed at this time (e.g. lunch waste, water bottles, etc.). While employees may not be that interested recycling on their job site, Chair Stenlund opined that there was no sense in burying that material on site.

Mr. Anderson suggested such a clause for recycling those materials be written into project Requests for Proposals; and if the construction site was within Ramsey County, the construction would also be eligible for these grant funds under most circumstances. However, Mr. Anderson noted that, while the law (State Law 115A.151 as amended) doesn't go into effect until 2016, it only applied to certain SIC companies, and those would not include the construction industry.

At the request of Member Gjerdingen, Mr. Anderson advised that many larger chains or corporate offices had applied for grant funds and sought to reduce their waste; however, he did note that sometimes the corporate bureaucracy and how contracts were written on a national level may negatively impact those local interests in participating.

Mr. Anderson reviewed upcoming key dates for some commercial businesses to comply with the law and those impacted by Section 473.121 in the metropolitan counties based on the number of cubic yards of solid waste collected per week, with the MPCA still defining the law loosely and reviewing enforcement of it. However, Mr. Anderson noted that Ramsey County has chosen to be proactive in its efforts to reach businesses before the program is mandated, at which time this grant program would no longer be in existence.

Joel MPCA defining it loosely; still reviewing enforcement – RC being proactive in reaching businesses – once this program is mandated, our program won't exist

Chair Stenlund thanked Mr. Anderson for his presentation and timely information,

Mr. Anderson offered free resources and assistance to Ramsey and Washington County businesses, with additional information available at:

Joel Andersen

651-266-1178

joel.andersen@co.ramsey.mn.us

LessTrash.com

7. **GreenStep Cities inventory**

Environmental Specialist Ryan Johnson presented and reviewed a more detailed inventory of current practices by the City of Roseville, along with the entire list of

practices and requirements for the GreenStep Program, beyond those attached inventories and requirements included in the staff report dated September 23, 2014.

Mr. Johnson opined that Roseville was very progressive and had been taking many of the required steps for years without the incentive of being credited for doing so.

Mr. Schwartz noted that a group of graduate students had initially put the inventory together, and clarified that it remained a work in progress, with some things needing more refinement, research or further clarification to make sure the City was fully meeting GreenStep requirements. Therefore, Mr. Schwartz encouraged the PWETC to ask questions of this new material developed by the grad students in working with and interviewing City of Roseville staff.

Mr. Johnson reviewed information entered into the GreenStep website and various columns for that data, including benchmarks. Mr. Johnson noted that additional code requirements and credit applications would need addressed moving forward as the City sought to achieve a higher step up to Level 3, requiring further refinement and completion as detailed in the inventory, and whether addressed by code or policy.

At the request of Member Seigler specific to higher housing density, Mr. Schwartz advised that this was a tough issue, and actually incorporated two separate issues: higher density and impacts on home values; as well as creating more green space. Mr. Schwartz addressed the housing plan and goals of the Metropolitan Council as the overall planning agency and their push for density state-wide, while not addressing garage sizes or units per acre.

Member Seigler stated that his number one concern with Roseville transitioning was whether it should massively improve through new and bigger homes or through high-density housing reducing the value of current housing stock.

Member Cihacek stated that he didn't see higher density decreasing housing values as long as those units were well constructed; and opined that smaller lots on a block would reduce the cost of municipal services. However, Member Cihacek questioned what high density meant to Roseville within the context of the community, recognizing that the property values in some other suburbs (e.g. Edina) with high density actually exceeded those of Roseville, but they still faced architectural issues. Member Cihacek noted one example was for the "grandmother" apartments which could create a larger garage on the first floor while increasing density on the second floor.

Member Seigler noted that the City of Roseville was currently strict on any reduction for lot line setbacks, especially for a two-car garage; and if the City adopted the GreenStep program, those setbacks may no longer exist.

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Member Felice opined that, with no setbacks and more density, it served to make the City of Roseville more livable for transportation and walkability. Member Felice opined that it was her understanding that zero setbacks were for businesses with the intent of targeting huge parking lots versus buildings right up against the sidewalk without pedestrians having to navigate a lot of cars, creating some advantages and making the community much nicer and pedestrian friendly.

Member Seigler opined that he was concerned with residents willing to put hundreds of dollars in their homes and being told no, while high-density housing is permitted right next door.

Mr. Schwartz advised that cities typically set up zoning areas for higher density, while other large lot residential areas stay that way to avoid changing their character.

Member Seigler expressed concern that the City may be in a panic to pass this GreenStep program and inadvertently change everything.

Mr. Johnson clarified that it is not the goal of the GreenStep program to do that, but to have something to work toward; and by sharing data with other cities, it was recognized that everything in Roseville was not applicable to some of those other communities (e.g. septic system requirements). Mr. Johnson advised that it was the intent of this program to make it broad enough to allow a number of different and unique cities to meet the goals and move through the process. Mr. Johnson noted that everything as not going to be checked off, and the City of Roseville intended to work through the things that could be accomplished, but not with the intent of changing the character of Roseville, but simply to take credit for the green steps already being accomplished. If things were modified in the future (e.g. Complete Streets) as other things were implemented, Mr. Johnson opined that they could provide additional benefits; however, he did not realistically see the City being able to check off every one of the items on the inventory.

Member Seigler opined that he did not think the City should attempt to do so either.

Member Wozniak opined that the GreenStep Cities template was intended for any city to see how they compared, and since the City of Roseville was almost fully developed and a mature suburb, a lot of things wouldn't apply to it while it may apply to other cities having more growth potential (e.g. new cities and new developments). Member Wozniak opined that he didn't see that happening in Roseville.

Member Seigler noted that even recently, some zoning districts have been changing from R-1 to R-2, serving to allow for that increased density; opining that it looked to him like an intentional step in meeting this program's goals.

Mr. Schwartz advised that he would consult with Mr. Bilotta to get more specific information on those zoning districts and their locations. Mr. Schwartz noted that density as always a tough issue for suburban communities; and encouraged members of the PWETC to provide public input for the pending Metropolitan Council's housing goals as they deal with these and other issues as well.

Chair Stenlund reviewed those items required on the inventory (Steps #1, 11, 15, and 24) opining that those were the most difficult ones to accomplish, and if required it would change the total character of Roseville to accomplish that density. Therefore, Chair Stenlund questioned if one of those things created an impediment to the decision process, the City of Roseville may not get out of Tier 1 of the GreenStep Program.

As an example with Goal #1 (building energy goals), Mr. Schwartz advised that there was no specific energy use goals, but simply a tracking of information for comparison purpose with other communities and the City of Roseville itself.

Mr. Johnson further clarified that Xcel Energy had already sent the information, but the ball was in his court to enter all of the five years worth of data from all City buildings onto the GreenStep website, which he found to be very doable. Mr. Johnson opined that most of the required steps could be accomplished.

Regarding Step #15 (purchases and consumables), Mr. Schwartz advised that the City currently had a decentralized purchasing policy which made it more difficult to achieve that requirement.

At the request of Member Felice, Mr. Johnson addressed the intent of the benchmarks and community engagement process for development, noting that within the website itself, there was more detailed information on each of these. Mr. Johnson opined that #24 was probably the hardest to attain, with the City having done less work under its five subheads than the other goals, and needing the most work, with #1 the closest to being accomplished.

Mr. Schwartz opined that the PWETC could provide assistance in advising how best to engage with the community to get the word out.

Member Gjerdingen expressed his unfamiliarity with some of the framework and terms for green building, and sought additional information or a source to find this information.

Mr. Johnson advised that once the website was more built out than currently done, that information would become available on the GreenStep Program website and would provide more information than the MPCA site. Once the resolution was passed by the City Council and the website built, Mr. Johnson advised that the City would have more access and more explanations available. Mr. Johnson

offered to answer specific questions of the PWETC, and if not available to him on the website, he would e-mail the MPCA for definitions and that information and provide it for dissemination to the PWETC. Mr. Johnson clarified that level #1 in accessing the website would be the City Council's passing of the resolution; which would become public for anyone to access the information specific to the City of Roseville. At this time, Mr. Johnson advised that it was readable for the public, and offered to send out a link to the Roseville site, but cautioned that the information to-date remained rather mundane with only population and demographic information completed until things were filled out more. Mr. Johnson suggested a review of the City of Shoreview's and City of Falcon Heights' sites as examples of information developed over several years already. Mr. Johnson advised that he intended to fill in more data during the winter months as the construction period wound down.

Chair Stenlund noted that some of the GreenStep areas are not specific to the PWETC, but some more applicable to Finance, Planning or other areas of expertise. Chair Stenlund suggested it would help to know how the PWETC can help, and not just in educating the community.

Member Seigler agreed, opining that Step #23 would be good for the PWETC as well.

Discussion ensued regarding other areas listed in the inventory and how they applied specifically to current and/or future Roseville code and policy; and the need for an outline of gaps beyond those required that may indicate communication with block clubs, congregations or other community groups to facilitate their education.

Mr. Johnson advised that he would segregate those items more appropriate for the PWETC to handle and suggest a role for them to play in helping.

Mr. Schwartz advised that staff would first select the easier items to accomplish and bring it back to the PWETC for their policy direction and a list of priorities and next steps for checking those items off the inventory.

