

Roseville Public Works, Environment and Transportation Commission Meeting Agenda

Tuesday, February 28, 2017, 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 January 24, 2017 meeting minutes |
| 6:45 p.m. | 4. Communication Items |
| 7:00 p.m. | 5. Approve CSWMP |
| 7:45 p.m. | 6. Stormwater Management Standards for Parking Lots |
| 8:15 p.m. | 7. Items for Next Meeting – March 28, 2017 |
| 8:30 p.m. | 8. Adjourn |

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

Agenda Item

Date: January 24, 2017

Item No: 3

Item Description: Approval of the January 24, 2017 Public Works Commission Minutes

Attached are the minutes from the January 24, 2017 meeting.

Recommended Action:

Motion approving the minutes of January 24, 2017 subject to any necessary corrections or revision.

Move: _____

Second: _____

Ayes: _____

Nays: _____



**Roseville Public Works, Environment and Transportation Commission
Meeting Minutes - Tuesday, January 24, 2017 - 6:30 p.m.**

1. Introduction / Call Roll

Chair Cihacek called the meeting to order at approximately 6:30 p.m. and at his request, Public Works Director Marc Culver called the roll.

Present: Chair Brian Cihacek; and Members John Heimerl, Joe Wozniak, Duane Seigler, and Kody Thurnau

Absent: Vice Chair Sarah Brodt Lenz and Member Thomas Trainor

Staff Present: Public Works Director Marc Culver and Assistant Public Works Director Jesse Freihammer

2. Public Comments

For the benefit of the viewing audience, Chair Cihacek announced openings on the PWETC, noting that applications could be submitted to the city online or by contacting City Hall for an application; with specific information available on the city's website.

3. Approval of November 29, 2016 Meeting Minutes

Comments and corrections to draft minutes had been submitted by PWETC commissioners prior to tonight's meeting and those revisions incorporated into the draft presented in meeting materials.

Motion

Member Wozniak moved, Member Seigler seconded, approval of the November 29, 2016 meeting minutes as presented.

Ayes: 5

Nays: 0

Motion carried.

4. Communication Items

Public Works Director Culver and Assistant Public Works Director Freihammer provided additional comments and a brief review and update on projects and maintenance activities listed in the staff report dated January 24, 2017.

At the request of Chair Cihacek, Mr. Culver clarified that the City Council authorized hire of a consultant architect for a detailed space needs analysis and concept development for License Center and maintenance facility storage uses was intended to examine existing facilities as well as other potential sites and/or facilities.

At the request of Member Seigler, Mr. Culver reviewed the recent Blaine, MN water supply problem related to their software and SCADA system glitch. After that occurrence, Mr. Culver assured the PWETC that, while this type of software issue could happen with any system, including Roseville's, in addition to checks and double checks in place, Roseville city staff had been diligent in inspecting the system to ensure its operational integrity.

Member Wozniak reported that he had recently driven the new Twin Lake Parkway extension, opining it looked good.

Mr. Culver noted it would be more functional with installation of the signal next spring, with the installation cost paid for by Roseville in generating the need, but future maintenance and upkeep paid by Ramsey County, with restriping Fairview Avenue as a 3-lane section.

Member Wozniak further reported that he had recently been alerted via letter from the City of Roseville to begin running water to avoid water line freeze-ups, one of approximately 120 households needing to do so.

Mr. Culver advised that, when major street maintenance is performed in those areas, the depth of water lines would be corrected, negating the need to run water any longer.

At the request of Chair Cihacek, Mr. Culver advised that some of those homes requiring siphoning are clustered while others are at random locations across the city, depending on the depth of their service lines that should ideally be at 7' to 8' deep. As an example in the case of Member Wozniak's, Mr. Culver reported that his line was closer to 4' to 5' deep. Mr. Culver reported that this more shallow depth could be for a variety of reasons, including but not limited to changes in roadway profiles for some reason, or perhaps due to incorrect installations at one time or another.

Mr. Culver noted that the communication items included a memorandum dated January 17, 2017 (Attachment C) to the PWETC from the Community Development Department introducing the comprehensive plan update process and providing a glimpse into the commission's role during the process.

5. Snelling Avenue Project

City Engineer Jesse Freihammer introduced MnDOT Project Manager Chad Casey for a short presentation on the upcoming Rehabilitation Project (S.P. 6216-127) Highway 51/Snelling Avenue from Como Avenue to Highway 36

As part of the presentation for this project with a cost estimate of \$6,800,000, Mr. Casey reviewed the anticipated schedule with bid letting in February and construction start in April; with a projected October 2017 completion date. Mr. Casey clarified that interim completion dates were weather-dependent; but noted

that the contract would include incentives for the contractor to complete the work by mid-August in consideration of the subsequent MN State Fair.

Discussion included questions on logistics for restricted left turn lanes and medians to ensure resident awareness of the upcoming project; concrete repair north and southbound similar to that done on old Larpenteur Avenue pavement between Victoria Street and Fernwood Avenue. Staff noted that this was a messy and noisy operation, and advised that the work schedule would be staged to accommodate residents, weather and the contractor's work. While there will be lane changes throughout the project, Mr. Culver advised that at no time was there any lack of access planned for left turns on Larpenteur Avenue, Roselawn Avenue or other major streets in the work zone; with Mr. Casey confirming that, even though there may be some shifting necessary at intersections for signal light and lane changes.

At the request of Member Seigler, Mr. Casey clarified that after completion of the project, traffic could turn onto Garden, but would be limited to exit only onto Roselawn. At the further request of Member Seigler, Mr. Culver stated that, while there may be some traffic increase on Roselawn during the process, human nature was for vehicular traffic to seek alternate routes to avoid construction; and while there may be some fluctuations with traffic, this neighborhood was used to finding alternate routes to accommodate annual State Fair traffic and other area events and activities.

Further discussion included maintaining pedestrian crossings if and when one leg of an intersection was down for construction, with the other side open for crossing; with project documents requiring the contractor to maintain those pedestrian crossings at all times.

Member Thurnau sought clarification on accommodations and reasonable access coordination by the contractor and MnDOT for the busy bus stop at that location, and increased bus ridership with the new A-Line BRT.

Mr. Casey noted there may be some adjustments needed with schedules, but anticipated limited disruption to bus times and the A-Line BRT corridor, noting that a similar project closer to St. Paul had been accomplished and coordinated well with Metro Transit staff.

Mr. Culver confirmed with Mr. Casey that there would be some signal work as part of the project at County Road B and Snelling with a new countdown signal installed; dual left turn lanes on Snelling Avenue; and extended 300' turn lane to get left-turning traffic out of the drive lane.

Member Seigler noted ongoing back-ups at east/west intersections onto Snelling Avenue, asking if this project would improve that in any way.

Mr. Casey stated that that improvement was anticipated.

At the request of Member Wozniak, Mr. Casey confirmed that the medians would be reconstructed of concrete material.

Member Heimerl noted the frustration with the diminishing bike lane heading eastbound at the intersection of Larpenteur and Snelling Avenues (SW corner) asking if plans included improving that bike lane.

Mr. Casey stated that unfortunately, there wasn't enough width or right-of-way to improve that bike lane, which would continue to disappear into the right turn lane at that point.

At the request of Mr. Culver, discussion continued as to the function of the bike lane, and whether or not it was an actual marked bike lane or shoulder of the road; with Members Heimerl and Thurnau noting that the lane was fairly wide from the U of MN campus east, and up to the apartment complexes, at which point it tapers as it comes into proximity with Snelling Avenue.

