

Roseville Public Works, Environment and Transportation Commission Meeting Agenda

Tuesday, June 23, 2015, 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 May 26, 2015 Meeting Minutes |
| 6:45 p.m. | 4. Communication Items |
| 7:00 p.m. | 5. Community Solar Update and Discussion |
| 7:25 p.m. | 6. Update on Resource Recovery Facility (Member Wozniak) |
| 7:40 p.m. | 7. Review of Joint Meeting with City Council |
| 8:15 p.m. | 8. Possible Items for Next Meeting – July 28, 2015 |
| 8:30 p.m. | 9. Adjourn |

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

Agenda Item

Date: June 23, 2015

Item No: 3

Item Description: Approval of the May 26, 2015 Public Works Commission Minutes

Attached are the minutes from the May 26, 2015 meeting.

Recommended Action:

Motion approving the minutes of May 26, 2015 subject to any necessary corrections or revision.

Move: _____

Second: _____

Ayes: _____

Nays: _____

Roseville Public Works, Environment and Transportation Commission Meeting Minutes

Tuesday, May 26, 2015, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

1 **1. Introduction / Call Roll**

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

5 **Members Present:** Chair Dwayne Stenlund; Members Brian Cihacek, Sarah
6 Brodt Lenz, Joe Wozniak, Duane Seigler, Kody Thurnau,
7 and John Heimerl
8

9 **Staff Present:** Public Works Director Marc Culver and Environmental
10 Specialist Ryan Johnson
11

12 **2. Public Comments**

13 None.
14

15 **3. Approval of April 28, 2015 Meeting Minutes**

16 Member Cihacek moved, Member Wozniak seconded, approval of the April 28,
17 2015, meeting as amended.
18

19 **Corrections:**

- 20 • **Page 2, Line 56 (Recording Secretary)**
21 Typographical correction: Date change from “2014” to “2015”
22 • **Page 6, Lines 238 – 240 (Wozniak)**
23 Delete paragraph in its entirety
24

25 **Ayes: 7**

26 **Nays: 0**

27 **Motion carried.**
28

29 **4. Communication Items**

30 Mr. Culver reviewed project updates and maintenance activities listed in the staff
31 report and attachments dated May 26, 2015.
32

33 Chair Stenlund questioned the purpose and design of the Lexington Park hockey
34 rink or stormwater moat, located diagonally across from SuperAmerica at
35 Lexington and County Road B.

36
37 Mr. Culver advised that he would check into the situation and report back.
38

39 Member Seigler questioned the schedule for streets to be torn up on Roselawn
40 Avenue.
41

42 Mr. Culver responded that it was intended to begin pavement milling next week,
43 with shorter Pavement Management Program (PMP) segments begun first, with
44 Roselawn Avenue anticipated in mid-June, including replacement of the water
45 main.
46

47 At the request of Member Seigler, Mr. Culver confirmed that installing pedestrian
48 ramps and handicapped curbs at corners was a continual effort throughout the City,
49 and with the Cleveland Avenue and Dale Street intersections they would be
50 coordinated with the mill and overlay project by Ramsey County, as well as others
51 involved in other PMP projects around the community.
52

53 Chair Stenlund asked Mr. Culver to provide a summary of the recent City Council
54 approval for purchase of additional land for the Victoria Street wetland and
55 stormwater mitigation efforts.
56

57 Mr. Culver advised that, while still in final negotiations to purchase the entire
58 parcel, the Watershed District grant would make up the difference in cost between
59 the needed easement portion of the parcel, and full purchase price for the parcel.
60 Mr. Culver noted this additional land would provide additional open space and a
61 wetland buffer in perpetuity.
62

63 Chair Stenlund expressed his personal appreciation of that outcome.
64

65 Chair Stenlund asked Mr. Culver to explain how residents were or could be notified
66 of normal city construction versus those of Ramsey County when immediately
67 affecting their neighborhoods.
68

69 Mr. Culver admitted that the City of Roseville's written communication efforts,
70 open houses and/or information meetings for neighborhoods affected by
71 construction set the bar high for other agency projects. Mr. Culver noted that
72 Ramsey County did not have as extensive of a notification project as the City tries
73 to maintain; and usually consists of signage a few weeks prior to a project, and if it
74 involved only utility work, there may be no notice given at all. Mr. Culver noted
75 the difficulty in managing a project when primarily consisting of utility work, given
76 the number of outside vendors performing the work. Other than the county
77 applying for a right-of-way permit from the City if applicable, Mr. Culver noted

78 there may be unexpected work, even though staff attempted to make those
79 occasions as rare as possible.

80
81 Chair Stenlund agreed that the City had significantly improved communication
82 efforts, and the perception by residents that any project done within Roseville was
83 a City project. Chair Stenlund thanked City staff for their efforts at informing
84 stakeholders.

85
86 At the request of Member Wozniak, Mr. Culver advised that Ramsey County was
87 scheduled to perform mill and overlay work on Dale Street from County Road C to
88 Highway 36, probably consisting of two inches of removal and repaving;
89 tentatively scheduled sometime over the summer. Clarifying timing for Member
90 Lenz, Mr. Culver advised that the City of Roseville's one requirement for that
91 timing was that it not be done during Rosefest activities (e.g. parade), and other
92 significant events and/or activities that they are asked to work around if at all
93 possible. Otherwise, Mr. Culver advised that the timing is based on the schedule
94 of their contractors.

95
96 While recognizing that Dale Street is under Ramsey County jurisdiction, Member
97 Lenz noted that for over twenty-five years, she had serious concerns about that
98 segment of Dale Street between County Road B and Larpenteur Avenue, due to fast
99 traffic, no sidewalk and other safety issues. With efforts by staff in working
100 cooperatively with Ramsey County, outreach to residents, and the desire for a more
101 pedestrian-friendly society, Member Lenz opined that this remains one of the most
102 dangerous roadway segments in Roseville; with Member Wozniak pointing out
103 several areas of concern with the adjacent trail. While she had repeatedly asked in
104 the past, Member Lenz asked that future discussions occur in how best to address
105 those safety concerns with Ramsey County, as well as other safety concerns with
106 County roadways throughout the community.

107
108 Mr. Culver duly noted this request; and provided examples of where the City of
109 Roseville had served as the lead agency for pathway projects along Ramsey County
110 facilities (e.g. County Road B-2). Mr. Culver noted that there were things that the
111 City can do; however, he further noted that it often came down to funding. Specific
112 to the stretch of Dale Street referenced by Member Lenz, Mr. Culver advised that,
113 due to the considerable grades, that segment was particularly challenging as far as
114 adding anything off-road due to those grade issues. However, as referenced by
115 Member Wozniak, Mr. Culver advised that there were some potential links and staff
116 had looked at alternate routes north to south and remove pedestrian and/or bicycle
117 traffic from Dale Street. However, given the lack of funding or anticipated projects
118 in those areas, Mr. Culver advised that they would mostly likely be long-term plans
119 and required additional discussion and consideration.

120
121 Chair Stenlund asked staff to provide information to the PWETC on Ramsey
122 County roads scheduled for potential rehabilitation that could serve as some type
123 of communication for residents; or some way for residents to gain access to Ramsey

County and State of MN projects that could be overlaid with more specific timing information.

Mr. Culver duly noted this request, and noted there were existing project maps; with Ramsey County having available a good interactive map on their website showing pavement projects throughout the County. Mr. Culver advised that staff would be more proactive in adding that information to the City's GIS data and maps in the future.

5. Annual Stormwater Meeting

Environmental Specialist Ryan Johnson summarized the annual report National Pollutant Discharge Elimination System/state Disposal System (NPDES/SDS) Permit in compliance and as required by the Minnesota Pollution Control Agency (MPCA) for public dissemination. Mr. Johnson noted that the City's held a general permit, renewable every five years, with annual reporting required, to provide information on discharge of stormwater into state waters. Mr. Johnson noted that the annual report provided an opportunity for public input and to encourage residents to share their comments and feedback over the past year as part of the City's Stormwater Pollution Prevention Program (SWPPP). Mr. Johnson noted six minimum control measures identified in the permit, and provided updates on each measure based on actions and best management practices undertaken over the last year.

The Report itself and other documentation was provided in attachments to the staff report dated May 26, 2015; and consisting of the 2014 Annual Report itself (Attachment A); a copy of the 2013 – 2018 NPDES Phase II Permit (Attachment B); an inventory of stormwater Best Management Practices (BMP's) (attachment C); and an inventory of stormwater pond/wetlands (Attachment D).

Discussion points during Mr. Johnson's presentation included ordinance definition of pervious/impervious surfaces and applicable regulations and new technologies that may indicate future code changes or credits for residents for choosing pervious versus impervious surface materials; and recent proactive versus reactive street sweeping efforts to address storm drainage, particularly in sensitive areas near water bodies, before it reaches catch basins.

In response to Chair Stenlund's request of how the PWETC could participate daily as residents and in assisting residents of Roseville in addressing any of the six minimum control measures identified Mr. Johnson responded that the PWETC could assist with public education and outreach efforts, on the front lines and with neighbors, to help spread the word about what should or should not go into storm sewers. Mr. Johnson noted the City's current focus on illicit discharges, and suggested that, when members observed illegal dumping, they alert staff and/or the MPCA to be able to address those issues early on. Mr. Johnson admitted that the City's maintenance staff could not be aware of or observe everything around the community, so the more eyes the better for everyone.

170
171 Member Heimerl noted weather-related timing issues with the annual Leaf Pickup
172 Program, and questioned if that worked against the success of stormwater
173 programs.

174
175 Mr. Johnson advised that it did work into the stormwater program efforts, and
176 obviously some seasons are more problematic than others. However, Mr. Johnson
177 opined that typically it worked well, and went a long way in addressing the
178 mandates of the MPCA.

179
180 On a related note, Mr. Culver reported that several months ago, the City Council
181 had voted to discontinue the Leaf Pickup Program after 2015 based on the huge
182 efforts and fees required for the few residents still participating in the program. Mr.
183 Culver advised that a vast majority of Roseville residents dealt with their leaves in
184 other ways; and by staff not performing this work, or hiring additional seasonal
185 staff, they would have more time and resources available for sweeping and reduce
186 the number of gaps in that sweeping based on weather fluctuations.

187
188 Mr. Johnson advised that part of the intended public education outreach would be
189 to provide residents information on alternative options for their leaves, whether at
190 City or County facilities, and promoting those options versus leaving leaves on the
191 grass, especially with the number of mature trees found on many Roseville lots.

192
193 In summarizing changes made to the permit over the last cycle in minimum control
194 measures (MCM's), Mr. Johnson noted that the MPCA was becoming more
195 flexible as it reviewed the progress made by a jurisdiction in meeting permit
196 requirements rather than having a standard punch list as in the past. Mr. Johnson
197 noted the increased education efforts and community recognition of and reporting
198 of illicit discharges that had already been accomplished. Mr. Johnson further noted
199 the written procedures now in place for site plan review, receipt of public input, site
200 inspections, investigation and mitigation. Mr. Johnson noted that written
201 enforcement response procedures (ERP's) are also now in place to enforce and
202 compel compliance with the regulatory mechanism developed and implemented by
203 the City of Roseville (e.g. City Code revisions and a local Surface Water
204 Management Plan).