8. Community Solar / City Facility Energy Use

Mr. Schwartz provided a brief update since the last meeting on community solar; expressing his hope that things could have been further along, but noted that financial discussions were still underway internally, and information not yet available. However, Mr. Schwartz advised that Mr. Johnson had prepared a chart on energy use by city facilities; and staff had met with the 10K Solar firm from Bloomington, part of the Minnesota Made Companies qualifying for Made in MN credits, who was putting together budgetary numbers and potentially would bring one of their marketing people to the next meeting of the PWETC to discuss their findings. Mr. Schwartz advised that staff's vision at this time is to have that budgetary discussion and consideration of the next steps at the October meeting,

after which actual solar developers or construction companies could be brought in once the PWETC determined the best direction and what kind of realistic proposals should be recommended to the City Council so they could ultimately decide how best to proceed.

Mr. Schwartz reported that one finding brought from the meeting was the cost reduction in solar from \$10-\$11 per KWh to \$3-\$5 per KWh, some of which was due to tax credits, and with increased technologies will serve to make projects much more feasible and justify solar as a competitor over the next few years with rising energy costs.

Mr. Johnson presented his findings of annual City campus KWh usage and needs for a 3,800 square foot area to install a 40 KWh system. Mr. Johnson opined that the City campus provided a lot of space to accomplish an array, even with the existing HVAC system and allowing for future additions to the solar system.

Discussion included usage per building; solar conditions; projected generation over a 12-month period (e.g. City Hall building at 40 KWh system, generating approximately 400,000 KWh or half the usage required); and size limitations based on MN credits, tax credits and the Xcel Energy program and comparisons to current energy costs.

Member Cihacek opined that unless the City owned a share, it could not receive the full benefit of a 40 KWh system as a developer, but could as a host site. As staff develops this model, Member Cihacek asked staff to provide scenarios if the City served in the role of a shareholder at a minimum number of shares; information on the financial analysis portion and what was needed to protect the advantage for leasing space (e.g. change in insurance limits or incurring construction costs to determine efficacy); and the financial payback available to the City as one of twelve shareholders – the minimum and impact of that cost analysis.

Member Seigler asked for additional information if the City were to lease or rent a commercial rooftop (e.g. lease rates) and what the actual value of the City's rooftop actually was; opining that if the City gave that area away, what it was actually giving away financially.

With discussion on specific buildings and their energy production potential, Mr. Schwartz reminded members that the limit was 120% of the energy use of a building; with credit for KWh taken off the main bill.

Member Gjerdingen suggested looking at some of the park building roofs.

With projects planned in Minnesota – half in the metropolitan area and half out-state – Mr. Schwartz advised that the goal is to find ways to make the solar projects pay for themselves with larger systems versus smaller ones.

Further discussion and additional information requests included opportunities and advantages of a separate system available for redirection for emergencies; opportunity cost analyses, and also soft costs incurred if the City chose to be a host site (e.g. insurance, liability, wear and tear, etc.); cost benefit for taxpayers; comparative analyses of lease rates and financial modeling of how to best benefit from an installation; and identifying developers and determining what those developers are willing to pay.

Regarding the timeline, Mr. Schwartz clarified that the only concern in timing is the application period for Made in Minnesota credits, due by February 28 of each year for their lottery system for funding with only finite information available at this time.

Chair Stenlund reviewed the timeline and intent of the next three meetings to gather sufficient information to make a recommendation to the City Council based on the due diligence of the PWETC and subsequent submission to the lottery system, even if the first round was neutral, and only limited use achieved. Chair Stenlund opined that subsequent lottery rounds could enhance the opportunities as it was determined how best to sell the Roseville solar pieces.

Mr. Schwartz referenced the St. Paul Port Authority presentation and their financing powers, as recently hosted by the City of Roseville's Housing & Redevelopment Authority; as they reached out statewide for financing options through joint powers agreements. Mr. Schwartz advised that the City of Roseville was interested in this option due to the interest expressed by several churches in Roseville; and ability to fund solar projects through special assessments for those entities over time. Mr. Schwartz noted that this was in process as well as staff's continued search for funding opportunities through private entities in Roseville.

It was noted that 10K Solar would be making a presentation to the PWETC at their October meeting; in addition to staff providing answers to the questioned raised tonight; and developed as more information became available.

Further discussion included the RFP process needed; lining up financial partners; host site versus developer status; potential complexities of financing; and certain scenarios that may be excluded based on a lack of financing, with the host site seeming to be the most passive of the three options and potentially a much simpler process if conditions were met.

Staff encouraged members to advise staff of any additional information requests before the next meeting.

9. Possible Items for Next Meeting – October 28, 2014

- **Revisit Information on parking provided by Mr. Bilotta tonight and Chapter 1019 (Cihacek)**

- 677 1) Inclusion of permeable surfaces as an addition to parking standards;
678 2) As discussions surround the Twin Lakes Redevelopment Area,
679 consideration of shared parking in the Metro Transit's park and ride
680 facility as a viable development option;
681 3) Examination of credits to developers for using permeable parking
682 materials
683 4) Encourage the Met Council's discussion for the Twin Lakes area and
684 business strategy to encourage development
685 • **Include information on salt in staff's communication update (Stenlund)**
686 • **Staff coordination for remaining members to tour the Eureka facility**
687 **(Seigler)**
688 • **Update on the 2014 Public Works work plan (Lenz)**
689 • **Update on MnDOT and City Projects**
690 • **2015 Public Works Work Plan**
691 Member Lenz requested an overview of the whole pathway situation for new
692 members from the Public Works perspective
693

694 Member Gjerdingen requested a review of the current policies in place for
695 public information (e.g. seasonal sidewalk maintenance) – whether
696 electronically or written – and what is legally written out for review and
697 recommendation to the Parks & Recreation Commission and/or City Council
698 if the PWETC found any gaps
699

700 Mr. Schwartz suggested bringing staff from the Parks & Recreation
701 Department to talk about their snow removal for trails since they were in
702 charge of that policy; as well as a discussion on commercial code
703 requirements for snow removal; and suggested that be part of a broader snow
704 and ice discussion, along with water line freeze-ups.
705

706 With new members on the PWETC, Chair Stenlund asked that staff's
707 communication report include information and updates on street sweeping,
708 leaf removal and other standing programs as well as keeping the public alert on
709 the annual work of the Public Works Department.

- 710 • **Community Solar – continued discussion**
711

712 **10. Adjourn**

713 Member Cihacek moved, Member Lenz seconded, adjournment of the meeting at
714 approximately 8:42 p.m.
715

716 **Ayes: 7**

717 **Nays: 0**

718 **Motion carried.**

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: October 28, 2014

Item No: 4

Item Description: Communication Items

Projects update:

- 2014 PMP- We are nearing completion of this project. The remaining work includes paving the final layer of pavement on Dellwood, some backyard drainage improvements near Dellwood and Sherren, and directionally boring a new water main along Rice Street to complete a link near Lake McCarrons. All work will be complete by the end of October.
- County Road B2 Sidewalk Construction – We are proud to report all of the concrete has been poured along this project. There may be some spot repairs to do yet, but the majority of the remaining work now includes restoration work and roadway patching. With the exception of minor punch list items, the project should be complete by the end of October. The City has already received several positive comments from residents about the new sidewalk.
- Snelling Ave Bus Rapid Transit: This project is still on schedule for a 2015 construction timeline with actual bus operations beginning in the end of 2015. On a related note, staff is starting to work with Metro Transit on a project to study the extension of the BRT line north of Rosedale. More information will be available on this in early 2015.
- Victoria Street Reconstruction and Sidewalk Project: Staff is starting preliminary work on next year's reconstruct project along Victoria Street south of County Road B. This project will involve complete reconstruction of the roadway, curb and gutter installation at various points, storm water improvements, as well as a new pathway. The pathway will extend north and tie into the new sidewalk at County Road B2. The City is working with the County and their expected mill and overlay project on Victoria north of County Road B to possibly narrow the roadway to make room for the sidewalk on the east side of the roadway. On October 7th staff met with about 20 residents that live along Victoria Street to review the preliminary details of the project and answer any questions the residents had at this point. We will meet with the neighborhood again this winter when the plans are further along.
- An update on upcoming Mn/DOT projects will be presented to the PWETC as a separate item during this meeting, including more details on the replacement of the TH 36 bridge over Lexington Ave.

Maintenance Activity:

- Street maintenance staff is performing fall mowing of boulevards and preparing streetscape areas for winter.
- Final seasonal street maintenance activities continue with general patching operations and curb and sidewalk repairs.