Mr. Casey agreed with PWETC members, noting that it was also irritating on the southeast side of Snelling and Larpenteur Avenues, that there was no bike lane available. While it was unfortunate for MnDOT to be unable to improve on that amenity, with suspicion that it was not actually a marked bike lane, Mr. Casey noted that the project would only change the length of the right turn lane, and agreed this was a difficult area for crossing Snelling Avenue with no bike lane; but was unaware of any long-term solutions that had been identified.

Given the amount of bike traffic from U of MN students, as well as other commuter and recreational bicycling in Roseville and within the region, Member Heimerl suggested the city look into that concern moving into the future.

Chair Cihacek noted upcoming PWETC review of the transportation and master pathway plan as part of the comprehensive plan update underway.

With Member Seigler noting the fence location at Snelling Avenue in this area and pedestrians still trying walk along that area, Mr. Casey advised that MnDOT was aware of that, but there was insufficient room between the building and traffic (west side of Snelling Avenue); with input from State Fair representatives in agreement that there was no room for a sidewalk at that point.

However, Mr. Casey noted that a new sidewalk had been installed from Hoyt to Larpenteur Avenues, with limited boulevard right-of-way available making it tight at the east Snelling Drive frontage road, especially given grade differentials at that point, and the need to install the curb tight against the curb without additional snow storage or pedestrian distance from the roadway.

Mr. Casey advised that MnDOT had originally worked with the City of Falcon Heights, given that there was originally a higher trail by the pond up close to the road, but noted it had proven hard to get a connection to the local sidewalk system, even though Falcon Heights had requested that MnDOT tie those two segments together. While MnDOT did achieve an interconnection, Mr. Casey advised that once it got to the Falcon Height crossing facility, the existing sidewalk was found to be located on private property; and while consideration was given to other options, there were too many obstacles in the right-of-way process at complete at the time of installation, with Falcon Heights unsure it could work out a deal with property owners in time, causing the new sidewalk to currently run parallel to that sidewalk on private property up to Larpenteur Avenue. While it will look funny, Mr. Casey advised that it would provide the pedestrian access and safety necessary for the time being.

At the request of Mr. Culver, Mr. Casey advised that several smaller trees in that area will be relocated by the City of Falcon Heights, but confirmed that some larger ones will be removed while some will remain.

At the request of Member Seigler, Mr. Casey confirmed that beyond Americans with Disabilities Act (ADA) improvements, and reconfiguring the island on the east side of Snelling Avenue to bring it up to current ADA requirements for landing areas and slopes, nothing else was intended for the Skillman area and cross street to Cub Foods on Larpenteur Avenue. Mr. Casey noted there would be minor sidewalk repairs of cracks and for ADA compliance throughout the corridor associated with the project.

At the request of Member Wozniak, Mr. Casey advised that no traffic detours were planned, with only lane closures that would be shifted accordingly.

Mr. Culver and Mr. Casey advised that there would be concrete rehabilitation work up to the bridge deck and for the long ramps, but not the loops.

At the request of Chair Cihacek, Mr. Freihammer advised that there would be no utility work touching upon this project, other than east of I-35W and south of Snelling Avenue (Snelling Service Drive) where the city would be doing mill and overlay work between County Road B and south of County Road B north of Roselawn Avenue, as noted in the 2017 Pavement Management Plan (PMP) project map; but not directly tied into this project. Since this would affect residents and neighborhood streets in the area, Chair Cihacek sought assurance that city staff would coordinate with MnDOT on work schedules. Mr. Freihammer confirmed that staff would attempt to do so, but also noted other time considerations, including weather, the State Fair and short summer construction season to get the work accomplished. Mr. Freihammer stated that staff didn't anticipate much cut-through traffic on those neighborhood streets beyond local residents; with the city's work fairly quick, and creating no major concerns with any additional neighborhood traffic.

229
230 **6. Transportation Plan Update RFP**

231 Mr. Freihammer reported that, as part of the overall 2040 Comprehensive Plan
232 Update currently underway, the Transportation Plan, and Master Pathway Plan
233 will also be updated. Mr. Freihammer noted that the current Transportation Plan
234 (Attachment B) had last been updated in 2009; and the Pathway Master Plan
235 (Attachment C) in 2007/2008. Mr. Freihammer briefly summarized the process
236 as it related to and impacted the remainder of the comprehensive plan update and
237 process, proposed for completion by year-end 2017 for submission to the
238 Metropolitan Council. Mr. Freihammer reviewed the scope of transportation plan
239 elements, with the Request for Proposals (RFP) for a consultant with that specific
240 expertise selected through the Best Value Procurement process.

241
242 Mr. Culver expanded on Mr. Freihammer's summary, emphasizing that the city
243 considered this an update to the existing plan, and therefore was not seeking or
244 anticipating any extensive changes from that plan and what it addressed or
245 recommended. Mr. Culver noted that prior to seeking a consultant for the update,
246 staff had been able to check off some projects completed since the last update
247 (e.g. Twin Lakes Parkway and several sidewalk links for the Pathway Master
248 Plan). Mr. Culver advised that the goal was to engage the public in the update
249 process to hear their overall concerns about motorized and non-motorized transit
250 in and around Roseville. Mr. Culver referenced previous comments received
251 from PWETC Member Lenz regarding her ongoing concerns with the level of
252 mass transit operations in Roseville; as well as those voiced by others in and
253 around Roseville, especially with east/west routes and connections. Therefore,
254 Mr. Culver reported that those concerns, as well as potential options, will be well-
255 documented as part of the transportation update.

256
257 Specific to the Pathway Master Plan, Mr. Culver noted that the previously-seated
258 PWETC went through a process in 2013 attempting to update prioritization of
259 segments initially ranked in 2008. However, Mr. Culver advised that the City
260 Council had expressed concern with their overall process and inconsistency in
261 how they applied criteria for their ranking. Therefore, Mr. Culver noted the
262 preference to seek broader public comment on the ranking, especially given the
263 continued feedback received from and concerns expressed by residents on the
264 apparent "shotgun" approach in completing segments and connections. Mr.
265 Culver reported that the city was in receipt of one petition to-date from a
266 neighborhood group seeking a sidewalk in their area. However, Mr. Culver noted
267 the need to re-examine the entire city and hear from residents in a broader sense,
268 causing excitement among staff to hear their perspectives.

269
270 With Chair Cihacek noting the responsibility in deciding on those priorities for
271 the next ten years, Mr. Culver reminded commissioners that nothing would be set
272 in stone, and only used as a planning document, and identifying deficiencies in
273 the current transportation network, including safety concerns and ways to address
274 them. Mr. Culver noted that, as projects come up and funding becomes available,

including opportunities for grant funds, all those components would serve to inform projects and their costs. Mr. Culver also noted that as new needs came forward, or the City Council was able to fund segments or projects not included as priorities in the current plan, they could be recommended at that time.

Chair Cihacek sought clarification, with confirmation by Mr. Culver, as to the PWETC's review of the current plan and a potentially different ranking system for priorities and pathway sections within a ten-year budget cycle; as well as the intent to reintroduce the plan as currently written to obtain public comment, even if it was found that it required significant changes.