205
206 Mr. Johnson further summarized efforts to identify and address total maximum
207 daily loads (TMDL's) to impaired waters, through submittal of compliance reports
208 for applicable waste load allocations to the Como Lake watershed area; and
209 upcoming TMDL efforts for other water bodies (e.g. Bennett, Little Johanna, Long
210 Lake and Pike Lake) with the intent to annually demonstrate progress toward
211 meeting each applicable waste load allocation (WLA).

212
213 To-date, Mr. Johnson advised that the most difficult item to accomplish had been
214 completing the written procedures and ERP's. Mr. Johnson noted that the item that
215 will have the most improvement should be the MCM4 post construction stormwater

management through efforts such as inventorying ponds, and public and/or private BMP's. While both have now been accomplished, Mr. Johnson advised that they had both required significant staff time, with cooperation between the City of Maplewood and Roseville staff in accomplishing those standard operating procedures and ERP's, and tailored specifically to each community. Mr. Johnson noted that, for any interested members of the PWETC or public, a full draft was available for review.

Mr. Johnson displayed a map showing BMP inventory and identifying a schedule for their monitoring and maintenance that will begin in June of 2015, and the other half completed in 2016.

At the request of Member Wozniak, Mr. Johnson reviewed examples of public and private BMP's throughout the community; those installed individually or as part of a construction project. Mr. Johnson noted they ranged from simple raingardens to more elaborate underground storage and infiltration ponds. Mr. Johnson advised that the map may not be all-inclusive, as staff was only able to track private BMP's as stormwater permits were applied for.

Members pointed out some BMP's that appeared to be omitted from the map, with staff duly noting the need to update them in the next iteration (e.g. Ramsey County Library-Roseville branch; underground flood control structure constructed last year immediately south of Highway 36 known as the Dellwood project; Target/HarMar Mall area by Cub Foods; and Corpus Christi Church at County Road B and Fairview Avenue).

Member Lenz suggested this would be another area for public education to alert the public to options available and examples of BMP's already installed.

Mr. Johnson responded that staff already provided that public education effort annually, especially in the spring of the year, and advising how residents could benefit their neighborhoods and area water bodies. Mr. Johnson reiterated that staff often didn't know about private BMP's, but welcomed that information from the public. At the request of Member Cihacek, Mr. Johnson clarified that this effort was performed through a blanket outreach, whether through local fairs (e.g. Waterfest with Ramsey-Washington Metro Watershed District) or other watershed district efforts specifically targeted in those districts and focal areas. Mr. Johnson also clarified for Member Cihacek that the City attempted to partner with other agencies and watershed districts on those educational efforts to provide support as needed or within City staff's area of expertise and within their purview.

Chair Stenlund asked that, as some future point, staff code the diversity of BMP's to better identify whether private or public, and their type.

Mr. Johnson duly noted that request, advising that it could be accomplished using GIS mapping software.

Mr. Culver noted a lot of really innovative BMP's were being done, opining that he'd learned an immense amount about stormwater management, and the proactive innovations of the City to-date. Mr. Culver noted his interest in seeing those projects, and thanked the partnership offered by area watershed districts in accomplishing those efforts.

Member Heimerl asked how successful rain barrels were in stormwater management, and asked if staff intended part of the education program to make them more available and help the public to understand their benefits.

Mr. Johnson advised that staff's information included all BMP options (e.g. raingardens, rain barrels, porous materials, etc.), with some requiring more management as far as size and/or cost. Mr. Johnson opined that raingardens provided a dual purpose, while rain barrels were only as effective as they were managed and drainage of them between rain events. For instance, Mr. Johnson noted that with rain events such as those experienced over the last few weeks, since there was such significant rainfall, the barrels were not emptied so they couldn't capture all the water coming off roofs. From a practical sense, Mr. Johnson opined that rain barrels work as well as owners efficiently use them.

Chair Stenlund opined that the public should still be encouraged to use rain barrels to capture rainwater for secondary uses.

Mr. Johnson reviewed the pond inventory on the displayed map, noting the need for follow-up and monitoring of at least 250 locations, ranging from larger to smaller bodies of water, both public and private developments. Mr. Johnson advised that the goal was to inspect 20% of those outfalls annually and any junctions between and among other jurisdictions beyond Roseville.

Mr. Johnson specifically addressed the Como Subwatershed 7 District within the Roseville drainage area, and previously reviewed by the Capitol Region Watershed District in 2010, identifying the need to reduce phosphorus to 6.8 lbs. per day and reduce the overall annual amount. As projects came forward within that area, Mr. Johnson noted the need to focus on that reduction goal.

Mr. Johnson reviewed various drainage issues involved in just the upcoming Victoria Street project.

At the request of Member Seigler, Mr. Johnson reviewed why phosphorus was bad for lakes, particularly as it serves as a catalyst for many invasive weeds and algae.

Regarding the permit itself, Member Seigler asked that future annual reporting include the actual cost to the City in undertaking each project to address MCM's, whether required mandates or voluntary efforts, to identify the specific and total amounts being expended. As a Roseville resident, Member Seigler noted his

interest in knowing what a taxpayer was paying and whether those efforts were increasing or decreasing annually as progress was made.

Member Cihacek concurred, citing an example of costs analyses for those MCM's, such as training costs.

Mr. Johnson duly noted that request, offering to look into that data, from a historical and new mandate perspective. Mr. Johnson opined that education outreach was the least expensive MCM to accomplish; with obviously underground systems the most costly. However, Mr. Johnson noted that staff would provide data on the overall cost benefits as well as part of that analysis.

Chair Stenlund cautioned that the numbers would be variable and not always very well defined. Chair Stenlund noted that initiatives, such as factoring the cost of an open house may not be identifiable.

Member Seigler expressed his expectation that the numbers may be soft in some instances, and wasn't seeing a significant amount of staff time expended to provide the information, and was only seeking round numbers, and nothing specific. Member Seigler stated his interest was which of the MCM's had more requirements and how much was being spent, which he personally thought probably was considerable.

In general, Mr. Culver reported that the preliminary 2015 Stormwater Utility Fund, from which most of these MCM's were funded, was anticipated to have \$1.2 million in expenses. Mr. Culver clarified this included some staffing, annualized equipment, and other variables. Mr. Culver noted that the costs would not include less detailed costs such as the cost for renting a conference room to hold educational or informational public meetings or open houses specific to stormwater projects; but general costs were available. Mr. Culver opined that capital costs may be less identifiable, whether project related of an MS4 cost, or whether a component of the project may be a requirement or funded in part through partnership with the applicable watershed district. Mr. Culver offered to review costs on the staff level to provide some level of information.

Member Cihacek opined, the purpose of the cost analysis was to determine if the outreach and education efforts were being successful or not, and what value was being realized. Member Cihacek recognized that it would be harder with soft categories to measure those goals.

Specific to general water quality efforts, Member Cihacek noted the considerable algae growth in Langton Lake, and lack of residential improvements seen even in this area of high concern. Member Cihacek questioned how proactive the City could be in education outreach and working in those areas we know are at risk, and providing more benefit than other residential areas less at risk. Member Cihacek

noted that, if stormwater runoff preventions were not addressed, everyone would pay the consequences.

Mr. Johnson responded that Capitol Region Watershed District was taking the initiative and lead role on the Como drainage area, and therefore, were also bearing the brunt of those costs. For Langton Lake which is in the Rice Creek Watershed District, most contributing water is from the Rosewood neighborhood flowing north. Mr. Johnson advised that all of the area involved in Rosedale provided a huge phosphorus contributor due to the extensive impervious asphalt surfaces. Therefore, Mr. Johnson noted that anything addressing that area through treating water in the broader area had a big bang for the buck and represented significant cost benefits. Mr. Johnson noted the major accomplishments by addressing that compared to smaller efforts with individual residential properties around Langton Lake that, while removing a pound or two of phosphorus loading may not prove as beneficial as something larger at Rosedale that could remove 60 pounds or more.

Mr. Johnson offered to work with other agencies specifically on efforts surrounding Langton Lake, if so directed to do so.

Member Cihacek, opining that this involved passive versus reactive measures, questioned whether it was beneficial to seek assistance from those agencies; and asked what was currently being done to address the issues at Rosedale and their accountability from those educational outreaches versus them continuing to be a passive player.

Mr. Johnson advised that in the end, it all came down to cost and the limited resources available.

To that point and somewhat reactive in nature, Mr. Culver noted that the biggest opportunities were often triggered by the more stringent stormwater management rules now in place for any redevelopment or expansion of a site. Mr. Culver noted that the City often had more stringent triggers in place than even those required by the watershed districts. Using Rosedale as an example, Mr. Culver advised that there may be a future opportunity to accomplish something significant related to stormwater control measures; however, the biggest hurdle was often land acquisition to accomplish that goal. If the City wants to be proactive, Mr. Culver opined that it was difficult for the City to expect private business to do something unless required to do so, such as through redevelopment when they are mandated to address it. While not always a guarantee, and often requiring more land or an underground system, Mr. Culver noted that City Code is more stringent than in the past, and is as proactive as possible based on those circumstances.

Even with public improvement projects, Mr. Culver advised that the City had been very aggressive to-date in finding opportunities for linear stormwater treatment, using the Victoria Street project as another great example in addressing problems as they come forward.

Regarding new construction, Member Cihacek asked if other municipalities were equally strict, or how Roseville's requirements compared to them (e.g. the recent Wal-Mart development).

Specific to the Wal-Mart development as an example, Mr. Culver advised that they actually built their stormwater management system to a higher level than required, and thereby earned extra credits. Mr. Culver stated he was unsure how Roseville's requirements compared to other jurisdictions or if they were on an average level.

Mr. Johnson duly noted the requested information, and offered to research that and report back to the PWETC.

Chair Stenlund noted his amazement at what some churches are doing in the community to address stormwater management. Since this is a voluntary program when no permit is required for retrofitting, Chair Stenlund suggested alerting the public to the options available beyond raingardens or rain barrels. Using one church and their installation of an interception system before any requirements, Chair Stenlund noted that they had done so voluntarily. Chair Stenlund opined that people don't necessarily know what they can do, and the options available to them, such as addressing issues along Langton Lake that may be simple but still make a huge impact.

Mr. Johnson noted the proposed additional educational efforts identifying those available options.

Member Cihacek agreed with a general outreach as well as more concentrated efforts for higher risk properties and subsequent water quality impacts. Member Cihacek suggested including educational pieces allowing the public to see the larger or broader benefits in their efforts to address those higher risk areas.

Mr. Johnson duly noted that request as well.

Chair Stenlund suggested that, for next year's annual report, staff didn't need to provide a copy of the permit itself, only a link to it on the City's website. However, Chair Stenlund asked that staff provide specific information on each MCM (example: BMP No. 2 related to spring clean-up efforts) comparing from one year to the next to identify those areas on which progress was being made and those failing or losing ground. Chair Stenlund opined that this would provide a trending point of view with several years of data available during the actual permit period.