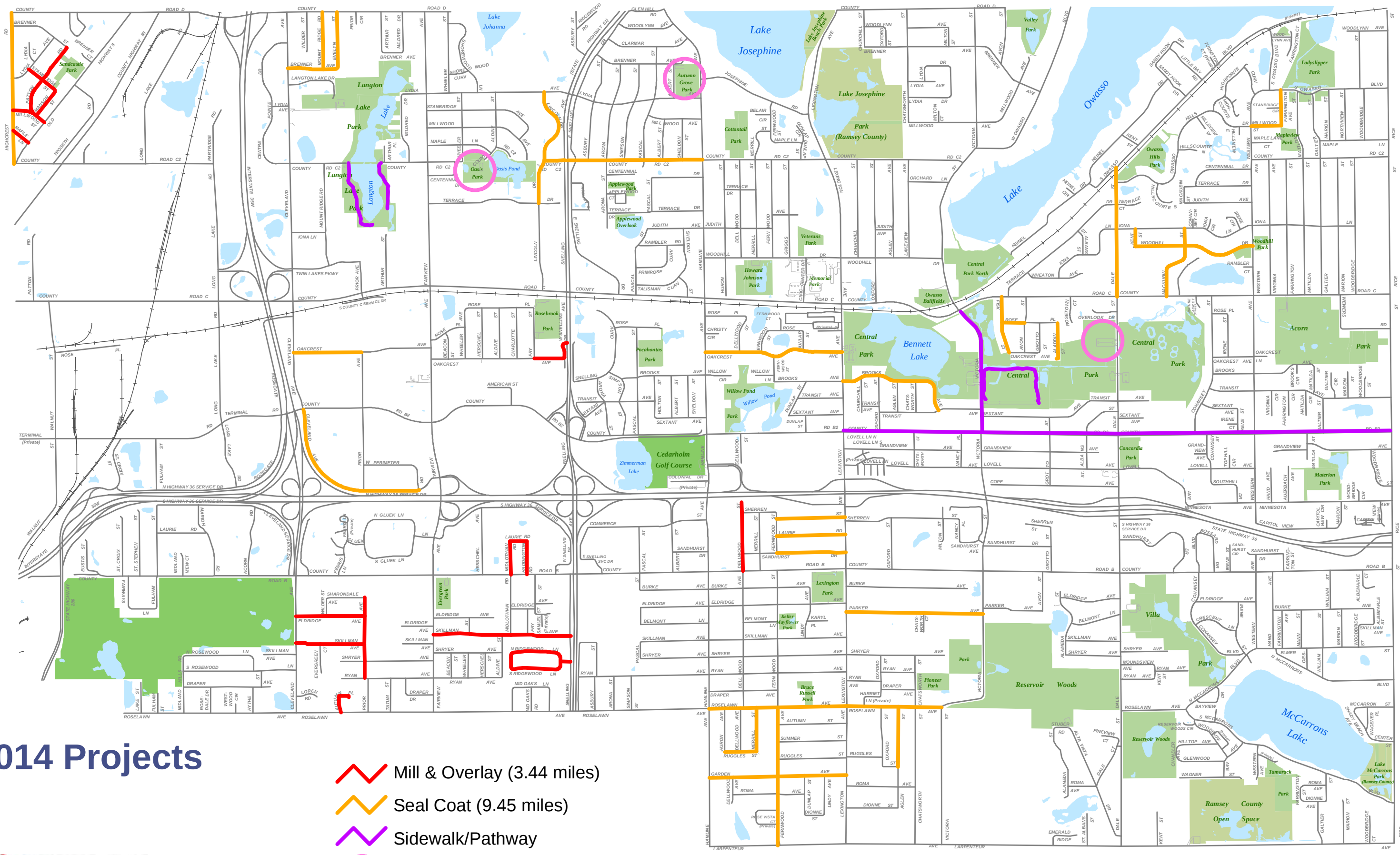
- Utility crews continue with preventive maintenance activities including hydrant and gate valve repairs, meter installations, and sewer jetting (cleaning) operations.
- Preparation for the Leaf Collection Program which begins on November 3rd.

Attachments:

A: 2014 Project Map

B: 2014 Sewer Lining Map

C: Leaf collection program registration card



2014 Projects

-  Mill & Overlay (3.44 miles)
-  Seal Coat (9.45 miles)
-  Sidewalk/Pathway
-  Parking Lot

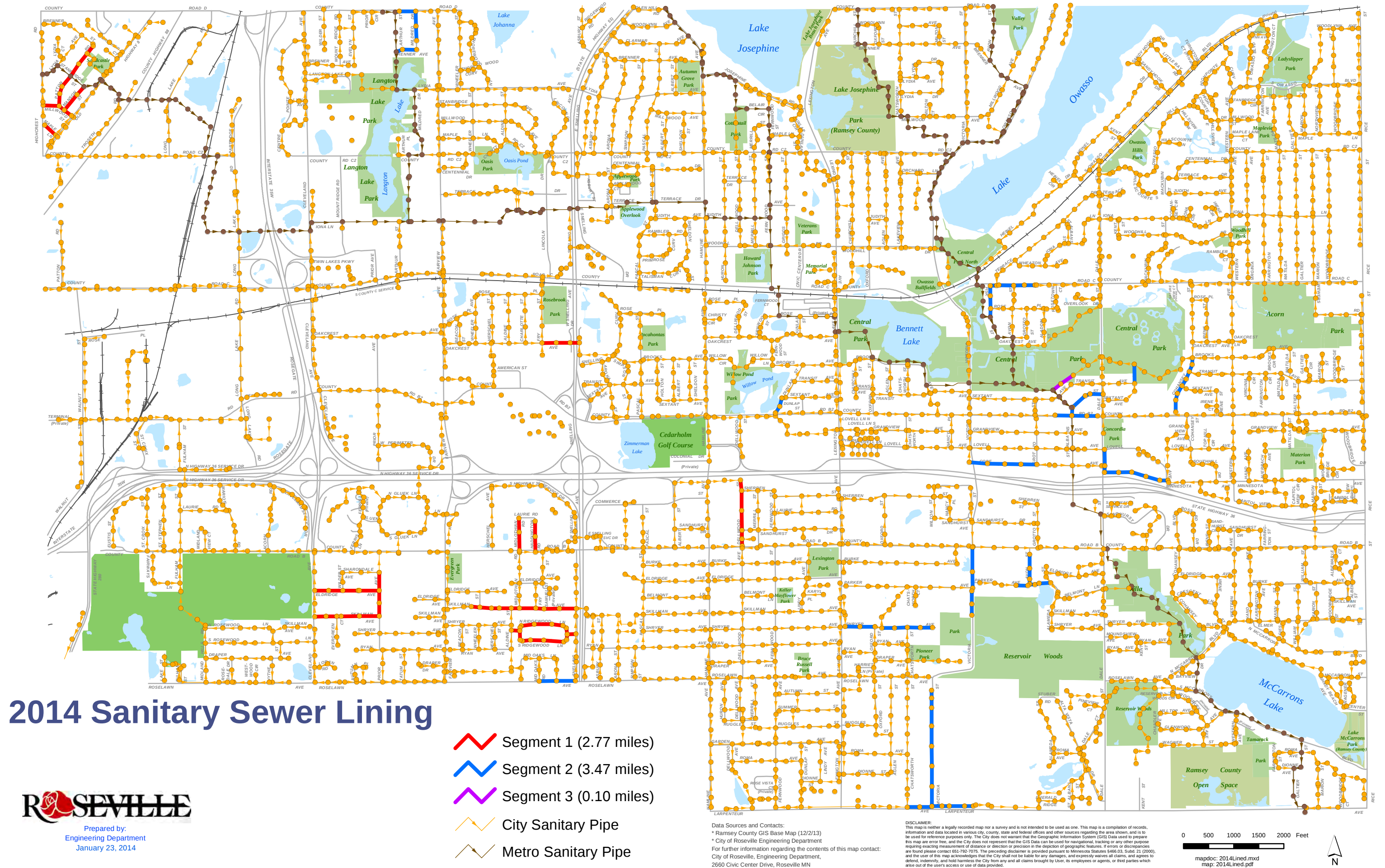


Prepared by:
Engineering Department
May 22, 2014

Data Sources and Contacts:
* Ramsey County GIS Base Map (4/29/13)
* City of Roseville Engineering Department
For further information regarding the contents of this map contact:
City of Roseville, Engineering Department,
2660 Civic Center Drive, Roseville MN

DISCLAIMER:
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies are found please contact 651-782-7075. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21 (2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access or use of data provided.





2014 Roseville Residential Leaf Pickup Program November 3-18

Name (print) _____

Property Address (where you want leaves picked up) _____

Billing Address _____

Contact Phone Number _____ Email _____

By signing & returning this card, I acknowledge and agree to the following:

- I will be billed \$55 by the Roseville Finance Department on my next water bill.
- The \$55 fee covers pickup of only leaves raked to the curb during my scheduled time.
- I am responsible for the entire fee, even if some leaves remain on my trees or in my yard.
- To adhere to the schedule, **THE CITY WILL NOT MAKE RETURN TRIPS.**
- I give the City of Roseville authorization to certify unpaid fee amounts to my property taxes.
- I must complete, sign, and return this card **NO LATER THAN OCTOBER 29** to participate.

Signature _____ Date _____

Save time and postage by registering online

www.CityofRoseville.com/leaf

IMPORTANT: If you register online, please DO NOT mail in your card. Thank you!

PRSRT STD
U.S. Postage
PAID
Permit 2437
Twin Cities, MN



Public Works Department
2660 Civic Center Drive
Roseville, MN 55113

2014 Roseville Residential Leaf Pickup Program November 3-18

Before Registering

Consider the tree species on your property; some trees hold their leaves much longer than others. Keep in mind that all your leaves may not fall in time for us to pick them up.

Pre-Registration is required

Complete, sign, and return the attached postcard to the city no later than Wednesday, October 29. All participants will receive a \$55 charge on their water bill.