Mr. Culver noted that the process would also take advantage of other community plans for wider consideration to allow the city to be in a position to seek input from the public for PWETC consideration as it considered prioritizing segments. As to Chair Cihacek's concern as to how those connections are made based on the PWETC's recommendations, Mr. Culver clarified that the focuses with the transportation consultant for this portion of the comprehensive plan update would focus on public rights-of-way and transportation links; while the Parks & Recreation Commission's view was more from a recreational perspective versus the PWETC's view of transportation corridors or routes, even though they may frequently overlap.

Chair Cihacek opined that in order for the PWETC to develop a strong plan, they would need recommendations on working them together to achieve an economy of scale; and therefore questioned why this portion of the comprehensive plan update was solicited separately from the overall consultant.

Mr. Freihammer advised that, under the previous plan update, all chapters were updated jointly as a whole, with the general consultant using a subconsultant for their expertise. However, Mr. Freihammer reported that this less extensive update was seeking to retain more control and specialization in transportation planning, especially with pathway extensions and connections; hopefully providing more flexibility versus only serving as a small subset of the broader plan update. Mr. Freihammer clarified that whatever consultant is chosen for the transportation plan update would still be working closely with the general consultant, including coordinating meetings for public engagement, including how the transportation plan coincides with the broader comprehensive plan update (e.g. land use chapter).

Mr. Culver noted that, since the City of Roseville was mostly a fully-developed community versus an undeveloped community, the need for land use as the key component of what the transportation system has to support, this update wasn't as inter-related as that process would need to be. While there is still interaction between the two (e.g. density, commercial areas, impacts to localized intersections), this transportation plan update didn't require building any new freeways or east/west corridors through Roseville, but would instead be focusing

on intersections and existing safety concerns or bottlenecks throughout the community.

Chair Cihacek asked if it didn't cost the city more to hire two consultants, or require a higher front-end cost if the two were not integrated into one contract. Chair Cihacek opined that it seemed that there would have been a lower impact and higher cost in using the Best Value Procurement method for the whole project, providing a stronger specialty subset. Even though Roseville was not seeing any major changes in its transportation system, Chair Cihacek suggested that the Arden Hills' development of the Rice Creek Commons (former TCAAP site) should be taken into consideration for regional transportation issues as part of the comprehensive plan update.

Mr. Culver assured the PWETC that the update process would look to the Metropolitan Council's regional documents for those changes in land use in Arden Hills, with the Rice Creek Commons development trickling down into city, county and state roadways.

Member Thurnau sought clarification as to why the Pathway Master Plan remained a separate document versus becoming part of the overall comprehensive plan document.

Mr. Culver advised that he was unclear as to the rationale, but reported that the Transportation Plan and Pathway Master Plan would remain as two separate documents, by reference, to the comprehensive plan, similar to that of the Water Surface Plan and other appendices to the comprehensive plan. Mr. Culver suggested it may be to retain separation of those plans from the comprehensive plan itself to avoid it needing to be subject to review and comment by the Metropolitan Council if and when revised, with each of those documents remaining living documents, allowing the city to retain more control over than a once every ten year update as mandated by the Metropolitan Council. Mr. Culver reiterated that these two components were considered planning documents, and it had apparently proven beneficial during the history of the community to retain them as separate documents.

At the request of Member Wozniak, Mr. Freihammer reiterated that the last update of these plans was done enmass with the overall update, even though a separate subconsultant had worked on the transportation aspects. However, Mr. Freihammer reported that the last update was more extensive versus technical, such as having more emphasis on the Twin Lakes Parkway and other major components at that time. Also, Mr. Freihammer advised that a Technical Advisory Group (TAC) would be scheduling meetings during the process and seeking public input, with the intent to use the PWETC to receive that comment and feedback on the plan moving forward.

Mr. Culver concurred, advising that the PWETC would be the body for holding those public hearings for both plans in the future, with the RFP as presented indicating three meetings with the PWETC: one focused on the Pathway MP, and how the PWETC envisioned their involvement as part of their overall workload over the upcoming year and available meetings.

At the request of Chair Cihacek, Mr. Culver reviewed the public hearing process, similar to that held for the annual MS4 hearings by the PWETC; and part of the normal business meeting of the PWETC.

Motion

Member Wozniak moved, Member Heimerl seconded, recommending to the City Council approval and formal release of the Request for Proposals as presented to update the current Transportation Plan, including the existing Pathway Master Plan.

Ayes: 5

Nays: 0

Motion carried.

7. Stormwater Management Standards for Parking Lots

Environmental Specialist Ryan Johnson provided a brief introduction and subsequent presentation to accomplish the goals of the city's Comprehensive Surface Water Management Plan (CSWMP) for compliance and consistency in evaluating proposed development and redevelopment projects throughout the city, as detailed in the staff report and related attachments. As language in the standards is revisited, staff sought PWETC feedback regarding how parking lot projects are reviewed going forward, specific to goals, policies and options.

In the policy sections for stormwater management standards, Chair Cihacek noted there was no definition of "aggregate base" materials and surfaces beyond that broad term.

Mr. Johnson advised that this CSWMP did not include a definition section, but referenced two components as written in city policy. Mr. Johnson noted that the larger issue was how and when projects impact the base and/or sub-base materials based on the square footage of disturbed area, with the city and area watershed district rules and requirements for "land disturbance" not always consistent.

Mr. Freihammer advised that it was intentional to not to define "reclaim, mill and overlay, complete resurfacing, or reconstruction, but to leave as "aggregate base" in a broader sense to allow flexibility in future clarification and direction.

At the request of Chair Cihacek, Mr. Johnson reviewed current watershed district and city rules, with the city typically not as strict as those of the watershed districts, particularly those of the Rice Creek Watershed District (RCWD). Mr.

Johnson advised that in developments or improvements of over one acre, the strictest requirements would supercede those less stringent, but that the goal was to bring them into consistency.

Mr. Culver noted the variables depending on the specific area or section, but clarified that an improvement must ultimately meet both city and watershed district requirements, whether or not they were currently at different thresholds. Mr. Culver advised that there was no statute or law that one trumped the other, but both needed to be met, and the goal was to have a policy in place that didn't overly burden property owners and/or developers, but still achieved adequate or improved stormwater management standards. Mr. Culver clarified that from his perspective, the city should be consistent with watershed district rules when reaching their threshold.

Member Wozniak noted that in some instances, the watershed district seemed less restrictive.

Mr. Freihammer confirmed that the city was more aggressive as to what triggered a disturbed area, but noted that the city's definition was up in the air now. Mr. Freihammer noted the area for discussion needed to include if and when all pavement was removed, but the base remained in place, did that trigger city water quality treatment and rate control requirements, or was it triggered if you did light grading but didn't disturb native soils as per watershed district rules. If the city stuck with its current rules, Mr. Freihammer noted that they either needed to be clarified as to the trigger or revised the match watershed district requirements accordingly as to that threshold.

As part of his presentation, Mr. Johnson displayed an illustration showing pavement section cross sections, and where current city and watershed district policies differed, the major point needing clarification based on PWETC feedback on the actual policy going forward.

While the city is just under fourteen square miles in area, Mr. Johnson noted that within that area there were 127 miles of storm water. At the time of original installation for a major portion of that storm sewer infrastructure, Mr. Johnson noted that it had been undersized and therefore in today's world, couldn't move water through the systems efficiently. Mr. Johnson reviewed examples of local flooding issues throughout the community and current design standards for 10% probability storms (10 year, 4.2 inches within 24 hours). While having consistently chipped away at those most problematic flooding areas as projects, time and funding were available, Mr. Johnson noted that there remained large gaps in improving overall stormwater management in the community.