Mr. Johnson duly noted that request.

Member Seigler requested a graft showing trending for phosphorus as well; and Chair Stenlund requested trending in reducing TMDL's.

Chair Stenlund thanked Mr. Johnson for his informative annual report.

445
446 **6. Neighborhood Organized Trash Collection Guide**

447 Mr. Culver briefly reviewed the history of this request by the City Council at their
448 April 20, 2015 meeting, and directing staff to bring forward a residential trash
449 organization kit/process model for their review and potential adoption. As detailed
450 in the staff report, Mr. Culver advised that staff provided several models and had
451 drafted a Roseville Neighborhood Organized Trash Collection Guide (Attachment
452 A). Mr. Culver advised that several additional minor changes had been made to the
453 draft since distribution of the agenda packet; but noted the intent of the document
454 was simply to provide a factual and simple guide for residential neighborhoods
455 interested in organized trash collection to pursue that initiative.
456

457 While there were some references in the models used that discussed potential
458 benefits, which were debatable of themselves by many, such as wear and tear of
459 trash vehicles on pavement lifecycles, Mr. Culver stated that, from an engineering
460 perspective, the Roseville Public Works Department could not prove that those had
461 a significant impact on the lifecycle of a street. Mr. Culver opined that staff thought
462 pavement lifecycles had more to do with environmental and climate issues; and
463 therefore, removed any and all opinion items and attempted to only present facts
464 going forward. Mr. Culver also clarified that this was not intended as any type of
465 formal city program, but only intended to serve as a guide to provide citizens a
466 matrix and sample letter they could use to draft their own program and accumulate
467 data and disseminate it to neighbors for their own decisions. Mr. Culver sought
468 feedback and comment from the PWETC, advising that it was staff's intent to
469 present those findings and a revised draft to the City Council at their scheduled joint
470 meeting with the PWETC on June 22, 2015. However, Mr. Culver advised that it
471 was also his preference to provide the draft and feedback to the City Council prior
472 to their meeting, and post the draft on the website if so authorized.
473

474 At the request of Member Cihacek, Mr. Culver opined that since this was a
475 residential or neighborhood guide, there was no process required under public
476 procurement laws; and only serves for residents who may choose to shop for these
477 services in the future.
478

479 Member Cihacek opined that each resident in a specific neighborhood considering
480 this would need to agree and a proposed contract and price would need to be redone
481 by a hauler for each household for pricing even though they were not guaranteed
482 the sale and were providing that information to the public and their competitors.
483 Member Cihacek questioned if there should be required language in the guide
484 related to those individual contract and a non-binding clause regarding the pricing,
485 depending on the number of residents signing up for that service.
486

487 Mr. Culver clarified that the language was specific for individual homeowners and
488 would not be a collective contract unless through a homeowner's association or
489 other legal entity, as per draft language.
490

Member Cihacek opined that, from his perspective, the draft language sounded very contractual if it was intended only as an informational piece; and also noted that there was no right of cancellation clause included, and questioned if this was intended as an organization and free representation.

Member Wozniak stated that, it was his understanding that this voluntary neighborhood collection effort would essentially provide that some haulers would create a contract through a business relationship with an entire block and/or neighborhood as applicable.

Member Cihacek opined that, while the volume per route increases, pricing was not binding, and for informational purposes, he found language important to avoid potential deceptive interpretation, and therefore changing language to be more representative of information versus the contractual language in this current draft guide. Since this is only supposed to provide a guide for the process or BMP's and the City wasn't contracting for anything, Member Cihacek opined that he found the language complex as currently written.

Member Wozniak agreed with the complexity of the draft language, but also suggesting backing up further, opining that he didn't anticipate many haulers responding to a written letter as proposed that was seeking specific price information.

Members Seigler and Cihacek both opined that the response from haulers may be surprising.

Member Wozniak opined that rather than a letter, it may be easier for residents looking for information to simply make some phone calls and do an interest survey to determine what's most important to those specific residents related to garbage service.

Mr. Culver responded that, without turning this guide into an even larger document, it was the intent to make this guide available as a word document for editing purpose; and encouraging them to do so and based on their specific interest. Mr. Culver reiterated that this guide is intended simply as a recommendation, and different residents will have different opinions as to their desired benefits, and therefore, it was up to them to put together a specific survey letter for their neighborhood, adding language as desired. As to the earlier point raised, addressing contacting haulers (Attachment A, suggested ideas for the process – Item #4), Mr. Culver suggesting a phone call versus letter or e-mail if the neighborhood felt this may provide more incentive for a hauler to respond; and opined that it may also make a difference depending on the hauler.

However, while agreeing it may be prudent to simplify current legalese in the current guide, Mr. Culver expressed concern in how much language to include making sure this remained clear for residents. Mr. Culver reiterated that the City

537 had no skin in this game, and was not accountable, as none of the municipal
538 requirements or restrictions applied to this process. Mr. Culver reiterated that any
539 arrangement made was strictly between the hauler of choice and residents; and they
540 would need to work out their own collective terms, guarantees and how binding it
541 ended up being. Mr. Culver opined that he anticipated it would not be binding on
542 either side under this scenario and as it was initially a pilot program for an interested
543 neighborhood and their hauler of choice to pursue.
544

545 Member Cihacek suggested negotiations would be done as a group, and therefore
546 spoke in support of removing that language.
547

548 Member Seigler suggested posting it on the City's website after deleting that
549 specific language.
550

551 Member Wozniak opined that the point of tonight's discussion was to offer ways
552 to make the process as easy as possible for residents, and that included non-
553 inflammatory language as he had previously offered his preferences and concerns.
554 However, Member Wozniak opined that, if residents actually knew and were
555 concerned with where their garbage ended up, it may negate many of the items
556 addressed in the draft guide.
557

558 Chair Stenlund noted the need to ensure that residents and haulers are clearly aware
559 that the City is not involved in any way at all; and opined that he thought the interest
560 may be found to be only about choice, and not cost. Chair Stenlund opined that
561 this included not having the City of Roseville tell them which hauler to use. Chair
562 Stenlund asked staff to verify the actual number of licensed haulers in Roseville,
563 opining that it was actually eight haulers. Chair Stenlund spoke in support of the
564 survey idea and language.
565

566 Chair Stenlund stated that he found the number of pages in the draft guide to be a
567 reasonable number, but opined there may be a lack of clarity on how to change
568 haulers, since it may not be easy depending on the fine print in current individual
569 residential contracts. As an example, Chair Stenlund questioned why he continued
570 to be charged a fuel surcharge; and questioned if changing haulers could be done
571 with a simple phone call, and how long the transfer process may take from one
572 hauler to another.
573

574 Member Lenz noted a past experience in her neighborhood when their road was
575 reconstructed and the neighborhood got together to choose mailboxes for a
576 coordinated look, which didn't work out well.
577

578 Member Seigler opined this may prove a good option for a cul-de-sac, since this
579 would create the need for only one versus many trucks.
580

581 Member Heimerl, having not realistically understood or agreed with the potential
582 benefits, expressed his appreciation that they were now removed. Member Heimerl

583 opined that anything posted as a guide should be as generic as possible, and if
584 proven successful in other communities, word would spread. Member Heimerl
585 noted that the City was proposing to post something that may be an untried
586 procedure and in the end, they may not be able to organize their neighbors, and
587 therefore anything posted by the City needed to remain generic. Member Heimerl
588 suggested the initial language should include wording that this is something other
589 communities have used, and residents are welcome to try it, but the City was not
590 promoting or endorsing one way or the other.

591
592 In preparation for this discussion, Member Wozniak advised that he had spoken
593 with a colleague of his at Ramsey County, serving as a health educator with the
594 County's Environmental Health Department, working specifically with cities on
595 garbage issues. Member Wozniak reported that she expressed interest in working
596 with staff to draft something for the June 22, 2015 joint meeting of the PWETC and
597 City Council. Member Wozniak recognized his sense that Chair Stenlund and other
598 PWETC Members may have listened to past organized collection discussions and
599 seen information about haulers of choice. Member Wozniak expressed his personal
600 interest in organized collection; however, he also expressed his lack of interest in
601 forcing anyone down that road, especially with an instrument such as this draft.
602 Member Wozniak opined that the general benefit should be for anyone interested
603 in the single hauler and organized method, which he felt would be eventually
604 beneficial to the entire community no matter which hauler was used, and
605 volunteered his efforts to help make that happen.

606
607 Mr. Culver asked Member Wozniak how the process and document version he
608 suggested would differ from this guide.

609
610 Member Wozniak opined that it would vary little, but may provide plainer language
611 as suggested by Member Cihacek.

612
613 Chair Stenlund questioned if this wouldn't provide a perception that this was a
614 recommendation from Ramsey County.

615
616 Member Wozniak responded that he did not feel it would, and he didn't think the
617 City Council would appreciate such a view point either.

618
619 With Chair Stenlund asking if it was a City of Roseville or Ramsey County effort
620 for neighborhoods to organize, Member Seigler responded that neighborhoods
621 could organize without this guide.

622
623 Member Wozniak stated that he was simply suggesting that the County take over,
624 allowing the City to step out.

625
626 Chair Stenlund sought to ensure that Member Wozniak didn't get into an ethical
627 dilemma or was compromised for him personally based on his employment with
628 Ramsey County and service on the PWETC as a citizen advisory commissioner.

Member Lenz opined that this process and guide needed to remain municipally driven, using recent issues with St. Paul District Council 7 and trash haulers.

Member Cihacek suggested engaging Ramsey County from an educational standpoint, suggesting they provide information to Mr. Culver to consolidate information for the guide and provide a recommendation for staff to work with those available resources.

Member Seigler suggesting posting this draft document as is and if interest was generated, efforts could then be taken to improve it; otherwise, no further efforts were needed.

Since the suggested revisions were not major, Member Cihacek noted the difficulty in changing a document once posted versus before. Member Cihacek opined that whatever was posted needed to be the final tool or staff time would only be increased accordingly.

Member Seigler sought clarification from staff as to whether they wanted changes now or for individual members to provide them to staff for presentation to the City Council for the joint meeting.

Mr. Culver clarified that it was staff's intent to bring forward a consensus of the PWETC with minor modifications as indicated as part of tonight's discussion; and then present the revised draft document at the June 22 joint meeting. If the consensus of the PWETC was for Member Wozniak and Ramsey County staff to offer some suggestions, Mr. Culver offered to redraft the document, and simply legalize that he could provide as a revised document to the PWETC for their feedback prior to presentation to the City Council. However, if the PWETC found major issues, Mr. Culver suggested presentation to the City Council be delayed to allow further review and consideration before making a recommendation.

Member Wozniak encouraged all PWETC members to provide suggestions, and clarified that it was not his intent to come at this from the perspective as an employee of Ramsey County; but only offered to consult with his colleague on preferable communication styles.

Mr. Culver expressed staff's appreciation of any revised language; offering to incorporate them into a modified document; redistributing that to the PWETC before the June 22, 2015 joint meeting. In order to meet pre-packet deadlines for distribution, Mr. Culver advised that he would need that information by June 9, 2015 for final PWEC comments.