Please have your leaves raked into piles no more than 3 feet from the curb by **7 AM on the first day of scheduled pickup (see map). Do not rake leaves into the street.** They clog storm drains and doing so is a violation of City Code. Keep leaf piles away from mailboxes, trees, and other obstructions.

Register online:

www.CityofRoseville.com/leaf

SAVE THIS CARD FOR YOUR RECORDS!



Public Works Department
2660 Civic Center Drive
Roseville, MN 55113

The city is divided into four areas. The schedule is rotated annually.

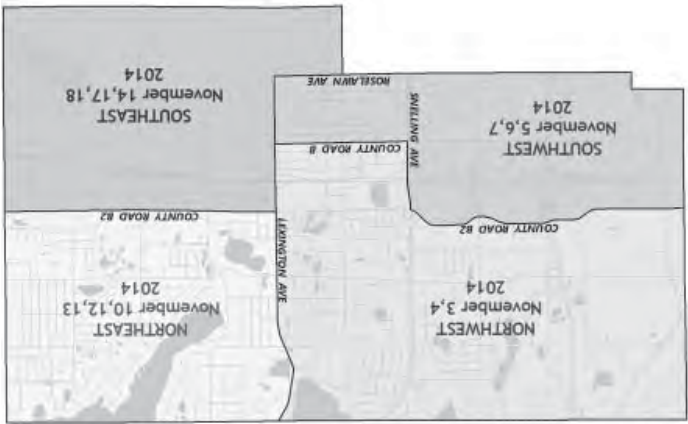
In order for the City to remove all leaves within the scheduled time, **NO RETURN TRIPS** will be made after an area is completed.

For other options to dispose of your leaves, visit

<http://www.co.ramsey.mn.us/ph/hy/index.htm>

or call 651-633-3279.

Roseville Department of Public Works 651-792-7004



Place
First-Class
Stamp Here



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

Agenda Item

Date: October 28, 2014

Item No: 5

Item Description: 2015 Utility Rate Proposal

Background:

Chris Miller, Finance Director has completed preliminary analysis for proposed utility rates for 2015. The utility rate proposal will be presented to the City Council in November for consideration and approval. As the utility areas are enterprise funds they are restricted to funding the purposes of the respective utility. Utility rates are set at a level to sustain the operations and capital needs of the individual utility. The Finance Director has provided a memo outlining the proposed 2015 rates with background and analysis supporting the proposed rates.

Recommended Action:

Discuss proposed rates and rate structure. Provide feedback on proposed rates and other concerns.

Attachments:

A. Utility Rate Memo



Memo

To: Roseville Public Works, Environment, & Transportation Commission
Duane Schwartz, Public Works Director

From: Chris Miller, Finance Director

Date: October 16, 2014

Re: 2015 Utility Rate Review & Recommendation

BACKGROUND

Over the past several months, City Staff has been reviewing the City's utilities operations to determine whether customer rate adjustments are necessary for 2015. The analysis included a review of the City's water, sanitary sewer, storm drainage, and curbside recycling operations. It also incorporates the recommendations provided by the Council-appointed Capital Improvement Plan (CIP) Subcommittee.

Staff's analysis included a review of the following:

- ❖ Fixed costs including personnel, supplies and maintenance, and depreciation.
- ❖ Variable costs including the purchase of water from the City of St. Paul, water treatment costs paid to the Metropolitan Council, and recycling contractor costs paid to Eureka.
- ❖ Capital replacement costs.
- ❖ Customer counts and consumption patterns, rate structure, and rates.

A financial overview of each operating division is included beginning on the next page. The estimated overall impact on a typical single-family home based on Staff's Recommended 2015 Rates is shown in the following table.

Single Family Homes				
Service	2014	2015	\$ Increase	% Increase
Water - base fee	54.45	51.60	(2.85)	
Water - usage fee	39.60	40.50	0.90	
Sanitary Sewer - base fee	37.35	35.40	(1.95)	
Sanitary Sewer - usage fee	24.00	24.72	0.72	
Storm Sewer	11.70	11.70	-	
Recycling	5.00	5.50	0.50	
Total per Quarter	\$ 172.10	\$ 169.42	\$ (2.68)	-1.56%
Avg. Water consumption (1,000 gals.)	18			
Avg. Sewer consumption (1,000 gals.)	15			

As shown in the chart, for 2015 a typical single-family home will pay \$169.42 per quarter, or \$56.47 per month. This is a decrease of \$0.89 per month from 2014.

The decrease is attributable to the change in the City's Utility (senior) Discount Program's eligibility criteria. Previously, homeowners were eligible if they were simply receiving social security or retirement income. Earlier this year, the Council changed the criteria to ensure that the Program was financially need-based instead. Homeowners must now be at or below 165% of federal poverty threshold guidelines.

In making this change, the number of homeowners receiving the discount is expected to decline from 2,300 homes (24%) to approximately 50 (0.5%). As a result, the subsidies provided by homeowners that are not getting the discount to those that are; will drop by approximately \$250,000 annually. This in turn allows us to lower the base fee for both water and sewer.

The impact on homes that no longer receive the utility (senior) discount is dramatically different however. These homes effectively lose out on a \$10 monthly subsidy. In other words, their quarterly bill will increase by approximately \$30.

Water Operations

The City's water operation provides City customers with safe potable water, as well as on-demand water pressure sufficient to meet the City's fire protection needs. The following table provides a summary of the 2014 and 2015 (Proposed) Budget:

	2014	2015	\$ Incr. (Decrease)	% Incr. (Decrease)
Personnel	\$ 583,000	\$ 603,000		
Supplies & Materials	78,350	79,900		
Other Services & Charges	586,850	589,750		
Water Purchases	5,100,000	5,250,000		
Depreciation / Capital	2,860,000	2,354,000		
Total	\$ 9,208,200	\$ 8,876,650	(\$331,550)	(3.6%)

The single largest operating cost for the water operation is the purchase of wholesale water from the City of St. Paul. For 2015, the budgeted amount has been increased to account for an expected 7.5% increase in the rates charged by St. Paul. St. Paul Water Officials have informed us that their overall customer consumption continues to decline which results in a drop in revenue at a time when operating costs as well as capital costs are increasing. The rate increase is necessary to offset these impacts.

The amount of capital replacements is also expected to decline by approximately \$500,000 compared to the previous year. The City expects to have inflationary-type increases in supply costs, while personnel costs are increasing by 3.4%.

Sanitary Sewer Operations

The City maintains a sanitary sewer collection system to ensure the general public's health and general welfare. The following table provides a summary of the 2014 and 2015 (Proposed) Budget:

	2014	2015	\$ Incr. (Decrease)	% Incr. (Decrease)
Personnel	\$ 422,000	\$ 432,000		
Supplies & Materials	47,350	48,900		
Other Services & Charges	423,850	456,550		
Wastewater Treatment	3,060,000	2,800,000		
Depreciation / Capital	1,808,000	2,100,000		
Total	\$ 5,761,200	\$ 5,837,450	\$76,250	1.3%

The single largest operating cost to the sanitary sewer operation is the wastewater treatment costs paid to the Metropolitan Council Environmental Services Division (MCES). Based on projected sewer flows and treatment costs provided by the MCES, the budget for this category has been decreased by approximately \$300,000. The budgeted amount is now more closely aligned with actual flows during the past two fiscal years. The measured flow has also been reduced thanks to the City's continued inflow and infiltration (I&I) reduction efforts.

The City expects to have inflationary-type increases in supply costs, while personnel costs are increasing by 2.4%.

Capital costs are also expected to increase significantly due to planned capital replacements in accordance with the City's Capital Improvement Plan (CIP).

Storm Drainage Operations

The City provides for the management of storm water drainage to prevent flooding and pollution control, as well as street sweeping and the leaf pickup program. The following table provides a summary of the 2014 and 2015 (Proposed) Budget:

	2014	2015	\$ Incr. (Decrease)	% Incr. (Decrease)
Personnel	\$ 363,200	\$ 380,000		
Supplies & Materials	79,100	81,000		
Other Services & Charges	259,900	262,700		
Depreciation / Capital	1,296,000	1,720,000		
Total	\$ 1,998,200	\$ 2,443,700	\$ 445,500	22.3 %

The City expects to have inflationary-type increases in supply and other services. Capital costs are also expected to increase significantly due to planned capital replacements in accordance with the City's Capital Improvement Plan (CIP).

Recycling Operations

The recycling operation provides for the contracted curbside recycling pickup throughout the City and related administrative costs. The primary operating cost is the amounts paid to a contractor to pickup recycling materials.

The following table provides a summary of the 2014 and 2015 (Proposed) Budget:

	2014	2015	\$ Incr. (Decrease)	% Incr. (Decrease)
Personnel	\$ 36,500	\$ 36,500		
Supplies & Materials	600	700		
Other Services & Charges	30,410	20,410		
Contract Pickup	414,000	428,000		
Total	\$ 481,410	\$ 485,610	\$ 4,200	0.9 %

Under the existing contract, the City originally expected to receive an estimated \$140,000 annually in revenue sharing from Eureka Recycling. However, the volume of recycled materials while strong compared to other municipalities, has remained largely unchanged while the re-sale market for collected materials has proven to be less lucrative than previously estimated. Based on current revenue sharing monies being received, the City should expect only \$65,000 - \$70,000 in 2015.