At the request of Chair Cihacek, Mr. Johnson reviewed average costs for replacing stormwater systems, typically at \$25 to \$30 per foot for a 12 inch pipe, with larger diameter pipes costing more, at the current rate of replacement on an

as-needed basis, there remained many segments nearing or exceeding the end of their life span, creating more failures. As a less expensive or impactful way to address some of that stormwater management, Mr. Johnson noted additional best management practices (BMP's) with variable costs as well as larger systems involving pervious pavement or underground containment systems as a larger expense. Due to capacity issues downstream and watershed district requirements, Mr. Johnson advised that the city often couldn't upsize replacement BMP's, often having to replace them at the same size, line the pipes, or pond stormwater.

As examples, Mr. Johnson used the Saint Rose of Lima and Ramsey County Library – Roseville Branch as areas of concern based on historic flooding issues. Mr. Johnson also reviewed several options for stormwater as parking lots throughout the city are redeveloped where current problematic runoff areas could be addressed for possible improvements. As part of those options, Mr. Johnson provided cost comparisons for city underground projects, a complete parking lot reconstruction and potential increases for a parking lot project in addition to annual maintenance costs, with the city's cost coming from its Stormwater Impact Fund. Mr. Johnson noted that this represented a big issue for availability of land and cost if not all stormwater management could be addressed above-ground.

As part of the presentation, Mr. Johnson reviewed Option 1.a (no change); Option 1.b (no policy change but added clarification); Option 2 (requiring treatment when parking lot based material is exposed through BMP installation or payment into the city's Stormwater Impact Fund); or Option 3 (providing city support for BMP's through design or financial assistance, whether or not stormwater requirements are needed but assisting with the overall drainage system). Also, Mr. Johnson asked the PWETC to consider whether or not to only apply city policy in special designated zones with the city (e.g. in areas historically known to have drainage issues or affecting water resources for impaired water bodies); parking lots with defined minimum sizes and how they would be addressed when improved; and project cost caps or costs per square foot caps as applicable.

Considerable discussion ensued regarding costs to a property owner in redoing their parking lots, using those examples given by Mr. Johnson. That discussion included how the various options and their pros and cons would apply; how staff could identify and monitor parking lots when open to the base or native soil versus current triggers in city policy; with the overall goal to be encourage not only parking lot but drainage and stormwater management improvements without discouraging those improvements due to unwelcome requirements and additional costs for property owners, as well as the city, along with possibly providing city assistance to encourage needed stormwater improvements.

Further discussion included parking lot sizes; how to ensure compliance with policies and requirements; design criteria for stormwater management standards in parking lots depending on their size and location based on a standard trigger of square footage; and types of improvements manageable for those mid-sized and

smaller parking lots compared to larger ones falling under watershed district rules (e.g. Rosedale Center and installation of an underground gallery). Mr. Culver provided another example for the Fairview Medical Center's new wing at County Road C and Fairview Avenue, when just over 5,000 square feet of their parking lot was disturbed, triggering in the installation of one large infiltration basin

With Chair Cihacek noting that rain gardens or hard landscapes could also be part of a solution, Mr. Freihammer advised that staff was open to any design at the owner's choice as long as it met the standards. At the further request of Chair Cihacek, Mr. Freihammer clarified what triggered a permit for new or reconstruction based on square footage. However, Mr. Freihammer noted the current issue is policy language in the CSWMP that was ambiguous as to if and when maintenance of an existing lot versus redoing the lot triggered stormwater management improvements.

Member Heimerl questioned the amount of pervious pavement allowed, and whether the city would ever encourage its installation through incentives or other means for residences and businesses to install it in key locations in driveways or parking lots to prevent pollutants getting into the system. Member Heimerl used a personal example in his own driveway where a section needed replacement in the near future, and his consideration of a pervious application for that segment. If such allowances were made throughout the city, Member Heimerl questioned the overall aggregate improvement for the stormwater system, in light of the larger and larger rainfalls being experienced. Even with the installation of larger catch basins, Member Heimerl asked if the city would ever resolve drainage and flooding issues. Member Heimerl noted that the city kept building underground stormwater basins without a global approach to manage stormwater, seeking whether or not pervious pavement could accomplish the goal of keeping water off the streets.

Mr. Johnson responded that any improvement for drainage would help; and noted that any producer of porous pavements would have engineering specifications as to how much drainage it would address based on the rock subgrade with it, essentially allowing underground storage with obvious additional costs for extra excavation and rock for that base. By looking at that option, Mr. Johnson advised that a lot of the city's stormwater concerns could be addressed, and should and could be done city wide. However, Mr. Johnson advised that the problem was in the inability to treat all of the runoff coming off acres and acres of parking lots, driveways and other impervious surfaces citywide. Therefore, the easiest way to address the problem was to contain that water on site.

Mr. Culver clarified, however, that just because pervious pavement is installed, it didn't mean that all water infiltrates into the ground depending on the soil type. In Roseville, Mr. Culver advised that the impact would be small due to the heavy soils in the majority of the community, even though it would allow some rate control and slow drainage down some. Regarding funding, Mr. Culver noted that,

550 while the city's Stormwater Utility Fund was available, it also needed to fund all
551 stormwater maintenance, including street sweeping and more aggressive pond
552 clean-up of late, as well as addressing other existing stormwater infrastructure
553 needs. Mr. Culver cautioned that the city was on the edge of experiencing some
554 large failures, similar to those experienced in the recent past in the water
555 distribution and sanitary sewer systems. While this Fund is available and had
556 been well-managed to-date by forward thinking investment, Mr. Culver cautioned
557 the need to retain the Fund in a sustainable manner based on the overall asset
558 management system.

559
560 While agreeing with the concept of maintaining a sustainable stormwater system,
561 Mr. Culver clarified that the city would never be able to handle all rainfall events,
562 and would be unable to design on those projections. Mr. Culver noted that the
563 more money spent on incentivizing projects, the less available for maintenance.
564 Mr. Culver advised that the city had been and continued to be deliberate in setting
565 aside certain amounts for infrastructure improvements, it did tie its hands in the
566 amount available for cost participation for stormwater management. As an
567 example, Mr. Culver noted the city's cost participation in the I-35W
568 improvements; and reiterated that incentives were a good concept but were also
569 limited.

570
571 If moving toward a cost-share model, Chair Cihacek suggested the need to
572 increase permits and fees to meet those future obligations and cost share
573 opportunities.

574
575 With Option 3, Mr. Culver opined that the most feasible option was a grant fund,
576 and if used, carried over for subsequent years, similar to that used for the city's
577 20-year capital improvement fund (CIP) policy to meet those needs and goals.

578
579 Chair Cihacek noted other potential funding sources, including the Metropolitan
580 Council, watershed districts, and private parties. By making people aware of those
581 other funding sources, Chair Cihacek opined that it would meet the city's
582 technical assistance goals.

583
584 Mr. Johnson reviewed the next steps after tonight's feedback is incorporated into
585 stormwater management standards, with those revisions brought back to the
586 PWETC for recommendation and subsequent approval by the City Council.

587
588 Further discussion included minimum and maximum parking lot sizes to trigger
589 stormwater drainage improvements and rationale for those triggers; the
590 considerable number of parking lot applications received by the city in a given
591 year, typically consisting of a two-inch mill and overlay that didn't trigger
592 drainage requirements; and how to clarify those thresholds.