Consensus of the PWETC was for staff to proceed as noted.

7. Discussion Topics for June 22, 2015 Joint Meeting with City Council

Chair Stenlund encouraged participation and attendance by the entire commission at the joint meeting.

As provided in Attachment A, Mr. Culver reviewed last year's agenda, and reviewed the status of those items at this time.

Discussion on the 2015 report and discussion included:

Activities and accomplishments

- Introduced solar discussions in general creating a tremendous amount of public engagement
- Pathway discussions, also creating a tremendous amount of public engagement
- Recommended termination of leaf program based on cost benefit analysis
- Annual Storm water meeting
- Pavement Management Program status and issues
- Snelling Avenue BRT
- Single sort recycling conversion
- REMOVE expansion of committee
- Recommended code changes – sump pumps and plumbing ordinances

Work plan items for the upcoming year

- Railroad transportation issues (Chair Stenlund)
- Revised permit requirements needing focus
- Delamination continuing
- Review pedestrian infrastructure, particularly around schools
- Continued solar discussions
- Sanitary and water services
- Delamination stress and impacts to sealcoating program and roadways
- Working with Public Works Department on communication plan/outreach and education as part of the options beyond the leaf pick-up program (Member Wozniak)

Questions or areas of concerns for the City Council

- Pathway Master Plan
- Role of PWETC for equipment replacement
- Transportation disparity: how and when the City Council wishes to have the PWETC weigh in to addressing and/or leading transit options to optimize options for Roseville citizens
- The role of the Commission in addressing and reviewing pavement delamination and future costs and evaluation of the condition index for roadways
- Insurance options for end-of-life service lines for homeowners
- As you delay sealcoating, is it possible there may be other significant increases, and how/if the City Council wants the PWETC to look at them over the next five years related to reconstruction and pavement surface management

- 720
- 721
- 722
- 723
- Freezing of water pipes during winter (Member Seigler) and role for the PWETC with the small number of households (estimated at 120) typically affected in Roseville or whether the City should seek a remedy once and for all

724 Mr. Culver suggested discussing staff's response during the winter of 2014 and

725 have the PWETC review the issue and that response at a future PWETC

726 meeting.

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- The PWETC's role in continuing solar power discussions
 - The PWETC's role in continuing sanitary sewer discussions
 - Weather impacts on operations (e.g. salt use) and infrastructure needs and processes
 - Nutrient loading from leaf pick-up and whether to continue exploring weather related and risk management based on historical and weather-related issues
 - Work to make sure students get to RAHS safely as the Highway 36 and Lexington Avenue bridge process starts – a livable community issue – and any other pedestrian infrastructure needs, especially around schools in the community (Chair Stenlund)
 - The role of the PWETC's role in water main testing and/or sump pump inspections – I & I process (Chair Stenlund)

741 Member Cihacek opined this may be covered as part of the sanitary sewer

742 discussion.

743

744 Mr. Culver suggested a general discussion item for sanitary and water services.

745

746 At the request of Member Seigler, Mr. Culver reported that, as part of the

747 remaining 5,000 plus replacements for water meters scheduled this year, the

748 vendor would be doing a cursory inspection of sump pump connections and

749 whether any are connected to the sanitary sewer system. Mr. Culver advised

750 that the inspection would only be to collect data, allowing the City to make a

751 subsequent determination as to how severe the problem actually is and then what

752 to do with that information. Mr. Culver advised that this may mean a City Code

753 modification for enforcement purposes to provide initiative for residents to

754 discontinue that practice and make the change on their own. Mr. Culver advised

755 that information should be available by year-end or soon thereafter, and

756 anticipated a meeting in the spring of the PWETC for additional discussion on

757 water/sewer and make recommendations to the City Council.

758

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- 763
- Partnering opportunities with other advisory commissions on the Pathway Master Plan for re-ranking priorities based on a more uniform ranking system to identify highest and lowest priorities, whether funding is available or not for a particular segment (Chair Stenlund)

764 Member Lenz suggested partnering with the Parks & Recreation Commission.

765

Mr. Culver reminded the PWETC that this had been discussed at a previous meeting and concluded that the Pathway Master Plan be part of the larger Comprehensive Plan update scheduled to start in 2017, and allowing for an intense amount of public input as part of that process. Mr. Culver opined that as a component of that update, it would allow focus for public prioritization.

However, Mr. Culver suggested this would be a good discussion point for the joint meeting to seek the City Council's input.

- Allocations for public works equipment in the budget process as equipment wears out (Chair Stenlund and Member Cihacek) and the PWETC's role in purchasing appropriate equipment to best serve the needs of the community and its taxpayers

Mr. Culver suggested Members arrive at the meeting at 6:00 pm or shortly thereafter, depending on other agenda items and the speed of the meeting; and reminded Commissioners that this was their joint meeting with the City Council, and staff would be available but not at the table with them, and under the leading of Chair Stenlund in representing the PWETC.

8. Possible Items for Next Meeting – June 23, 2015

- Review joint meeting with City Council and set 2015 focus items for the PWETC
- Update on City Campus solar project RFP's
- Permeable pavers
- Solar update
- Update on Resource Recovery negotiations (Member Wozniak)

Member Cihacek sought to clarify that Member Wozniak would be presenting as a member of the PWETC versus as a Ramsey County staff person assigned to the Resource Recovery process; and only speaking of upcoming issues of which he was aware.

9. Adjourn

Cihacek moved, Seigler seconded, adjournment of the meeting at approximately 8:50 p.m.

Ayes: 7

Nays: 0

Motion carried.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: June 23, 2015

Item No: 4

Item Description: Communication Items

Projects update:

- Victoria Street Reconstruction and Sidewalk Project: Construction is well underway. The stormwater pipe along the east/west portion of Victoria was installed last week. Other utility work is continuing. Curb and gutter should be installed within the next few weeks followed closely by the milling of the old pavement surface and the placement of the new pavement. Work is still scheduled to be complete by October of this year.
- Pavement Maintenance Program follow-up: This project is also underway. Several of the street sections have been completed including Minnesota Ave/Lovell Ave west of Dale Street and Snelling Service Drive north of County Road C. Work on Roselawn is expected to start in early July with the replacement of the water main. Also, note that in response to some feedback from the Commission at last month's meeting, the enclosed Project Map now also includes the County projects that will occur this year as well.
- Water Meter Replacement Program: Ferguson Waterworks is actively replacing water meters in the east portion of the City (east of Snelling Ave). They are currently replacing about 30-40 meters a day and will ramp up to about 70 per day once fully operational. We have received a couple of comments from residents with some suggestions and concerns and we have made some changes to the website and clarified information to the Ferguson operators scheduling appointments as a result. All of the meters within the City of Roseville should be upgraded to the new radio-read meters by the end of this year.
- Lift Station Replacements: The City is replacing one sanitary sewer lift station (pumping station) and rehabilitating one stormwater lift station this year. Both lift stations are being bid using a Best Value process. Proposals for the Wagner Sanitary Lift Station were received last week (June 17) and proposals for the St Croix Stormwater Lift Station will be opened on June 24. We anticipate awarding contracts for both of these projects in July.
- Permeable Pavements: The Engineering department is working on proposing modifications to sections of City Code which address impervious and/or "building footprints and paved surfaces" which limits those areas to 30% in general on residential lots and 25% for lots in a Shoreland district. The use and availability of pervious paving systems has increased and is realizing wider acceptance. Combined with the City's Residential Stormwater Permit, we are now able to catalogue and require periodic inspections of these pervious pavement systems to ensure they have been maintained appropriately and are still pervious. While the use of the pervious pavement allows property owners to exceed the paved surface limitation by only counting a portion of that surface as impervious, if done properly and in conjunction with good soils, we have the added benefit of infiltration and reduction of stormwater runoff. City staff will bring forward recommended amendments to the Code to the PWET Commission this fall. Attached is a Planning File from a recent variance for a new home on Lake Owasso that

requested a variance from the 25% impervious surface coverage limitation by using a pervious driveway which would provide some infiltration benefits as well.

Maintenance activities:

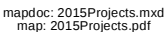
- Hydrant flushing continues, as it will for most of the summer. We have flushed approximately 25% of the system to date.
- Summer maintenance activities are in full operation including regular mowing, plant and tree maintenance and replacement, and continued street patching

Attachments:

A: 2015 PMP Project map

B: 2015 Utility Projects map

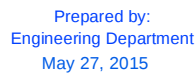
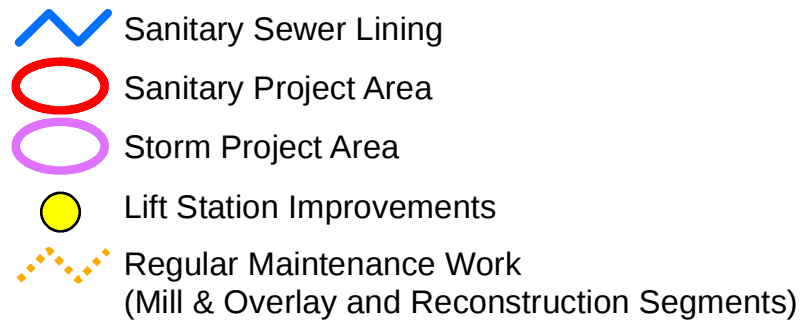
C: Lake Owasso Variance Request Planning File



-  Reconstruction City (1.1 miles & intersection)
-  Mill & Overlay City (4.10 miles)
-  Mill & Overlay MSA (1.57 miles)
-  Ramsey County Mill & Overlay (1.57 miles)
-  Sidewalk/Pathway Maintenance
-  Pathway New Construction

Data Sources and Contacts:
 * Ramsey County GIS Base Map (5/01/15)
 * 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 is free from error, and that the City cannot be held liable for any damages, expressly waived 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 who arise out of the user's access or use of data provided.



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REQUEST FOR VARIANCE BOARD ACTION

Agenda Date: 12/3/2014

Agenda Item: 4

Division Approval

Agenda Section
PUBLIC HEARINGS

Item Description: Request for a variance to the impervious coverage limit of Section 1004.08C (Residential Districts) of the City Code to allow pervious paving to be treated differently from conventional paving products (**PF14-030**)

The action deadline for this request, mandated by Minn. Stat. 15.99, is January 10, 2015.

GENERAL SITE INFORMATION

Applicant: Zawadski Homes, Inc.

Location: 365 South Owasso Boulevard

Property Owner: Zawadski Homes, Inc.

Land Use Context

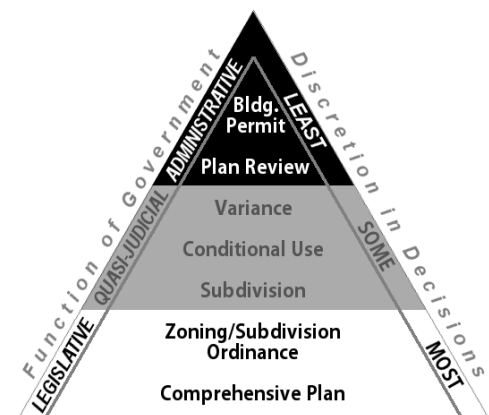
	Existing Land Use	Guiding	Zoning
Site	One-family residential, detached	LR	LDR-1
North	Lake Owasso	Lake	N/A
West	One- and Two-family residential, detached	LR	LDR-2
East	One-family residential, detached	LR	LDR-1
South	One-family residential, attached	MR	MDR

Natural Characteristics: The site is located in a shoreland management area.