This will require an increase in the fee charged to customers to offset the reduction in revenue sharing.

Rate Impacts for 2015

As noted above, a typical single-family home will pay \$169.42 per quarter, or \$56.47 per month under the recommended rates. This is a decrease of \$0.89 per month from 2014. The following tables provide a more detailed breakdown of the proposed rates.

<u>Water Base Rate Category</u>	<u>2014 Rate</u>	<u>2015 Rate</u>	<u>Comments</u>
Single-Family Residential	\$ 54.45	\$ 51.60	Standard SF rate
Single-Family Residential: Senior Discount **	35.40	33.50	Standard SF rate x 0.65
Non-SF Residential (5/8" Meter)	54.45	51.60	Standard SF rate
Non-SF Residential (1.0" Meter)	68.65	64.50	Standard SF rate x 1.25
Non-SF Residential (1.5" Meter)	107.80	103.00	Standard SF rate x 2.00
Non-SF Residential (2.0" Meter)	205.80	193.50	Standard SF rate x 3.75
Non-SF Residential (3.0" Meter)	411.60	387.00	Standard SF rate x 7.50
Non-SF Residential (4.0" Meter)	823.30	774.00	Standard SF rate x 15.00
Non-SF Residential (6.0" Meter)	1,646.60	1,548.00	Standard SF rate x 30.00

<u>Water Usage Rate Category</u>	<u>2014 Rate</u>	<u>2015 Rate</u>	<u>Comments</u>
SF Residential: Up to 30,000 gals./qtr	\$ 2.20	\$ 2.25	Standard SF rate
SF Residential: Over 30,000 gals./qtr (winter rate)	2.45	2.50	Standard SF rate +10%
SF Residential: Over 30,000 gals./qtr (summer rate)	2.70	2.70	Standard SF rate +20%
Non-SF Residential (winter rate)	2.90	2.95	Standard SF rate +30%
Non-SF Residential (summer rate)	3.20	3.15	Standard SF rate +40%
Rates are per 1,000 gallons			

<u>Sewer Base Rate Category</u>	<u>2014 Rate</u>	<u>2015 Rate</u>	<u>Comments</u>
Single-Family Residential	\$ 37.35	\$ 35.40	Standard SF rate
Single-Family Residential: Senior Discount **	23.30	23.00	Standard SF rate x 0.65
Multi-Family Residential (townhomes)	37.35	35.40	Standard SF rate x 1.00
Multi-Family Residential (apartments & condos)	25.75	24.90	Standard SF rate x 0.70
Non-SF Residential (5/8" Meter)	27.30	26.50	Standard SF rate x 0.75
Non-SF Residential (1.0" Meter)	54.65	53.00	Standard SF rate x 1.50
Non-SF Residential (1.5" Meter)	81.60	79.50	Standard SF rate x 2.25
Non-SF Residential (2.0" Meter)	136.10	124.00	Standard SF rate x 3.50
Non-SF Residential (3.0" Meter)	272.50	260.00	Standard SF rate x 7.25
Non-SF Residential (4.0" Meter)	545.20	515.00	Standard SF rate x 14.50
Non-SF Residential (6.0" Meter)	1,090.30	1,025.00	Standard SF rate x 29.00
Multi-family rate is per housing unit			

<u>Sewer Usage Rate Category</u>	<u>2014 Rate</u>	<u>2015 Rate</u>	<u>Comments</u>
Residential	\$ 1.60	\$ 1.65	Standard rate
Non-Residential	3.70	3.85	Standard rate x 2.30
Rates are per 1,000 gallons			

<u>Stormwater Base Rate Category</u>	<u>2014 Rate</u>	<u>2015 Rate</u>	<u>Comments</u>
Single-Family Residential & Duplex	\$ 11.70	\$ 11.70	Standard SF rate
Multi-Family & Churches	90.50	90.50	Standard SF rate x 7.75
Cemeteries & Golf Course	9.10	9.10	Standard SF rate x 0.75
Parks	27.20	27.20	Standard SF rate x 2.35
Schools & Community Centers	45.30	45.30	Standard SF rate x 3.75
Commercial & Industrial	181.10	181.10	Standard SF rate x 15.50
Rates for single-family are per housing unit; all others are per acre			

<u>Recycling Rate Category</u>	<u>2014 Rate</u>	<u>2015 Rate</u>	<u>Comments</u>
Single-Family	\$ 5.00	\$ 5.50	Standard rate
Multi-Family	5.00	5.50	Standard rate

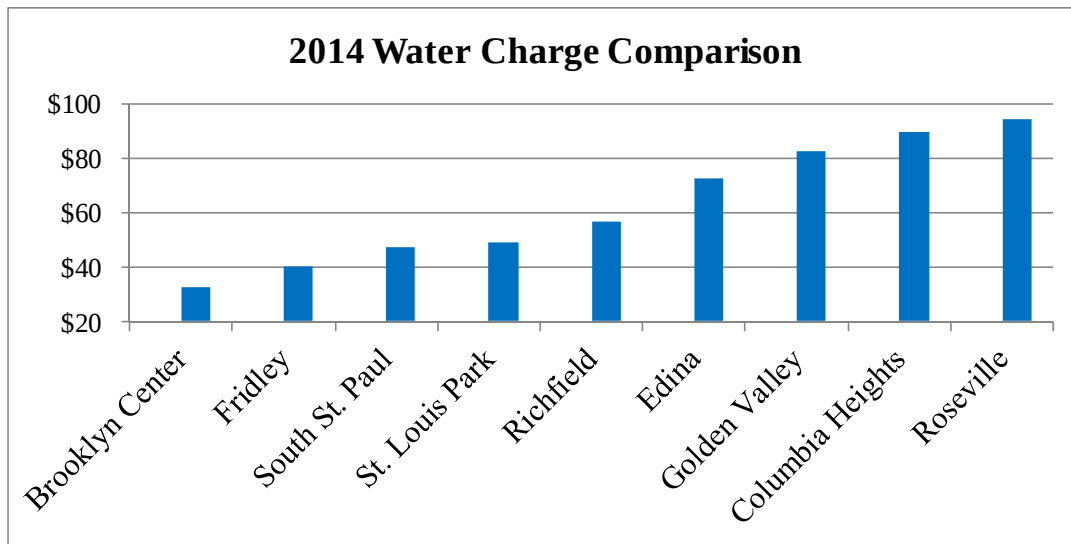
Rate Comparisons

The charts below depict a number of water and sewer rate comparisons with other peer communities. For this analysis, peer communities include 1st ring suburbs that serve a population between 18,000 and 50,000, and which are not simply an extension of a larger entity's system. This group was selected to try and approximate cities with stand-alone systems with similar age of infrastructure which can have a significant influence on the cost of water and sewer services.

It should be noted that broad comparisons only give a cursory look at how one community compares to another. One must also incorporate each City's individual philosophy in funding programs and services.

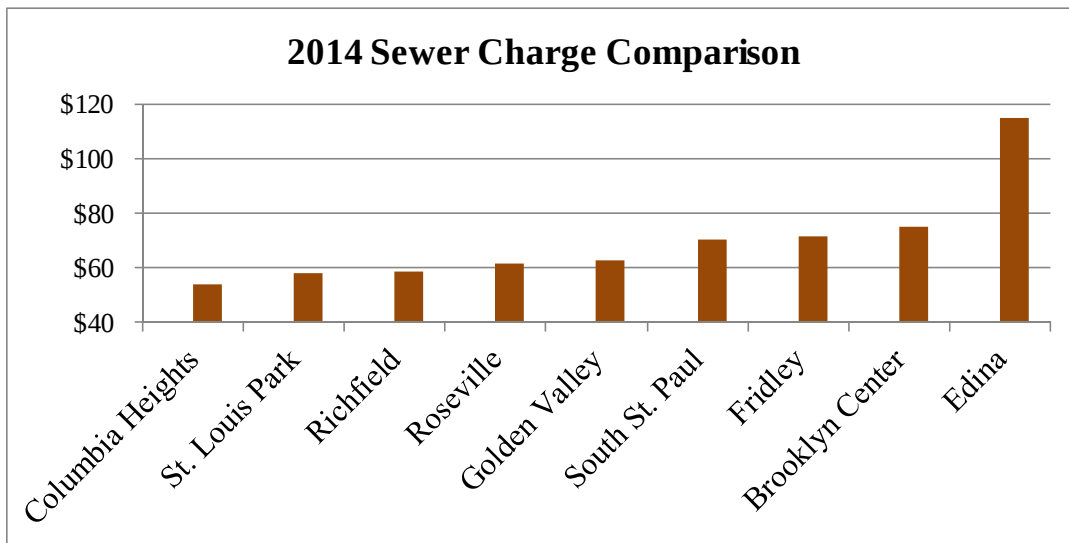
For example, Roseville does NOT utilize assessments to pay for water or sewer infrastructure replacements like many other cities do. Instead we fund infrastructure replacements 100% through the rates. As a result, Roseville's water and sewer rates are inherently higher when compared to a City that uses assessments to pay for improvements. Other influences on the rates include whether or not a community softens its water before sending it on to customers, and the extent in which communities charge higher rates to non-residential customers.