593
594 Chair Cihacek opined that, at a minimum, that trigger needed to be defined.
595

With that, Mr. Freihammer sought input from the PWETC for how to define it, whether through how much was disturbed (e.g. gravel or native soil) and how to account for the preferred improvement by the applicant versus a reasonable city standard. Mr. Freihammer opined that the goal was to encourage property owners to make drainage improvements versus doing only the minimum (mill and overlay) even when their parking lot may be well beyond that option, but based on cost issues.

Chair Cihacek suggested that staff determine a definition of preference from watershed district definitions, and return to the PWETC with cost estimates accordingly; but asked that it be made easier to read and user-friendly for the average lay person compared to the current policy that didn't provide that plain language. Chair Cihacek spoke in support of Option 1 as the minimum, with a definition of "aggregate base" preferably with an illustration to help with the definition and understanding. Chair Cihacek suggested including that follow-up discussion for the February 2017 PWETC meeting to allow further evaluation of additional steps beyond that. If staff decides to accept any watershed definitions, Chair Cihacek stated his need to hear staff's justification in doing so and why they support that definition or policy versus being less restrictive. While unsure at this point if the city needed to rewrite the definition entirely, Chair Cihacek noted the need for staff to provide rationale to do so.

Mr. Culver clarified that, one of the reasons staff was seeking input from the PWETC, was that they recognized that the current definition related to stormwater mitigation standards, while proving more beneficial to the overall stormwater system, presented a burden to businesses, thus staff's identification of the pros and cons for each option as part of tonight's presentation. Mr. Culver advised that it was difficult for staff to make a recommendation with caveats that benefited the overall system and reduced flooding, in consideration of whether or not the burden was justified to those businesses.

With Chair Cihacek still emphasizing the need for staff to quantify that, Mr. Culver responded that this had been the attempt in citing the various examples tonight.

Chair Cihacek stated that he was supportive of Option 2, but was still unclear what staff was asking for in the first place; and while some elements were already in place for Option 3, dedication of more funding was a different issue, but he would need more information to consider that option seriously. For instance, Chair Cihacek asked what was meant by "burden" since there were many ways the city could require mitigation and variable costs as well.

Mr. Freihammer focused on whether or not to require mitigation, such as if following watershed district requirements there would be no mitigation if you regarded the entire parking lot and therefore no mitigation cost. However, Mr. Freihammer reiterated the need to know what that trigger was, which was in part a

philosophical issue when the real cost came into play, and depending on the site and property owners (e.g. commercial and/or residential parcels). Mr. Freihammer noted that costs could be minimal unless the site was already constrained.

Mr. Culver noted that most commercial properties in Roseville didn't have enough green space for a rain garden, and while some could install one or more, there was a cost involved. Therefore, Mr. Culver noted that most commercial property owners would then be forced to pay or build an underground system without another option available.

Chair Cihacek responded that it was fine to start mitigation efforts, but again at this time there wasn't enough specificity as to what that mitigation may involve; and whether that meant increasing permit costs to provide technical assistance as outlined in Option 3, rewrite Option 1 with a definition of "aggregate base," or Option 2 using the current policy if the base is exposed.

Mr. Freihammer suggested one way to rewrite policy would be to have size as a trigger, and the amount of disturbance (e.g. gravel or native soil).

In other words, Chair Cihacek noted the need to find the sweet spot for city intervention.

Member Wozniak opined that he didn't think it should be based on cost, but the actual trigger instead, and spoke in support of Option 2. If the goal for "aggregate base" is to improve drainage citywide, Member Wozniak stated that he had no problem with the property owner paying those costs, since he considered it their responsibility to pay for mitigation if their stormwater runoff is causing the problem. Member Wozniak used a recent example of flooding seen in the city that damaged and cost considerable cost to adjacent or area homeowners, through no fault of their own due to the impervious surface of a parking lot in that area. Member Wozniak noted that the city currently had strict requirements for residential properties and limits that could be done on a residential lot as far as making improvements based on square footage and impervious coverage; opining that the same consistent application should be for commercial and/or larger parking lots without consideration of costs.

Member Seigler supported requirements to address large, but not small, parking lots.

Member Wozniak suggested the caveat that opportunities for improvement be taken as they become available.

Member Seigler noted differences in bringing a parking lot up to its original condition, while at some point mill and overlay would no longer be sufficient if and when some parts were worn away and gravel was showing.

Mr. Culver spoke in support of that point noting, as an example, the strip mall at Lincoln and Terrace Drives and parking lot condition. From staff's perspective, Mr. Culver noted the difficulty in determining whether to require regarding based on varying conditions of the pavement in that one situation, and therefore, supporting the need to better define the trigger for when regarding was required and whether it was considered maintenance or an improvement.

Member Seigler questioned if smaller strip mall lots had sufficient money for major parking lot improvements if the threshold is lowered; suggesting a commercial property owner in that situation may choose to simply let their parking lot fall apart completely versus maintaining it. From his personal perspective, Member Seigler opined that if they went to the gravel base and returned the lot to its original condition, there should be no mitigation required.

Member Thurnau asked staff for their annual estimate of parking lot permits for each given scenario and those property owners not seeking permit, but simply doing the work unknown to the city until after the fact.

Mr. Culver estimated that the annual number of parking lot improvement permits could range from two to twenty.

Mr. Freihammer opined that those permits generally related to a limited mill and overlay, while others may be striping or restriping their lots; with some involving a full reconstruction and pulling up the gravel, but also noted that those full reconstruct permits were few and far between and usually involved a redevelopment project or poor parking lot design needing redesign.

Without hearing any justification to support changing it, Member Heimerl stated his continued support for retaining the current requirements in a consistent manner. While recognizing that the current language wasn't clear, Member Heimerl noted his preference for staff to formalize that language and what had been required of commercial properties to-date rather than increasing or reducing those requirements, but keeping all at the same level. For lots exceeding 5,000 square feet, Member Heimerl spoke in support of the city working with the property owner or developer on stormwater management. Member Heimerl stated his preference to see the wording better defined to cover that option and keep the policy consistent, unless staff could justify the need to become more aggressive than that current policy.

Member Wozniak opined that staff had already provided examples of the need for the city to be more aggressive to address citywide flooding and drainage concerns.

Member Heimerl noted that in some cases (e.g. Saint Rose of Lima) a commercial or institutional parking lot drainage problem may be a result of surrounding residential properties and impervious coverage or grading of those lots versus the

parking lot creating the problem. Member Heimerl questioned what was the bigger issue, noting that each home contributed to that runoff as well; and therefore, he didn't want to hit businesses harder if not also addressing residential properties at the same time.

In conclusion and without objection, Chair Cihacek directed staff to revise the policy include a definition of "exposed aggregate;" noting that the majority of the PWETC supported some elements of Options 2 and 3 pending current practices; with Member Seigler pointing out the need to define "new" or somehow define what accounted for activities on a site to trigger stormwater improvements; while providing a defensible policy for enforcement. Chair Cihacek summarized that the majority of the PWETC seemed supportive of a better standard based on current policy and a clearer sense, with elements of Options 2 and 3, with Option 1 a must.

With consensus support by the PWETC, Mr. Freihammer advised that staff would rewrite the ordinance with two different options, clarifying descriptions, and resulting impacts under both options.

Specific to the next iteration coming before the PWETC, Mr. Johnson noted that the sooner the better, as the intent was to make sure revisions were available to SEH for their incorporation of that into the Surface Water Management Plan update in process.