Planning File History: May 25, 2006 setback permit to account for nonconforming driveway setback during reconstruction of South Owasso Blvd (PF3765)

LEVEL OF CITY DISCRETION IN DECISION-MAKING

Action taken on a variance request is **quasi-judicial**; the City's role is to determine the facts associated with the request, and weigh those facts against the legal standards contained in State Statute and City Code.



DETAILED PROPOSAL AND ZONING ANALYSIS

Zawadski Homes proposes to build a new one-family, detached residence for a homeowner client. The proposed improvements include 2,262 square feet of building area (i.e., house, porch, and stoop) and 1,598 square feet of paved surfaces (i.e., driveway, sidewalk, and patio), which would comprise 29.9% of the 12,908 square-foot parcel. The site plan and written narrative detailing the proposal is included with this report as Attachment C.

City Code §1017.14 (Shoreland Lot Size) requires parcels in the shoreland district to be at least 15,000 square feet. City Code §1004.08 (Improvement Area) limits the amount of built improvements (e.g., buildings, driveways, pools, pergolas, etc.) to 50% of the area of a residential parcel. The purpose of this provision is to allow for rather liberal development of residential properties while establishing a maximum amount to prevent over-building. Below this 50% cap, however, paved surfaces and the footprints of enclosed buildings are limited to 25% of a parcel area in locations, like the subject property, within the shoreland management district in order to minimize the amount of storm water runoff that may negatively affect the nearby lake, neighboring properties, or public storm water infrastructure. The requested variance is needed to account for the fact that the building footprint and pavement area would equal about 30% of the parcel area, which is about 635 square feet more than the 25% limit would allow on this substandard parcel. If the approximately 1,270 square-foot proposed driveway can be built to be at least 50% pervious, the overall *impervious* coverage of the site would be at or below the 25% limit even though the total building footprint and pavement area would not change.

An important bit of nuance in the text of §1004.08, as discussed above, is the fact that it specifies a limit on “building footprints and paved surfaces” and does not use the word “impervious.” In theory, a driveway made of 100% pervious pavement—that is, a paving material that allows rain water to infiltrate through the pavement and into the soils underneath instead of forcing the rain water to run-off elsewhere—would not add to a property’s impervious coverage regardless of its size. This kind of product can be especially helpful on smaller parcels where even moderately-sized homes can approach 25% of the parcel area. If a pervious driveway isn’t properly maintained, however, it can become less pervious over time and the percentage of impervious surfaces can gradually increase beyond the established limit. City staff has long been supportive of pervious paving products as a way to minimize storm water but, until recently, staff didn’t have a good way to ensure that pervious pavement would be properly maintained. When this “improvement area” provision was adopted in 2010, all paved surfaces, both pervious and impervious, were treated the same so that impervious surfaces would still not exceed 25% even if it included pervious pavement that was allowed to fail over time.

In 2013, however, Roseville created the Residential Storm Water Permit (ReSWP) which is an administrative process of accommodating increased “building footprints and paved surfaces” by reviewing and approving plans both for installing best management practices (BMPs) for storm water mitigation and ensuring the proper, ongoing maintenance and functioning of those BMPs. With the ReSWP, a driveway built with pervious pavement can be recognized as such, and the driveway’s contribution to impervious surfaces can be calculated as something less than the total driveway area, depending on the specified permeability of the pavement. Staff from Roseville’s Planning and Engineering Divisions have been discussing amending the zoning code so that it benefits from the greater differentiation of paved surfaces, but the present proposal is bound by the existing code requirements.

The reason this topic is coming forward as a variance request rather than as a zoning amendment is that Roseville’s Engineering Division staff is currently working on an amendment for pervious

surfaces that may have much broader applicability than just single-family properties and so may take considerable time to complete. City staff is comfortable that the proposed improvements are consistent with the likely zoning amendment, and is supportive of the variance to avoid penalizing the applicant for the time it takes the City to implement the contemplated amendment.

VARIANCE ANALYSIS

REVIEW OF VARIANCE APPROVAL REQUIREMENTS: Section 1009.04C of the City Code establishes a mandate that the Variance Board make five specific findings about a variance request as a prerequisite for approving the variance. Planning Division staff has reviewed the application and offers the following draft findings.

- a. *The proposal is consistent with the Comprehensive Plan.* Planning Division staff believes that the proposal is generally consistent with the Comprehensive Plan because the residential improvements conform to the size and scale of what is promoted by the Comprehensive Plan's goals and policies for residential areas.
- b. *The proposal is in harmony with the purposes and intent of the zoning ordinances.* Planning Division staff believes that the proposal is consistent with the intent of the zoning ordinances because while the new improvements will involve more "building footprints and paved surfaces" than the code text strictly allows, the zoning ordinance's intent is to regulate impervious coverage and the proposed impervious coverage is within the regulatory limit.
- c. *The proposal puts the subject property to use in a reasonable manner.* Planning Division staff believes that the proposal makes reasonable use of the subject property because the improvements would appear and function like a typical residential property while the proper installation and maintenance of a pervious paving system will mitigate excess storm water impacts.
- d. *There are unique circumstances to the property which were not created by the landowner.* Planning Division staff believes that the unique circumstances that justify the approval of the requested variance in this case are twofold; first, the parcel has substandard area, which has the effect of the proposed improvements occupying a larger percentage of the property than if the improvements were situated on a parcel of conforming area. Second, the proposal is consistent with code requirements likely to be adopted in the future, but staff is uncertain about when the necessary zoning amendment might be ready to present to the Planning Commission for a public hearing and a recommendation for City Council action.
- e. *The variance, if granted, will not alter the essential character of the locality.* Although the proposed residence is larger than the historically small homes in this area, many of these older homes were originally built as cabins, and the scale of the proposed development is consistent with that of the newer homes that are being built to replace the older structures. For this reason, the variance, if approved, would not negatively alter the character of the surrounding residential neighborhood.

Section 1009.04 (Variances) of the City Code explains that the purpose of a variance is "to permit adjustment to the zoning regulations where there are practical difficulties applying to a parcel of land or building that prevent the property from being used to the extent intended by the zoning." The proposal appears to compare favorably with all of the above requirements essential for approving variances. Moreover, the proposed improvements would likely be permitted by the

amended zoning provisions, but the amendment may take a considerable amount of time to complete given the level of detail required, its potentially large scope, and the fact that the amendment is not the Engineering Division's highest priority project. Planning Division staff believes that such a conundrum represents a practical difficulty which the variance process is intended to relieve.

Roseville's Development Review Committee (DRC) met on November 13, 2014 to discuss this application and the only concern about the proposal was the lack of specifications about the proposed pervious paving system to confirm that the proposal is, in fact, consistent with the anticipated amendment. A draft engineering proposal has since been provided which details how the proposed driveway can be constructed to achieve 50% perviousness; the proposal is included with this RVBA as Attachment D. The applicant should continue working with Engineering Division staff for approval of appropriate materials and construction techniques.

OUTSIDE AGENCY REVIEW

Notice of this application was mailed to Minnesota Department of Natural Resources' (DNR) Area Hydrologist; no comment was offered by the DNR.

PUBLIC COMMENT

At the time this report was prepared, Planning Division staff has not received any communications from the public about the variance request.

RECOMMENDED ACTION

Adopt Variance Board Resolution 110 approving a variance to §1004.08 of the City Code to allow the proposed excess paved surfaces and building footprints at 365 S Owasso Boulevard, subject to the following conditions:

- a. The driveway shall utilize materials and installation methods that are determined by the City Engineer to achieve at least 50% perviousness as proposed and reviewed with the variance application; and
- b. Impervious surface area shall be limited to 25% of the parcel area, and the applicant shall continue to work with Engineering Division staff to complete the Residential Storm Water Permit process or otherwise comply with comparable City regulations in place at the time of construction to install and maintain the pervious pavement.

ALTERNATIVE ACTIONS

- a. **Pass a motion to table one or more of the items for future action.** Tabling beyond January 7, 2015 may require extension of the 60-day action deadline established in Minn. Stat. §15.99.
- b. **Adopt a resolution to deny the requested approval.** Denial should be supported by specific findings of fact based on the Variance Board's review of the application, applicable zoning or subdivision regulations, and the public record.

NEXT STEPS

The decision of the Variance Board is final unless an appeal is filed. The appeal period remains open for 10 days from the date of the decision, and an appeal may be made either by the applicant or by another Roseville property owner.

131 An appeal must be submitted in writing to the City Manager by noon on December 15, 2014 for a
132 hearing before the Board of Adjustments and Appeals.

Prepared by: Senior Planner Bryan Lloyd
651-792-7073 | bryan.lloyd@ci.roseville.mn.us

Attachments: A: Area map C: Proposed plans
B: Aerial photo D: Pervious pavement sample specs
E: Draft resolution



400.0 0 200.00 400.0 Feet

NAD_1983_HARN_Adj_MN_Ramsey_Feet
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1: 2,400





150.0 0 75.00 150.0 Feet

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1: 900



CERTIFICATE OF SURVEY

Site Address: 365 Owasso Blvd S.