The following chart depicts the peer group comparison for combined water base rate and usage rate for a single-family home that uses 18,000 gallons per quarter.

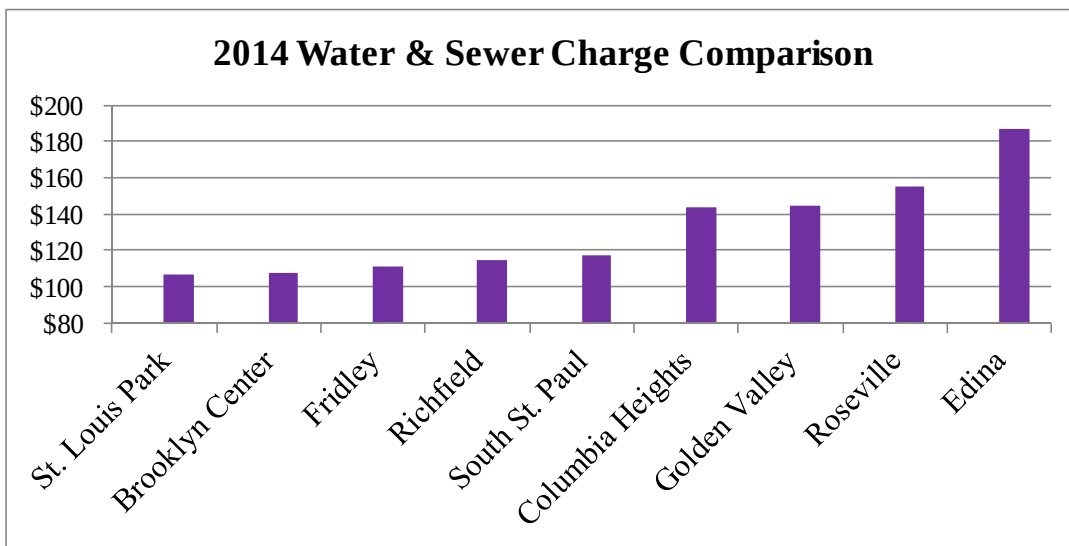


As is shown in the chart, Roseville's total water charge is the highest in the comparison group. Again, there are numerous circumstances and policy preferences that can lead to varying rates among cities. One of the primary reasons why Roseville's water rates are higher is due to the significant increase in infrastructure replacements, which unlike many other cities are funded solely by the rates.

The following chart depicts the peer group comparison for combined sewer base rate and usage rate for a single-family home that uses 15,000 gallons per quarter.



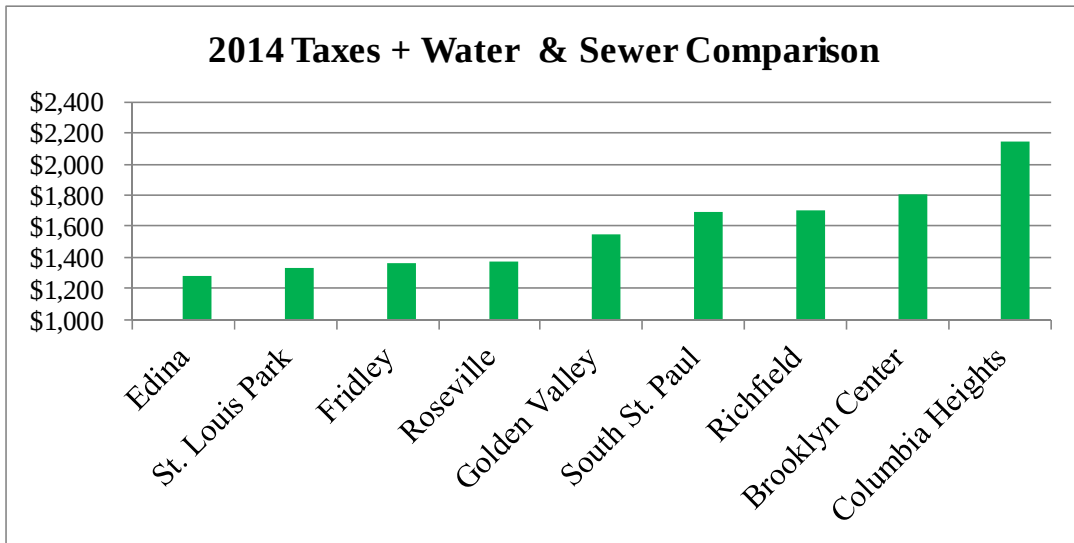
In this instance, Roseville sewer charges were less than the median. To get a broader perspective, the following chart depicts the combined water and sewer impact for a typical single-family home for the comparison group.



When combined, Roseville is approximately 18% above the average for the peer group. However, it should be noted that most of the cities shown in the chart that have lower utility rates, happen to have much higher property tax rates. This is an important distinction because again, each City employs a different philosophy in how it funds the direct and indirect costs of providing services.

Roseville's philosophy is to ensure that all indirect costs are reflected in the water and sewer rates. This results in higher water and sewer rates. This also means that we don't have as much indirect costs being supported by the property tax or assessments.

This can be somewhat reflected in the chart below which combines property taxes and water and sewer charges for a typical single-family home.



176
177

178 As is shown in this chart, when looking at more comprehensive comparison that factors in a broader
179 spectrum of needs and funding philosophies, Roseville has one of the lowest financial impacts on
180 residents of the comparison group – 13% below the peer average. Once again, we must also look at
181 other factors and local preferences to determine whether there are other influences affecting property
182 taxes and rates.

183

184 Staff will be available at the Commission meeting to address any inquiries.

185

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

Agenda Item

Date: October 28, 2014

Item No: 6

Item Description: PV Solar Energy Discussion

Background:

Staff has been working with solar panel manufacturers/financial and development partners of solar panels to understand financial opportunities and implications of PV solar installations on the city campus. We will have a representative from Newport Partners at the meeting to discuss the attached financial payback with energy savings of a 40KW system which is the largest system eligible for the solar rewards program or the made in Minnesota credit under current PUC rules. He will discuss some of the current concerns and unknown issues with community solar programs.

Recommended Action:

None

Attachments:

A: 40kw payback scenario

City of Roseville

Energy Escalator	4%
CPI	2%

46,000	kWh/year
11.50%	System Efficiency

City Hall Annual Usage	800,000	kWh
Monthly Usage (avg)	6,700	kWh

Years installed		1	2	3	4	5	6	7	8	9	10
Year		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Existing Rate		\$0.1100	\$0.1144	\$0.1190	\$0.1237	\$0.1287	\$0.1338	\$0.1392	\$0.1448	\$0.1505	\$0.1566
Payment		\$5,262.40	\$5,262.40	\$5,472.90	\$5,691.81	\$5,919.48	\$6,156.26	\$6,402.51	\$6,658.61	\$6,924.96	\$7,201.96
PPA Rate	85%	\$4,473.04	\$4,473.04	\$4,651.96	\$4,838.04	\$5,031.56	\$5,232.82	\$5,442.14	\$5,659.82	\$5,886.22	\$6,121.66
Electrcity Savings	15%	\$789.36	\$789.36	\$820.93	\$853.77	\$887.92	\$923.44	\$960.38	\$998.79	\$1,038.74	\$1,080.29
Down Payment		-\$12,000.00									
Energy Savings		\$789.36	\$789.36	\$820.93	\$853.77	\$887.92	\$923.44	\$960.38	\$998.79	\$1,038.74	\$1,080.29
Tax Credit											
Put Option											
Rooftop Lease Payment		\$300.00	\$306.00	\$312.12	\$318.36	\$324.73	\$331.22	\$337.85	\$344.61	\$351.50	\$358.53
Benefit Stream		-\$10,910.64	\$1,095.36	\$1,133.05	\$1,172.13	\$1,212.65	\$1,254.66	\$1,298.23	\$1,343.40	\$1,390.24	\$1,438.82
IRR		21.87%									
Payback		-\$10,910.64	-\$9,815.28	-\$8,682.23	-\$7,510.09	-\$6,297.44	-\$5,042.78	-\$3,744.55	-\$2,401.15	-\$1,010.91	\$427.91
Years installed		11	12	13	14	15	16	17	18	19	20
Year		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Existing Rate		\$0.1628	\$0.1693	\$0.1761	\$0.1832	\$0.1905	\$0.1981	\$0.2060	\$0.2143	\$0.2228	\$0.2318
Payment		\$7,490.04	\$7,789.64	\$8,101.22	\$8,425.27	\$8,762.28	\$9,112.77	\$9,477.29	\$9,856.38	\$10,250.63	\$10,660.66
PPA Rate	85%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Electrcity Savings	15%	\$7,490.04	\$7,789.64	\$8,101.22	\$8,425.27	\$8,762.28	\$9,112.77	\$9,477.29	\$9,856.38	\$10,250.63	\$10,660.66
Down Payment											
Energy Savings		\$7,490.04	\$7,789.64	\$8,101.22	\$8,425.27	\$8,762.28	\$9,112.77	\$9,477.29	\$9,856.38	\$10,250.63	\$10,660.66
Tax Credit											
Put Option		-\$5,932.00									
Rooftop Lease Payment		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Benefit Stream		\$7,490.04	\$7,789.64	\$8,101.22	\$8,425.27	\$8,762.28	\$9,112.77	\$9,477.29	\$9,856.38	\$10,250.63	\$10,660.66
IRR		21.87%									
Payback		\$1,558.04	\$9,347.67	\$17,448.90	\$25,874.17	\$34,636.45	\$43,749.23	\$53,226.51	\$63,082.89	\$73,333.52	\$83,994.18

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

Agenda Item

Date: October 28, 2014

Item No: 7

Item Description: 2015 Public Works Work Plan

Background:

Each year Public Works staff monitors and evaluates the condition of City infrastructure for development of ongoing maintenance and replacement needs plans. We use this information to develop capital improvement plans and in the development of the annual budget request in these areas. We also work closely with Ramsey County and MnDOT on improvements to City infrastructure as a part of their road improvement projects within Roseville. 2015 proposed road construction on city streets consists of mill and overlay or the replacement of existing pavement due to surface distress related to the age of pavement since many streets were reconstructed 20 to 30 years ago. The following are the improvements that we are recommending for the 2015 construction season on the city street system. We have attached a map of the proposed improvement areas. (Attachment A) We also have a preliminary work plan for utility improvements that is somewhat dependent on funding levels to be determined by the final 2015 utility rates that will be set in the next month. The proposed work plan is consistent with the 20 year capital improvement plan and pavement management program policies.