8. Items for Next Meeting – February 28, 2017

Discussion ensued regarding the February agenda, moving the TIF discussion out further as it wasn't a time-sensitive issue; including the Transportation Plan RFP (anticipated in April, August and November); and deadlines for comments on the Plan back to Mr. Johnson via email by February 20, 2017 for staff to incorporate them into the February meeting packet.

9. Adjourn

Member Heimerl moved, Member Thurnau seconded, adjournment of the meeting at approximately 8:32 p.m.

Ayes: 5

Nays: 0

Motion carried.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: February 28, 2017

Item No: 4

Item Description: Communication Items

Public Works Project updates:

- Twin Lakes Parkway Phase III and Twin Lakes Area Signals: Extension of Twin Lakes Parkway from Prior Ave to Fairview Ave and construction of traffic signal at Fairview Ave. and Twin Lakes Parkway.
 - o All work on Twin Lakes Parkway is complete other than the new signal and related work at Fairview Avenue.
- Cleveland Lift Station: Lift station replacement project at Cleveland & Brenner.
 - o Construction contract has been awarded. Work will likely begin in April.
- 2017 Lining Project
 - o Estimated to line 5.5 miles of sanitary sewer main and 0.1 miles of storm sewer
 - o Contractor is scheduled to begin work in February.
- Staff will be opening bids on the following projects in the next month;
 - o Larpenteur Sidewalk
 - o Dale Street Parking Lot
 - o 2017 Railroad Crossing Improvements
 - o 2017 Utility Improvements
 - o 2017 PMP
- Transportation Plan Update RFP
 - o Staff has solicited proposals from three consultants to update the Transportation Plan and the Pathway Master Plan. A contract will likely be awarded in late March.
- The City of Roseville was awarded a Federal Surface Transportation Program grant through the Metropolitan Council for the construction of an additional northbound lane on Snelling Ave (MnDOT Trunk Highway 51) from County Road B2 through Lydia Ave. Staff will be working with MnDOT to finalize the scope and schedule of this project and then work with the City Council to determine how to fund the 20% local match for this project. The current estimated cost of this project is \$3.4 million dollars. The federal grant is \$2.7 million.

Ramsey County updates:

- Ramsey County will be resurfacing County Road B between Dale St and Rice St and Cleveland Ave between Iona St and County Road D. Work is anticipated to be completed sometime between July and September.

Minnesota Department of Transportation updates:

- Snelling Avenue Project – Resurfacing project between Como Ave and TH 36.
 - o Creation of additional turn lanes at Larpenteur and County Road B.
 - o MnDot will be holding an open house to discuss this project at Falcon Heights City Hall on Monday, March 13 between 5:00 and 7:00 PM.

Metropolitan Council Environmental Services updates:

- Roseville Sewer Rehabilitation Project
 - o Project involves sewer lining and will take place from Fall 2017 through Spring of 2019.
 - o Site 1: Avon Street near County Road D
 - MCES will be holding an open house at Roseville City Hall on March 15 from 6:00-8:00 PM.
 - o Site 2: Dale Street from Highway 36 into Villa Park
 - MCES will be holding an open house at Roseville City Hall on March 8 from 6:00-8:00 PM.
 - o Site 3: Galtier St south of Larpenteur (St. Paul)
 - o Site 4: Troseth Road to Long Lake Road
 - MCES will be holding an open house at Roseville City Hall on March 15 from 6:00-8:00 PM.

City Council Update:

- Council approved a Professional Services Agreement with Kodet Architectural Group for a Space Needs Study for both the License Center and the Maintenance Facility. The work for the License Center is expected to be complete by the end of March and the Maintenance Facility Report should be complete by June 15th.
- The Council is reviewing their Policy Priority Plan for 2017 and have indicated a desire to establish a better priority based CIP analysis. Staff will be working to develop a five year preliminary CIP for the major asset groups and will present this to the PWETC prior to presenting to the City Council.
- Community Development staff is working on hiring a consultant to provide a Visioning document and plan for the intersection of Rice and Larpenteur. This plan would include items such as streetscaping to enhance the appearance of the intersection and invite investment in the area.

Major Maintenance Activities:

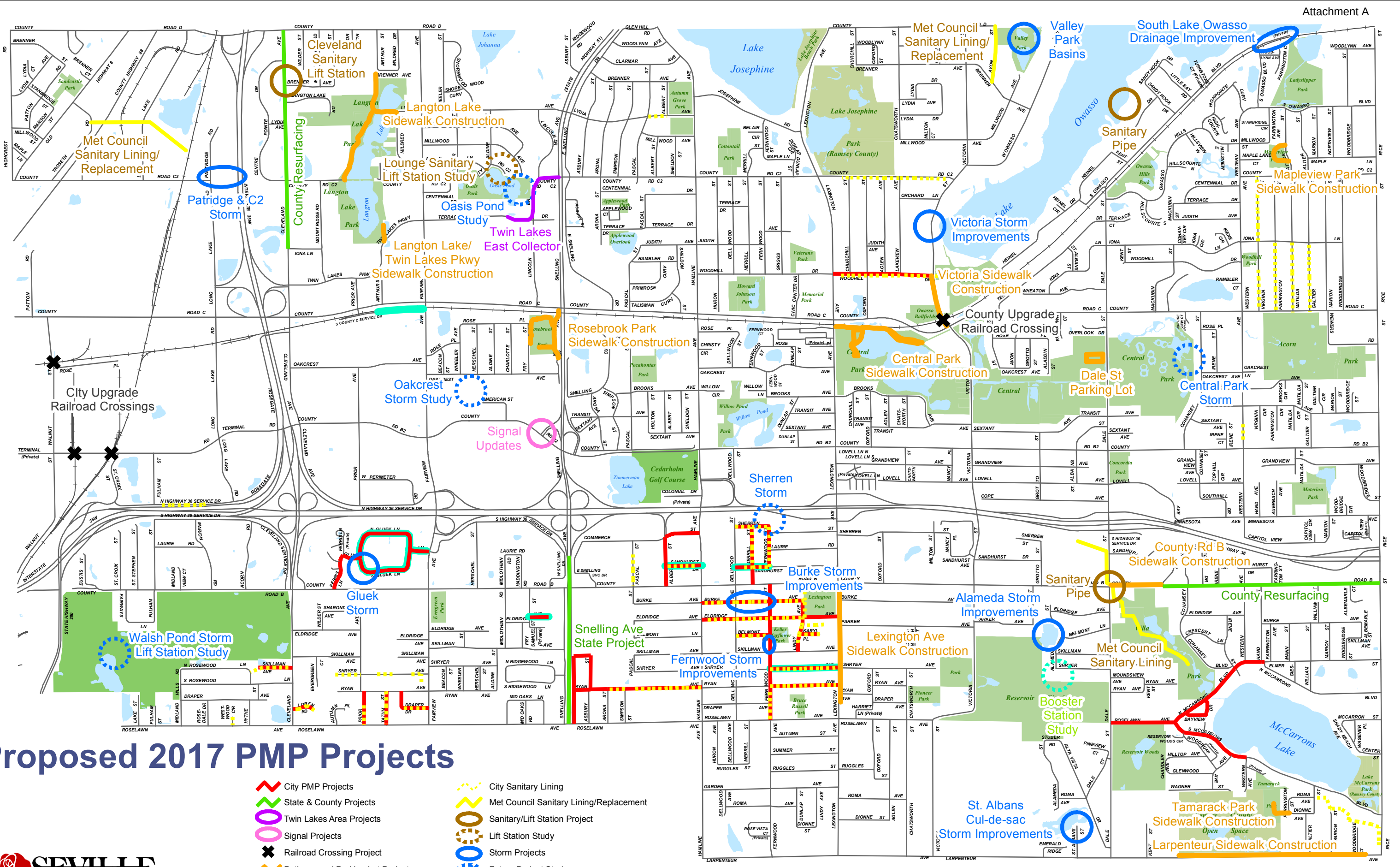
- Plowed and salted for five snow and ice events
- Street crews assisted utility crews with street restoration from numerous water breaks.
- Winter tree trimming maintenance. Staff has put the new chipper into operation.
- Cleaning catch basins prior to rain and snow melt.
- Spray patching when weather permits.
- Due to warm weather, began early street sweeping on February 16. Likely will stop for a few weeks due to snow and ice.
- Some street staff attended the Road Salt Symposium and the LTAP Pavement Rehabilitation trainings.
- Continue working on meter repairs and replacements.
- Collected bacteriological water samples.