~for~ ZAWADSKI HOMES
~of~ KAUFMAN RESIDENCE

GRAPHIC SCALE



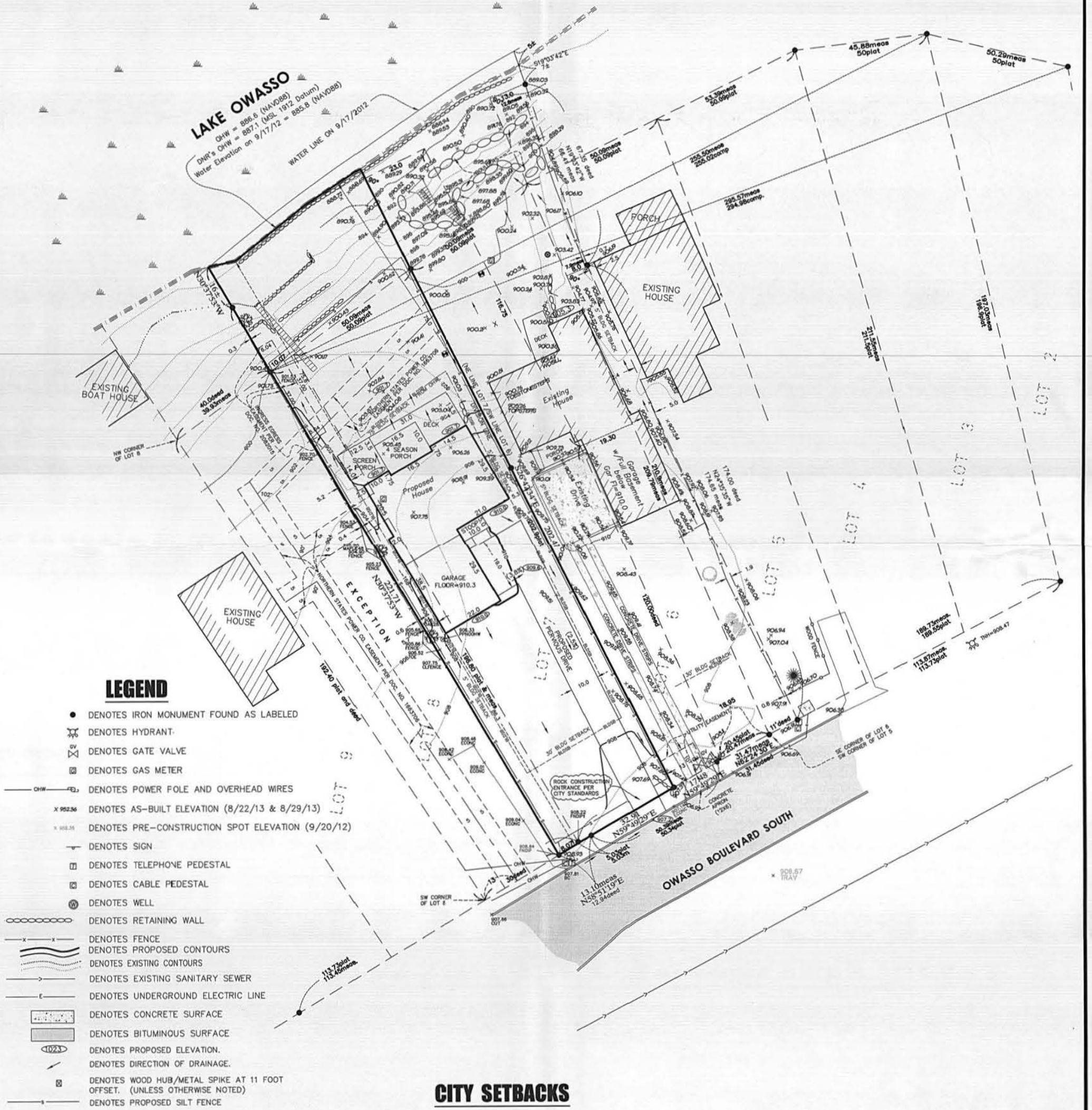
NORTH

PROPERTY DESCRIPTION:

All of Lot 7 of Lake Owasso Villa and Lot 8 of Lake Owasso Villa save and except that portion of said Lot 8 described as follows: Beginning at the Northwesterly corner of Lot 8 Lake Owasso Villa, thence Northeasterly along the Northerly line of said Lot 8 for a distance of 40 feet; thence Southerly to a point on the Southerly line of said Lot 8, 30 feet Easterly of the Southwesterly corner of said Lot 8; thence Westerly along the Southerly line of said Lot 8, 30 feet to the Southwesterly corner thereof; thence Northerly along the Westerly line of said Lot 8 to the Northwesterly corner of said Lot 8, being the point of beginning, Ramsey County, Minnesota.

HOUSE STAKING NOTES:

- BUILDER TO VERIFY HSE DIMENSIONS, SEWER DEPTH AND FOUNDATION DEPTH
- DRIVEWAYS ARE SHOWN FOR GRAPHIC PURPOSES ONLY. FINAL DRIVEWAY DESIGN AND LOCATION TO BE DETERMINED BY CONTRACTOR.
- FINISHED GRADE ADJACENT TO HOME SHALL BE 0.5 FEET BELOW TOP OF BLOCK EXCEPT AT DRIVEWAY AND PATIO



LEGEND

- DENOTES IRON MONUMENT FOUND AS LABELED
- ⊕ DENOTES HYDRANT
- ⊕ DENOTES GATE VALVE
- ⊕ DENOTES GAS METER
- OHW — DENOTES POWER POLE AND OVERHEAD WIRES
- x 952.36 DENOTES AS-BUILT ELEVATION (8/22/13 & 8/29/13)
- x 908.56 DENOTES PRE-CONSTRUCTION SPOT ELEVATION (9/20/12)
- DENOTES SIGN
- ⊕ DENOTES TELEPHONE PEDESTAL
- ⊕ DENOTES CABLE PEDESTAL
- ⊕ DENOTES WELL
- DENOTES RETAINING WALL
- DENOTES FENCE
- DENOTES PROPOSED CONTOURS
- DENOTES EXISTING CONTOURS
- DENOTES EXISTING SANITARY SEWER
- DENOTES UNDERGROUND ELECTRIC LINE
- DENOTES CONCRETE SURFACE
- DENOTES BITUMINOUS SURFACE
- DENOTES PROPOSED ELEVATION
- DENOTES DIRECTION OF DRAINAGE
- ⊕ DENOTES WOOD HUB/METAL SPIKE AT 11 FOOT OFFSET. (UNLESS OTHERWISE NOTED)
- DENOTES PROPOSED SILT FENCE

NOTES

- Field survey was completed by E.G. Rud and Sons, Inc. on 9/17/12.
- Bearings shown are on Ramsey County Datum.
- Curb shots are taken at the top and back of curb.
- This survey was prepared using Stewart Title Guaranty Company Commitment No. 386967, issued by Land Title, Inc.
- Benchmark: MnDOT Benchmark Name 6285 N. SE corner Hwy 49 in bridge 6580 over I-694. Elevation = 927.32 (NAVD88). See hydrant on Lot 3 for local benchmark reference.

CITY SETBACKS

- 75 FEET FROM OHWL
- 30 FEET FROM RIGHT OF WAY
- 5 FEET SIDE LOT LINE
- MAXIMUM IMPERVIOUS PER ORDINANCE IS 25%

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

Date: 11/11/14 License No. 41578

DRAWN BY: JEN	JOB NO: 12485BT	DATE: 11/11/14
CHECK BY: JER	SCANNED	
1		
2		
3		
NO.	DATE	DESCRIPTION
BY		

PROPOSED ELEVATIONS:

(9 FT. POURED WALL WALKOUT BASEMENT)
TOP OF WALL = 910.7
GARAGE FLOOR = 910.3
LOWEST FLOOR = 902.0
TOP OF FOOTING = 901.7

IMPERVIOUS SURFACE AREA:

TOTAL PARCEL AREA ABOVE OHWL = 12,908 SQ. FT.

PROPOSED HOUSE FOUNDATION,
COVERED PORCH AND STOOP = 2,262 SQ. FT.
PROPOSED PERVIOUS DRIVEWAY (1,266/2) = 633 SQ. FT.
PROPOSED ENTRY WALK = 21 SQ.FT.
PROPOSED PATIO ALLOWANCE = 311 SQ. FT.

TOTAL PROPOSED IMPERVIOUS AREA
(25.0% OF PARCEL)

E.G. RUD & SONS, INC.
Professional Land Surveyors
6776 Lake Drive NE, Suite 110
Lino Lakes, MN 55014
Tel. (651) 361-8200 Fax (651) 361-8701



November 11, 2014

City of Roseville
2600 Civic Center Drive
Roseville, MN 55113

RE: Variance Request – Supplemental Background Information
365 Owasso Boulevard South
PIN# 012923120072

Dear City Staff/Variance Board:

Outline of Request

Zawadski Homes, Inc., on behalf of our client, Adele Kaufman, requests a variance to the hard surface coverage limitation on the above lot. Applicant proposes to use pervious pavers for the driveway, and seeks a "credit" for the areas using pervious pavers.

The lot is 12,908 square feet in size, the lot is long and narrow, and it borders Lake Owasso. The hard surface coverage limit of 25% equates to 3,227 sf of coverage.

The attached survey shows a house, sidewalk, patio and driveway, which has 3,860 sf of coverage. If applicant was given a 50% credit reduction for hard surface coverage on just the driveway, the reduction would be 633 sf, resulting in meeting the 25% limit (3,860 sf less 633 sf = 3,227 sf).

Normally, 10,000 sf is an adequate building pad size. A standard lot might be more square in nature, with a shorter drive; the 25% hard surface restriction is usually achievable. With this lot of 12,908 sf, the lot's narrowness is creating challenges for meeting the hard surface limit. Already, we are mitigating by building a smaller house, a smaller garage, a smaller drive pad in front of the garage, and making the drive as narrow as possible (10' wide versus 14' wide).

Past Experience

Zawadski Homes has installed pervious pavers as hard surface mitigation in Shoreview and Arden Hills; both Cities provide administrative relief without a formal variance application.

In Shoreview (see attached example), a 50% credit is given to offset the hard surface coverage, for the square feet using pervious pavers (installed per manufacturer's specifications); credit is also given for the square feet of house roof that is drained to gutters and carried to the drive. For example, if pervious

pavers are used on a 900 sf drive, and 900 sf of roof is also drained to the drive, the hard surface tally is reduced by 1,800 sf.

The City of Arden Hills has a similar program, allowing an additional 15% coverage where pervious pavers are used. Other Cities and Watershed Districts that we have worked with are encouraging rain gardens and pervious pavers as logical practices in reducing water runoff.

In conclusion, applicant is requesting the variance to the hard surface limit, by granting a 50% credit for impervious pavers at all or part of, the driveway, sidewalk, patio, and guttered roof areas. Zawadski Homes is excited to explore the use of pervious pavers, or any alternative best practice proffered by the City. Thank you.

Sincerely,



Steven Zawadski
President



Solution Blue, Inc.
318 Cedar Street
Saint Paul, MN 55101

Phone: 651-294-0038
Fax: 651-395-3326
www.SolutionBlue.com

November 26, 2014

Steve Zawadski
Zawadski Homes
4614 Churchill Street
Shoreview, MN 55126

Re: Permeable Interlocking Concrete Paver Driveway located at 365 South Owasso Blvd. Roseville, Minnesota.

Dear Mr. Zawadski –

Per your request, we are preparing the design plans for a permeable interlocking concrete paver driveway for your project at 365 South Owasso Blvd. Roseville, Minnesota. Our services include work to be completed by a Professional Civil Engineer (PE), Certified Storm Water Pollution Prevention Plan (SWPPP) Designer, and other Solution Blue Team members. The following "Supporting Exhibits" and Work scope outlines our project scope.

Assumptions and/or Understanding of the Project:

- Site is located in the City of Roseville ("**City**") and within Ramsey County ("**County**").
- Site contains one (1) existing parcel that is 12,908 square feet in size – per survey prepared by E.G. Rud & Sons Inc.
- The private owner ("**Owner**") is planning to build a residence with covered porch and stoop totaling 2,262 square foot (SF) on foundation. In addition, entry walk of 21 SF and Patio 311 SF. The proposed permeable interlocking concrete paver driveway is 1,266 SF. It is understood that by proving a permeable interlocking concrete pavers driveway you will be able to reduce the proposed impervious surface area impervious calculated by 50% (633 SF). Therefore, the total proposed impervious area is 3,227 SF and is 25% of parcel.
- Zawadski Homes ("**Zawadski**") is leading the planning, design, regulatory approvals and construction processes for this project, while working closely with **Owner** throughout the project.
- **Zawadski** provided Solution Blue, Inc. ("**SBI**") with a conceptual Site Plan to assist **SBI** in creating our design plans.
- **Zawadski** and **Owner** will provide **SBI** with all available architectural plans (DWG files), site survey (DWG file) property info, soils reports and other related plans/info prior to starting with design.