1. **Pavement Management Program Projects:** Each year the Public Works Department evaluates infrastructure needs based on the City's Pavement Management Program and assessment of utility infrastructure. Streets in marginal condition are recommended for major maintenance by mill and overlay. Streets in poor condition and that do not meet the City standard for street construction are recommended for reconstruction. We propose to include the following street segments in our 2014 construction contract:

Mill and Overlay	
South Gluek Ln, North Gluek Ln and Gluek Ln	Charlotte St, Oakcrest to Rose Pl
Ferris Ln, County Road B to Gluek Ln	Christy Circle, Hamline Ave to cul-de-sac
Midlothian Road, Skillman Ave to County Road B	Eldridge Ave, Midlothian Rd to Fry St
Shryer Ave, Hamline Ave to Fernwood St	Willow Lane, Fernwood St to cul-de-sac
Ryan Ave, Hamline Ave to Fernwood St	Fernwood St, Brooks Ave to Oakcrest Ave
Draper Ave, Hamline Ave to Fernwood St	Churchill St, Woodhill Dr to County Road C2
Wheeler Ave, Oakcrest to Rose Pl	Millwood Ave, Chatsworth St to Victoria St
Herschel St, Oakcrest to Rose Pl	Lovell Ave/Minnesota Ave, Dale St to Rice St
Aldine St, Oakcrest to Rose Pl	Roselawn Ave, Fairview Ave to Snelling Ave*

*Roselawn Ave will be a joint project with the City of Falcon Heights

The above streets are proposed to have the top two inches of pavement removed and replaced with new bituminous pavement. The exception is Roselawn Ave which is recommended to have the full depth of pavement milled and replaced due to the condition of the roadway.

Spot curb replacements are also done at this time but only where there are significant structural issues with the in-place curb or significant settling.

The Mill and Overlay projects are proposed to be financed through our street infrastructure funds and Municipal State Aid funds. After receiving bids for these projects, we will request that the City Council award the bid to the lowest responsible bidder. The estimated cost of the Mill and Overlay portion of the PMP Project is \$1.3 million.

As part of the Pavement Management Program staff will evaluate the underlying water mains and sanitary sewer lines in the street right-of-way in these areas. We will take advantage of the repaving of the roadways to repair/replace these utilities and deemed appropriate. These repairs and replacements will be funded from the water and/or sanitary sewer utility funds.

Reconstruction: We are proposing to reconstruct Victoria Ave from Larpenteur Ave to County Road B in 2015. Reconstruction of a roadway involves complete removal of the in place pavement, establishing a solid sub-base for the new pavement surface, and then repaving the roadway with a City standard section. The roadway section will also be evaluated for new curb and gutter where deemed necessary and storm water improvements. The estimated cost to reconstruct the roadway is approximately \$1.5 million which includes storm water improvements. This will be funded with a mix of Municipal State Aid funds, special assessments to benefiting properties and storm water utility funds.

We are also recommending the construction of a new pathway along Victoria Street from Larpenteur Ave to County Road B2. It is estimated the cost of the pathway will be approximately \$400,000. The pathway segment within the reconstruct area will be funded with Municipal State Aid funds while the segment north of County Road B will be funded with Park Renewal funds.

2. **Sanitary Sewer and Water Main Infrastructure:** The majority of the city's sanitary sewer mains were constructed in the late 1950's and early 1960's, utilizing clay tile pipe. Over time the joint materials have failed allowing root intrusion. The pipe is also susceptible to cracking and construction damage. The 2015 Capital Improvement Plan recommends funding for a sanitary sewer main lining program to extend the life of our sanitary sewers by 50 years or more. This technology essentially installs a new resin pipe inside the old clay tile sewer main without digging up city streets, which results in minimal disruption to residents during construction. The liner pipe is inserted into the main through existing manholes and cured in place with a heat process. Any given segment is usually completed in one working day. Service line connections are reopened using a robotic cutter and remote cameras. During the process, existing flows are bypassed using pumps. This technology has been proven over the past 20 years, and costs have become competitive with open cut replacement.

The City started doing sewer lining on an annual basis in 2006 and will have an annual project for the foreseeable future to replace our aging sewer infrastructure. This technology also prevents infiltration of groundwater into the system and can be credited toward current and future inflow/infiltration surcharges which are mandated by the Metropolitan Council. The location of this work varies and is spread throughout the City based on system priority.

City staff is also planning on rehabilitating the Wagner sanitary sewer life station at a cost of about \$130,000.

We are also evaluating sanitary, water and storm sewer replacement needs in our pavement replacement areas as well as utility infrastructure needs in County and State project areas. Those replacements are being identified from recent utility inspections and adjustments to the plan will be communicated to the Commission and City Council at a later date. To date City staff has identified approximately \$100,000 in watermain replacements (near Midland Hills CC) and system extensions (Fairview and County Road C).

3. **Storm Sewer system improvements:** The City received a Clean Water Fund grant (\$359,100) for a drainage improvement project (underground stormwater storage chamber and re-use) at Evergreen Park. This will help mitigate flooding issues along the Fairview Avenue corridor, one of the city's drainage problem areas. The City is also working with the Capitol Region Watershed District on a joint project at Upper Villa Ballfields (B-Dale Club). This facility will also be an underground storage and reuse facility.

City staff is also recommending the rehabilitation of the St. Croix Storm Sewer lift station at a cost of approximately \$400,000.

Staff continues to analyze the existing drainage systems and localized flooding issues and is identifying mitigation projects. Staff is now working on developing a 2015 drainage improvement project to alleviate some of these infrastructure and flooding concerns. Staff has already identified several projects for 2015 that will cost approximately \$400,000.

4. **Seal Coat:** Pavement maintenance policies support an annual seal coat program of approximately 11-13 miles of city streets each year. This consists of applying a thin film of bituminous oil and covering it with fine aggregate. These treatments have proven to add a minimum of 10 years to the life of the pavement. The 2015 program is constrained due to budget limitations. The City has budgeted approximately \$225,000 for the 2015 seal coat program.
5. **Pathways :** As mentioned above City staff is working on installing a pathway along Victoria Street from Larpenteur Ave to County Road B2. The majority of this section will be a 6 foot sidewalk but staff is analyzing the area south of County Road B to determine where a bituminous pathway may be installed to allow for a better multi-use facility. Space constraints, particularly wetland impacts, will be the key factor in this decision.
6. **35W Interchange at Cleveland Ave:** The City of Roseville received a federal grant for the reconstruction of the interchange at the 35W northbound ramps and Cleveland Ave. This is also the intersection where Twin Lakes Parkway meets Cleveland Ave. The project will provide a dual left turn lane for northbound Cleveland entering 35W and align the ramps with the new Twin Lakes Parkway approach.

Design is currently underway with construction anticipated in 2015. The current estimated cost of this project, including design and storm water improvements, is approximately \$1.8 million dollars. This will be funded with \$1.2 million dollars in federal funds with the remaining balance funded with storm water and Tax Increment Financing funds.

7. **Twin Lakes Parkway Extension:** With the likelihood of additional development in the Twin Lakes area, staff is anticipating the need to extend Twin Lakes Parkway from its current terminus at Prior Ave to Fairview Ave. The estimated cost of this project, including design, is approximately \$3.5 million dollars. Additional utility and storm water needs could increase that cost. Funding for this project will need to be addresses at the City Council level

to determine who to spread this cost to benefiting properties versus other potential funding sources.