- Collected disinfection byproduct for testing.
- Repaired 2 broken watermain breaks since January.
- Worked with our SCADA integrator to adjust the radio paths from our lift stations to the Public Works facility.
- Repaired a leaking hydrant valve at 1791 Dale Street.
- Began exercising large water distribution system valves.

Attachments:

A: 2017 Project Map

B: Development Activity Report



Proposed 2017 PMP Projects



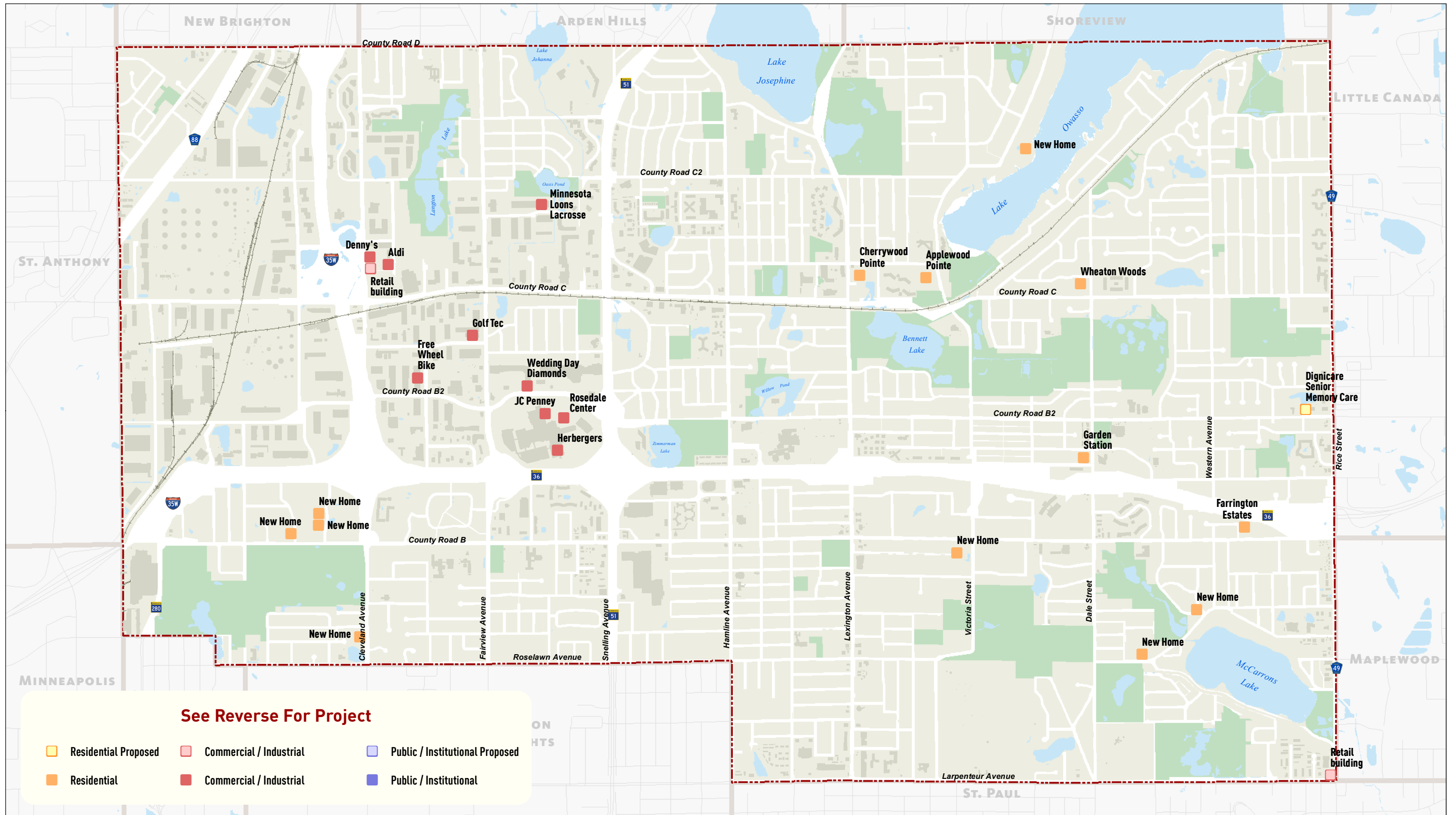
Prepared by:
Engineering Department
January 31, 2017

- City PMP Projects
- State & County Projects
- Twin Lakes Area Projects
- Signal Projects
- Railroad Crossing Project
- Pathway and Parking Lot Projects
- City Sanitary Lining
- Met Council Sanitary Lining/Replacement
- Sanitary/Lift Station Project
- Lift Station Study
- Storm Projects
- Future Project Study
- Watermain Projects
- Booster Station Study

Data Sources and Contacts:
* Ramsey County GIS Base Map (1/06/17)
* 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

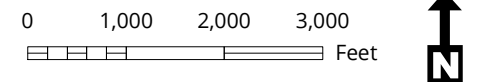
DISCLAIMER:
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Prepared by:
Community Development Department
January 31, 2017