Supporting Exhibits:

- Typical section design detail
- Typical Permeable Interlocking Concrete Paver Specification

Deliverables:

Upon City approval of the impervious surface area credit for permeable interlocking concrete pavers. SBI will produce construction documents and final specifications. A soils report will be required to verify that the underlying soils will adequately promote infiltration.

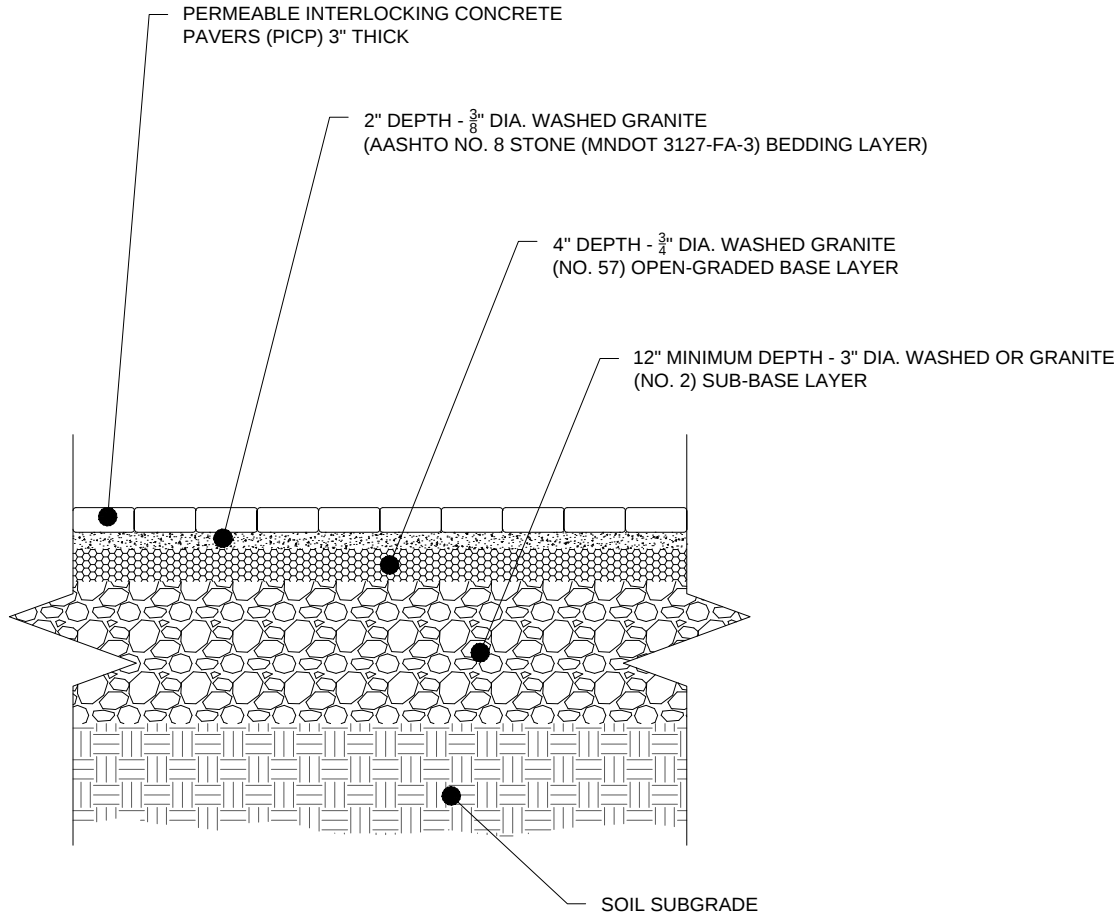
If you have any questions or feedback, please contact us at your convenience. We look forward to this opportunity to work together again!

Sincerely,

A handwritten signature in blue ink, appearing to read "John Hink", written over a light blue rectangular background.

John Hink
President

CADD USER: SBI 2 FILE: C:\USERS\SBI 2\DRAWING\PROJECTS\TEMP FILES\ZAWADSKI HOMES\365 OWASSO BLVD.S - PERMEABLE PAVER DETAILS.DWG PLOT SCALE: 1:2 PLOT DATE: 11/26/2014 11:02 AM



PERMEABLE PAVER TYPICAL SECTION

Attachments: REVISIONS BY

I HEREBY CERTIFY THAT THIS
PLAN OR SPECIFICATION WAS
PREPARED BY ME OR UNDER MY
DIRECT SUPERVISION AND THAT I
AM A DULY REGISTERED CIVIL
ENGINEER UNDER THE LAWS OF
THE STATE OF MINNESOTA

CIVIL ENGINEER _____
DATE: _____ REG. NO. _____

318 CEDAR STREET
SAINT PAUL, MN 55101
(651)294-0038
SOLUTIONBLUE.COM



PERVIOUS PAVER
TYPICAL SECTION

ZAWADSKI HOMES
365 OWASSO BLVD. S ROSEVILLE, MN 55113

DRAWN BY LMM
CHECKED BY RAT
DATE 11-26-2014
JOB NO. JOB#
SHEET

**EXTRACT OF MINUTES OF MEETING OF THE
VARIANCE BOARD OF THE CITY OF ROSEVILLE**

Pursuant to due call and notice thereof, a public hearing was held at the regular meeting of the Variance Board of the City of Roseville, County of Ramsey, Minnesota, on the 3rd day of December 2014, at 5:30 p.m.

The following members were present: _____;
and _____ was absent.

Variance Board Member _____ introduced the following resolution and moved its adoption:

VB RESOLUTION NO. 110

**A RESOLUTION APPROVING A VARIANCE TO §1004.08 (IMPROVEMENT AREA)
OF THE CITY CODE TO ALLOW THE PROPOSED EXCESS PAVED SURFACES
AND BUILDING FOOTPRINTS AT 365 S OWASSO BOULEVARD (PF14-030)**

WHEREAS, the subject property is legally described as:

PIN: 01-29-23-12-0072

All of Lot 7 of Lake Owasso Villa and Lot 8 of Lake Owasso Villa save and except that portion of said Lot 8 described as follows: Beginning at the Northwestern corner of Lot 8 Lake Owasso Villa, thence Northeasterly along the Northerly line of said Lot 8 for a distance of 40 feet; thence Southerly to a point on the Southerly line of said Lot 8, 30 feet Easterly of the Southwesterly corner of said Lot 8; thence Westerly along the Southerly line of said Lot 8, 30 feet to the Southwesterly corner thereof; thence Northerly along the Westerly line of sold Lot 8 to the Northwestern corner of said Lot 8, being the point of beginning, Ramsey County, Minnesota.

WHEREAS, City Code §1004.08 limits paved surfaces and building footprints to 25% of the parcel area of the subject property; and

WHEREAS, Zawadski Homes, Inc., owner of the subject property, has requested a variances to City Code §1004.08 to allow proposed paved surfaces and building footprints covering 29.9% of the property; and

WHEREAS, City Code §1009.04 (Variances) establishes that the purpose of a variance is “to permit adjustment to the zoning regulations where there are practical difficulties applying to a parcel of land or building that prevent the property from being used to the extent intended by the zoning;” and

WHEREAS, the Variance Board has made the following findings:

- a.** The practical difficulty stems from the fact that the proposed improvements would likely be permitted by amended zoning provisions currently being prepared by Roseville’s Engineering Division staff, but the amendment may take a considerable

amount of time to complete given the level of detail required, its potentially large scope, and the fact that the amendment is not the Engineering Division's highest priority project;

- b.** The proposal is generally consistent with the Comprehensive Plan in that the residential improvements conform to the size and scale of what is promoted by the Comprehensive Plan's goals and policies for residential areas;
- c.** The proposal is consistent with the intent of the zoning ordinances because while the new improvements will involve more "building footprints and paved surfaces" than the code text strictly allows, the zoning ordinance's intent is to regulate impervious coverage and the proposed impervious coverage is within the regulatory limit;
- d.** The proposal makes reasonable use of the subject property because the improvements would appear and function like a typical residential property while the proper installation and maintenance of a pervious paving system will mitigate excess storm water impacts;
- e.** The property possesses the kind of unique characteristics that justify approval of the requested variance in the substandard parcel has area, which has the effect of the proposed improvements occupying a larger percentage of the property than if the improvements were situated on a parcel of conforming area. Moreover, the proposal is consistent with code requirements likely to be adopted in the near future, although the exact timing of such a zoning amendment is uncertain, and
- f.** Although the proposed residence is larger than the historically small homes in the area, many of those older homes were originally built as cabins and the scale of the proposed development is consistent with that of the newer homes that are being built to replace the older structures, so approval of the variance would not negatively alter the character of the surrounding residential neighborhood.

NOW THEREFORE BE IT RESOLVED, by the Roseville Variance Board, to approve a variance to §1004.08 of the City Code to allow the proposed excess paved surfaces and building footprints at 365 S Owasso Boulevard, subject to the following conditions:

- a.** The driveway shall utilize materials and installation methods that are determined by the City Engineer to achieve at least 50% perviousness as proposed and reviewed with the variance application; and
- b.** Impervious surface area shall be limited to 25% of the parcel area, and the applicant shall continue to work with Engineering Division staff to complete the Residential Storm Water Permit process or otherwise comply with comparable City regulations in place at the time of construction to install and maintain the pervious pavement.

The motion for the adoption of the foregoing resolution was duly seconded by Variance Board Member ____ and upon vote being taken thereon, the following voted in favor: ____; and ____ voted against;

WHEREUPON said resolution was declared duly passed and adopted.

[illegible]

WITNESS MY HAND officially as such Manager this 3rd day of December 2014.

Page 3 of 3

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: June 23, 2015

Item No: 5

Item Description: Community Solar Update and Discussion

Background:

The demand for Community Solar Gardens is increasing and more and more large scale gardens are being proposed and planned. The City has had discussions in the past about the possibility of hosting a Community Solar installation, but it seems more likely that in the very near future the City will have an opportunity to buy shares of a large scale Community Solar Garden in order to offset energy usage on campus.

This evening, the Commission will receive a presentation from a representative from the Clean Energy Resource Teams (CERTs) or from the Great Plains Institute to provide an update on the options for Community Solar Garden participation.

Recommended Action:

Receive presentation on Community Solar Gardens.