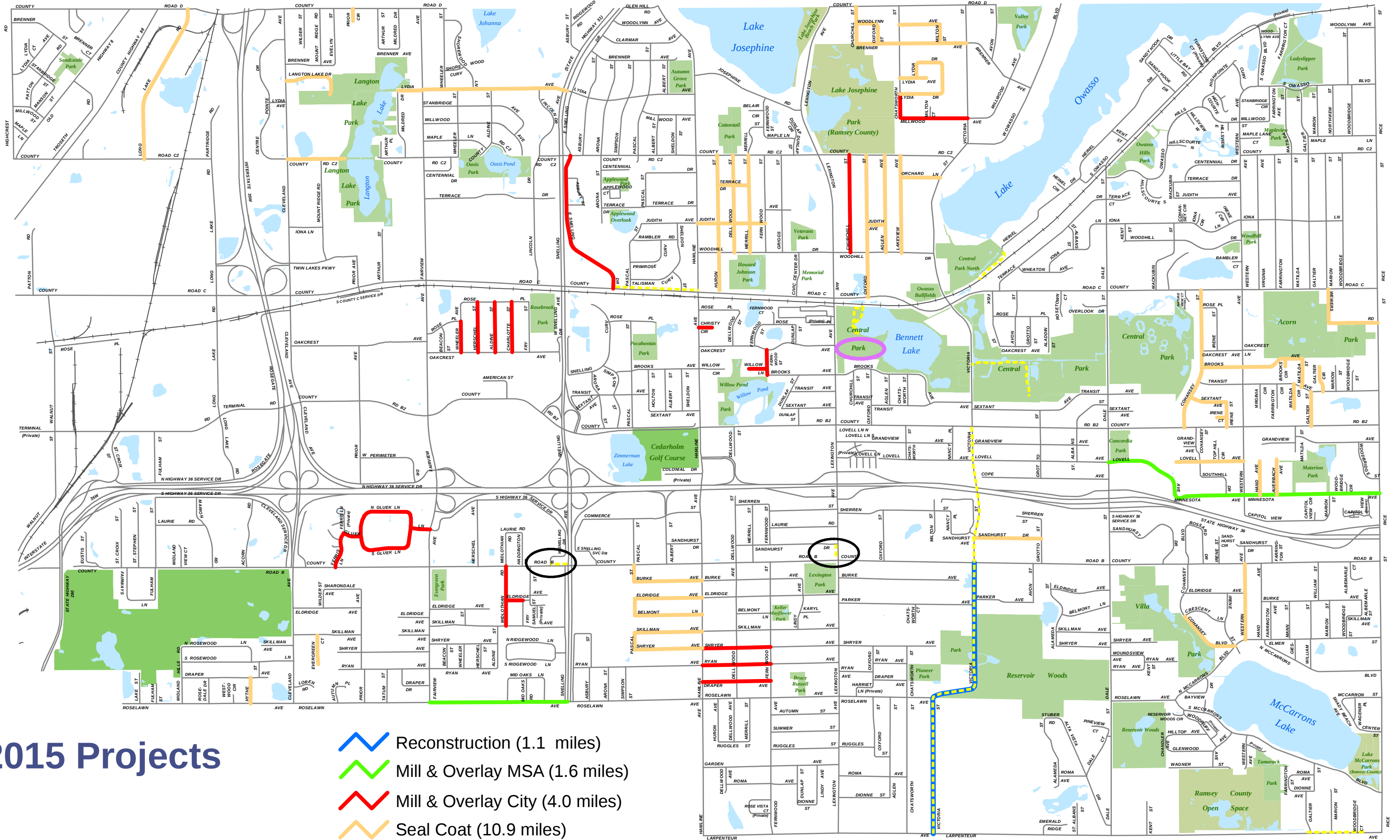
The overall cost of the 2015 Public Works Work Plan is approximately \$10 million.

Recommended Action:

Comment on the 2015 work plan

Attachments:

A. Preliminary project location maps



2015 Projects



Prepared by:
Engineering Department
October 23, 2014

- Reconstruction (1.1 miles)
- Mill & Overlay MSA (1.6 miles)
- Mill & Overlay City (4.0 miles)
- Seal Coat (10.9 miles)
- Sidewalk/Pathway
- Parking Lot

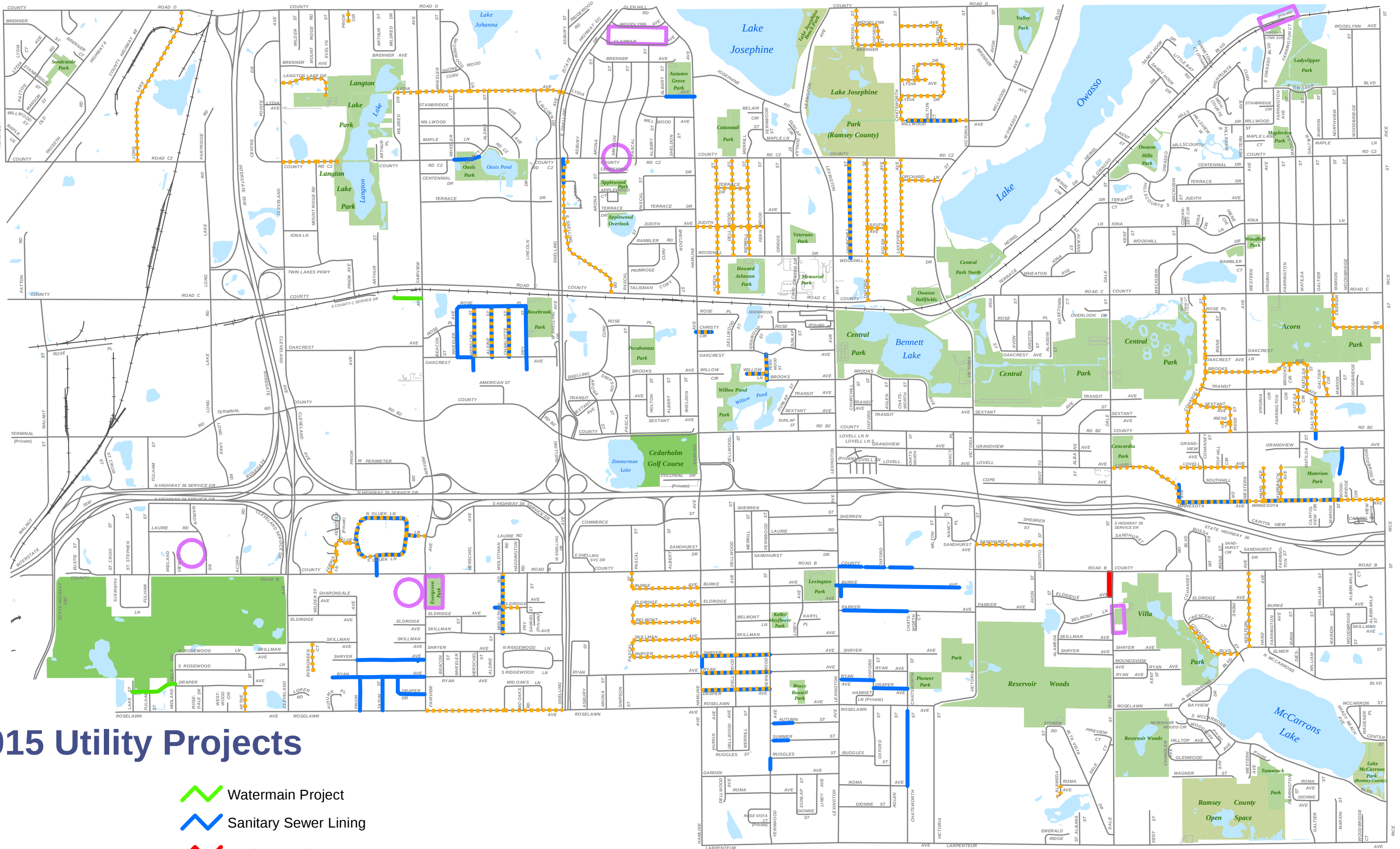
Data Sources and Contacts:
* Ramsey County GIS Base Map (9/2/14)
* City of Roseville Engineering Department
For further information regarding the contents of this map contact:
City of Roseville, Engineering Department,
2660 Civic Center Drive, Roseville MN

DISCLAIMER:
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies are found please contact 651-792-7075. The preceding disclaimer is provided pursuant to Minnesota Statutes §464.03, Subd. 21 (2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from all and all claims brought by User, its employees or agents, or third parties which arise out of the user's access or use of data provided.

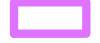
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map: 2015Projects.pdf





2015 Utility Projects

-  Watermain Project
-  Sanitary Sewer Lining
-  Sanitary Project Area
-  Storm Project Area
-  Regular Maintenance Work (Seal Coat and Mill & Overlay Segments)



Prepared by:
Engineering Department
October 23, 2014

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map: 2015UtilityProjects.pdf



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

Agenda Item

Date: October 28, 2014

Item No: 8

Item Description: Projects Update including MnDOT Information

Background:

The North Area Manager for MnDot and the Project Manager for the Highway 36 Bridge over Lexington Ave. met with the City Council on October 20, 2014. They presented an overview of the bridge project and other upcoming MnDot projects in the area in the next few years. Staff will share the information with the Commission at the meeting.

Recommended Action:

None

Attachments:

None

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: October 28, 2014

Item No: 9

Item Description: Look Ahead Agenda Items/ Next Meeting November 25, 2014

Suggested Items:

- Continue solar energy discussion
- Pathway Plowing and maintenance discussion
- Traffic Management Policy request
- Continue parking requirement discussion
- TIF follow up

Recommended Action:

Set preliminary agenda items for the November 25, 2014 Public Works, Environment & Transportation Commission meeting.