Attachments:

A. Metropolitan Council Community Solar Development Info


[COMMUNITIES](#)
[PARKS](#)
[TRANSPORTATION](#)
[WASTEWATER & WATER](#)
[HOUSING](#)
[PLANNING](#)

METRO COUNCIL LEADING COLLABORATION TO SPUR COMMUNITY SOLAR DEVELOPMENT

 Posted In: [Communities](#), [Wastewater & Water](#)

Date: 6/11/2015

2

Local governments in the Twin Cities metro area soon will have the opportunity to subscribe to solar energy generated at one or more proposed community solar gardens procured through a collaboration of the Metropolitan Council, Hennepin and Ramsey counties, the City of Minneapolis, Metro CERTs, and the Great Plains Institute.

Through a subscription, local governments can support clean energy, save on energy bills, reduce emissions for public buildings and facilities, and hedge against the future price volatility of electricity.

The [Community Solar Subscriber Collaborative](#) has developed specifications for proposals from developers to site, design, own, and operate each installation. A request for proposals is expected to be published by early July.

“This is a unique governmental collaborative that will provide a great service to the region and could make a big impact on the future of energy delivery in the Twin Cities,” said Jason Willett, the Director of Finance and Energy for the Council’s Environmental Services division.

How the proposed community solar gardens will work

Under this RFP, private developers would propose to finance, design, site, build, maintain, and operate solar installations that together could produce up to 200 megawatts (MW). Individual entities, in this case, governmental entities, can subscribe to enough solar to cover their annual electricity usage. Each subscriber’s utility bill is credited with the value of the electricity created by their share of the solar gardens.

Developers submit their applications to Xcel Energy, and the company determines which proposals will move forward. To date, Xcel has not approved any community solar gardens.

A 2013 state law requires at least five retail subscribers at each facility. Organizations will contract for the power independently from Xcel Energy.

Willett said the collaborative process of delivering solar power offers many advantages for local governments, including financial savings—which could be passed on to residents in the form of lower property taxes, wastewater rates, or other governmental charges—as well as reduced staff time, lower carbon footprint, and faster entry into the solar market, bringing environmental and economic benefits to the region.

BENEFITS OF COLLABORATIVE PROCUREMENT

- Better subscription pricing enabled by a larger procurement
- Faster entry into the solar garden market
- Reduced staff time needed to run an RFP process
- Law requires solar gardens to have multiple subscribers
- Eases solar garden developers’ task of finding high-quality subscribers
- Creates opportunity for local governments of all sizes



Metro Transit's Hwy. 610 & Noble Parkway Park & Ride has an array of solar panels to power lighting in the ramp. The Council uses “behind-the-meter” solar power at some of its facilities, and now has three procurements in process for community solar gardens.

UPCOMING EVENTS

NEWSLETTER / TEXT

Subscribe to our newsletters, or text & email alerts.

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“By working together, government entities who sign up won’t have to go through the lengthy solicitation and evaluation process themselves, saving time and money,” he said. “The size of the solicitation, which will be substantial, should attract more competition and better proposals. And the subscription process will be easier for local governments because we offer a standard subscription agreement.”

[How local governments can participate \(pdf\).](#)

Benefits of community solar production

At a June 1 workshop for local governments held in Falcon Heights, Hennepin County staff shared a “Top Ten List” of the benefits of community solar production. Among them:

- Clean energy lessens demand on fossil fuels
- Significantly reduces air and water pollution
- Reduced ash and nuclear waste
- Creates local jobs in green construction
- Distributed energy production is more secure than large facilities
- With the collaboration, energy price is fixed for 25 years
- Supports state’s renewable energy goal

Plan supports Council’s sustainable energy goal

The Council’s two largest divisions – Metro Transit and Environmental Services – plan to subscribe to a number of the new solar gardens. The proposed gardens would support the Council’s long-term goal of energy sustainability, and also facilitate the participation of local governments that might not have the resources to readily participate on their own.

In addition to Hennepin and Ramsey counties and Minneapolis, Willett said that other governments have also shown interest in the work, including Saint Paul, Falcon Heights, Washington County, and the Metropolitan Airports Commission. Metro Cities, a consortium of regional municipalities, has been briefed. About 85 local government representatives attended the June 1 event.

Collaboration is just one of four Council solar projects under way

The Council was asked to lead the collaboration due to its success in solar development now under way at the Blue Lake Wastewater Treatment Plant in Shakopee.

Ground was broken on June 9 for two solar installations with a combined 1.25 MW production capacity that will provide power directly (“behind the meter”) to the Blue Lake plant and its private partner, New England Fertilizer. The facility will provide about 10% of the plant’s annual energy needs, reducing its normal demand from Xcel Energy.

An adjacent installation on the Blue Lake property, a proposed 4 MW community solar garden (separate from the collaborative described above), would deliver power to local government subscribers, including the Council.

In a third project, the Council is procuring community solar gardens and behind-the-meter installations on 10 Council-owned wastewater and transit sites that are proposed to deliver up to 15 MWs of power. The sites will be built and operated by the developer(s).

Leisa Thompson, general manager of Environmental Services, said she’s proud that the Council is leading the way on a large-scale solar application for regional governments, and hopes the work transforms the big picture for energy in the Twin Cities.

“This is a truly integrated and collaborative project within the Council and with our regional partners,” Thompson said. “It’s exactly the kind of public service the Council should provide as a regional convener of governments.

“For future generations and for the environment, it’s the right thing to do.”

Posted In: [Communities](#), [Wastewater & Water](#)

Tags:

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

Agenda Item

Date: June 23, 2015

Item No: 6

Item Description: Update on Resource Recovery Facility

Background:

Commission member Joe Wozniak will provide a brief update on the potential purchase of the Newport Resource Recovery Facility by Ramsey and Washington Counties.

Recommended Action:

Receive update from Commissioner Wozniak.

Attachments:

A. Ramsey/Washington Resource Recovery Project Board Information Sheet



About Us

History

The Ramsey/Washington County Resource Recovery Project Board is a joint powers board created by Ramsey and Washington Counties, responsible for administering joint solid waste resource recovery activities and selected other programs on behalf of the two counties. The [Project Board](#) is comprised of nine (9) elected county commissioners, five (5) from Ramsey County and four (4) from Washington County. The Project Board is staffed by members of the Counties' respective public health departments, and is served by a variety of consultants.

The primary responsibility of the Project Board's is a Refuse Derived Fuel (RDF) processing facility, currently owned and operated by Resource Recovery Technologies (RRT) in Newport, Minnesota. The facility has been in commercial operation since 1987, and was developed in a partnership between the two counties and Northern States Power Company (NSP). The facility processes mixed municipal solid waste into five streams: ferrous metals, non-ferrous metals, refuse derived fuel (RDF), process residue, and non-processible bulky waste. The facility operates pursuant to a Processing Agreement between RRT and the Project Board which extends through 2015.

The Ramsey/Washington County Resource Recovery Project (Project) was created in the early 1980's following a bad experience with a jointly-operated landfill that polluted groundwater. As a result of the health and environmental issues raised by the dependence on land disposal of waste, and prompted by Minnesota's Waste Management Act, County Commissioners decided to evaluate alternatives to landfills, and worked jointly through a Joint Powers Agreement.

The examination of waste-to-energy as a waste conversion technology began in the East Metro area when the City of Saint Paul received a U.S. EPA grant to study its potential. When the City's evaluation showed that the best markets for energy were outside the City limits, Ramsey and Washington Counties began to jointly evaluate options. The original focus was on a mass-burn facility that would have been located in the City of Lake Elmo and sending steam to the 3M campus in Maplewood. The Counties also looked into the potential of producing RDF to be used as fuel source, especially when Northern States Power (NSP) showed a willingness to convert two (2) retired power plants to use that fuel source.

In 1987, the Counties entered into a 20-year agreement with NSP, to design, build, own and operate a facility to process waste into fuel RDF. NSP built the facility on land that it owned in Newport, near the intersection of I-494 and U.S. Highway 61.

Subsequently, NSP transferred ownership to a wholly-owned subsidiary, NRG, which eventually became an independent corporation: NRG Energy, Inc. That firm sold the facility to RRT in late 2006, as the original 20-year agreement was nearing the end of its term.

Under that original agreement the Counties were responsible to assure delivery of waste, pay for processing, secure contracts with landfills, and absorb a number of other business risks associated with operation of a resource recovery facility. When NRG sold the facility to RRT, the Counties worked with RRT to work towards a more market-based approach, with less government risk, for the management of waste at the facility. The Counties and RRT entered into a six-year agreement, through 2012, in which RRT would take steps to make the facility competitive with landfills. That approach did not succeed, and a market-based approach does not appear feasible in the East Metro area at this time.

Currently, the Counties and RRT are in a three-year agreement, which expires at the end of 2015. During the period 2013-2015 the Counties are involved in a significant policy analysis to evaluate the future of waste processing, and design changes to the waste management system in the East Metro area | [more](#)

[information](#)

Since 2003 the Counties have been working jointly on separate management of organic waste. Beginning in 2013 the Counties launched BizRecycling, a two-county program to promote businesses and institutions starting or enhancing recycling and separate organic waste management programs | more information about [BizRecycling](#)

[Return to Resource Recovery Project](#)

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Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: June 23, 2015

Item No: 7

Item Description: Review of Joint Meeting with City Council

Background:

On Monday, June 22, the PWET Commission held its annual Joint Meeting with the City Council. The Commission will now take some time to review the joint meeting and set a preliminary work plan for the next calendar year.

Recommended Action:

Create a preliminary work plan for the upcoming year.

Attachments:

A. 2015 Council Action

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date: June 22, 2015
Item No.: 11.a

Department Approval



City Manager Approval



Item Description: Public Works, Environment, and Transportation Commission Joint Meeting with the City Council

BACKGROUND

Each year, the Public Works, Environment, and Transportation Commission meets with the City Council to review activities and accomplishments and to discuss the upcoming year's work plan and issues that may be considered. The following are activities of the past year and issues the Commission would like to take up in the next year:

Activities and accomplishments:

- o Introduced solar power discussions
- o Recommended termination of leaf pickup program
- o Annual MS4 Stormwater meeting
- o Review of Pavement Management Program status and issues
- o Review of Snelling Ave BRT project
- o Discussion of recommended code changes for sump pump inspections

Work Plan items for the upcoming year:

- o Railroad transportation issues
- o Pathway and sidewalk additional review around schools
- o Continued review and discussion of delamination pavement distress and suspension of seal coat program
- o Continued solar power discussions
- o Sanitary and water services
- o Communication plan, outreach and education discussing options in lieu of the leaf pickup program
- o Evaluation of risk management based on weather related incidents

Question or Concerns for the City Council:

- o Pathway Master Plan implementation
- o Role of PWETC for equipment replacement
- o Transportation disparity: access to transit and expanding/optimizing options within Roseville
- o Insurance options for sanitary and/or water service lines for homeowners
- o Neighborhood Organized Trash Collection Guide

Prepared by: Marc Culver, Public Works Director
Attachments: A: Proposed Neighborhood Organized Trash Collection Guide

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: June 23, 2015

Item No: 8

Item Description: Look Ahead Agenda Items/ Next Meeting July 28, 2015

Suggested Items:

- Review of Proposals and staff recommendation for City Campus Solar Installation

Recommended Action:

Set preliminary agenda items for the July 28, 2015 Public Works, Environment & Transportation Commission meeting.