Development Projects: February 2017



Sources
Ramsey County GIS (1/4/2017)
Community Development Department

ROSEVILLE COMMUNITY DEVELOPMENT DEPARTMENT • FEBRUARY 2017 • DEVELOPMENT ACTIVITY REPORT (*NEW IN FEBRUARY)					
	Project Name	Address	Project Description	Applicant/Owner Information	Starting/Occupancy
Residential Proposed	Dignicare Senior Memory Care	197 County Rd B2	26-Unit assisted living memory care facility	Greiner Construction	TBD/TBD
Residential Under Construction	Applewood Pointe	2665 Victoria St	105-Unit senior co-op	United Properties	Summer 2016/Fall 2017
	Cherrywood Pointe	2680 Lexington Ave	Assisted living/memory care	United Properties	Summer 2016/Fall 2017
	Garden Station	2325/2335 Dale St	18 attached townhomes	GMHC	Winter 2015/TBD
	Farrington Estates	311 County Rd B	6-lot single-family subdivision	Premium Real Estate Solutions/Michael B. Oudin	Winter 2016/Fall 2017
	New Home	901 Burke Ave	Single-family home	Equinox Construction, LLC	Summer 2016/Spring 2017
	New Home	1975 Cleveland Ave	Single-family home	David Raab	Winter 2016/Summer2017
	New Home	2006 Cohansey Blvd	Single-family home	Covert Constructions	Summer 2016/Spring 2017
	New Home	2179 Marion Rd	Single-family home	Homeowner	Summer 2016/Spring 2017
	New Home	2201 Acorn Rd	Single-family home	Lee Homes	Winter 2017/Summer 2017
	New Home	2215 Acorn Rd	Single-family home	Lee Homes	Winter 2017/Summer 2017
	New Home	2950 West Owasso Blvd	Construct new single-family home	Homeowner	Fall 2014/Summer 2017
	New Home	535 Roselawn Ave	Construct new single-family home	Bald Eagle Builders	Fall 2016/Spring 2017
	Wheaton Woods	Wheaton Ave & Dale St	17 single-family homes	Golden Valley Land Co/TJB Homes/Accent Homes	Summer 2016/TBD
Commercial/Industrial Proposed	Retail Building	1681 Rice St	New 9500 sq ft, single-story, multi-tenant shell building	Gary Carlson/Danna LLC	TBD
	Retail Building	2035 Twin Lakes Pkwy	New single-story, multi-tenant shell building	Tech Builders/Tech Builders	Fall 2016/Spring 2017
Commercial/Under Construction	Aldi	2005 Twin Lakes Pkwy	New grocery	JAVA Capital Partners	Fall 2016/Summer 2017
	Denny's	2045 Twin Lakes Pkwy	New restaurant	Tech Builders/Tech Builders	Fall 2016/Spring 2017
	*Free Wheel Bike	1955 County Rd B2	Tenant Build out	Fendler Patterson Construction	Winter 2017/Spring 2017
	Golf Tec	2575 Fairview Ave #210	Tenant build-out	Hunerberg Construction/Roseville Properties	Winter 2017/Spring 2017
	Herbergers	1675 Highway 36	Interior remodel	Thomas Grace Construction/Bon Store Realty Two	Winter 2017/TBD
	JC Penney	1700 County Rd B2	New entrance	JC Penny Properties, Inc./Maxwell Builders	Fall 2016/Spring 2017
	Minnesota Loons LaCrosse	1633 Terrace Dr	Tenant remodel	Guptil Construction/St. Paul Fire & Marine Ins.	Winter 2017/Spring 2017
	Rosedale Shopping Center	1700 County Rd B2	Utility work, parking deck, interior updates, new anchor	Jones Lang LaSalle/PPF RTL Rosedale Shopping Ctr, LLC	Fall 2016/TBD
	Wedding Day Diamonds	1747 County Rd B2	New retail	Diversified Construction/Rosedale Commons LP	Winter 2017/Spring 2017
Proposed Public/Inst	NONE				
Under Construction Public/Institutional	NONE				

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: February 28, 2017

Item No: 5

Item Description: Approve Comprehensive Surface Water Management Plan

Background:

The City of Roseville is required by State Statute to have a local water management plan, capital improvement program, and official controls as necessary to bring local water management into conformance with the watershed district plans. The City's first Comprehensive Surface Water Management Plan (CSWMP) was adopted in 1990 with an update in 2003 & 2013. The City boundaries are within three watershed districts; Rice Creek, Capitol Region, and Ramsey-Washington Metro. All three of these organizations have recently updated, or are in the processing of updating, their watershed district plans. Prior to 2016, Cities were required to prepare amendments to their CSWMP within 2 years of the watersheds updating their plans. Recent legislation changed the timeline to update CSWMP's to coincide with the City's Comprehensive Plan process.

Staff and SEH have been working to update the CSWMP by gathering public comment and reviewing the current plan. Public input has come through two channels: One is through Speak-Up Roseville, and the other is a survey that SEH put together for the City. SEH will provide an update on the preliminary public input received.

Since the October 2016 meeting, Staff and SEH has been working on updating the CSWMP. Updates have been made to figures, data, and text. SEH has also incorporated comments that have been received since the release of the draft document in January. The draft plan has been posted on the City website, emailed to Council and Commission members, and has been the topic for multiple communication items to the public.

The remaining timeline for the draft plan is as follows:

- February:
 - Approval from PWETC (with/without conditions)
- March
 - Potential update as needed from Commission Meeting
 - 45-60 day agency review
- June
 - Update plan with comments from agencies
 - Resubmit for agency approval
- August
 - Council approval

A link to the Approved 2013 Comprehensive Surface Water Management Plan is:
<http://www.cityofroseville.com/DocumentCenter/View/12712>.

A link to the Draft 2017 Comprehensive Surface Water Management Plan is:
<http://www.cityofroseville.com/DocumentCenter/View/21569>.

Recommended Action:

Receive presentation, provide feedback, and approve Draft CSWMP for agency review period.

Attachments:

A. None

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: February 28, 2017

Item No: 6

Item Description: Stormwater Management Standards: Parking Lots

Background:

The City of Roseville has developed specific requirements that apply to development and redevelopment projects. These standards are intended to help achieve the water resource goals of the City's Comprehensive Surface Water Management Plan (CSWMP) and help the City maintain compliance with the National Pollutant Discharge Elimination System (NPDES) municipal permit program. These standards highlight important aspects of the requirements for storm water quality, discharge rate and volume control, erosion control, and illicit discharge.

To accomplish the goals of the CSWMP, it is important that the City have consistent approaches to evaluating proposed development and redevelopment projects. Currently the City has a different requirement for when a permit is needed for parking lot pavement projects than the watershed districts. There is also some area for interpretation within our requirement of when a permit is required.

As language within the Stormwater Management Standards is revisited, staff would also like to take the time to have a discussion and get feedback about how parking lot projects are viewed going forward.

Parking lots within the City produce a large amount of stormwater and contribute to local flooding, general drainage, and water quality problems. General drainage issues arise from the City's storm sewer network being undersized for the stormwater created during rain events. When parking lots are resurfaced (all pavement removed and replaced), different stormwater bmp's could be installed to positively affect the problems listed above. However these BMP's will have to be paid for and maintained by the City, the private entity, or a combination of the two.

At the January Commission meeting, staff gave a presentation and answered questions regarding the possible options available to move forward. At that time, Commission asked for updated language to better define the policy, as the old language was not clear.

Updates were made to the policy language as it relates to parking lots and stormwater management. Two policy options are provided (Attachment A) for review and comment. Option 1 is similar to our existing policy, and in-line with the Watershed Districts. As discussed in January, Option 1 will not provide any additional benefits to water quality and quantity, and have no additional benefit to the reduction of localized flooding.

Option 2 is more restrictive than our current policy, and also more restrictive than the Watershed Districts. Option 2 does provide a water quality and quantity benefit that will help reduce flooding. This option will also increase costs to the property owner and/or City.

Staff will have the January presentation available for reference, and also discussion purposes.

Recommended Action:

Provide feedback on Policy Options and provide a recommendation on which option to move forward with.

Attachments:

- A. Stormwater Management Standards Policy Discussion Options
- B. January 2017 Presentation

RWMWD Policy (for reference)

Land Disturbance. Any activity on property that results in a change or alteration in the existing ground cover (both vegetative and non-vegetative) and/or the existing soil topography. Land disturbing activities include, but are not limited to, development, redevelopment, demolition, construction, reconstruction, clearing, grading, filling, stockpiling, excavation and borrow pits. Routine vegetation management and road milling/overlay activities that do not alter the soil material beneath the road base shall not be considered land disturbance. In addition, in-kind catch basin and pipe repair/replacement done in conjunction with a mill/overlay project shall not be considered land disturbance.

Existing Policy (for reference)

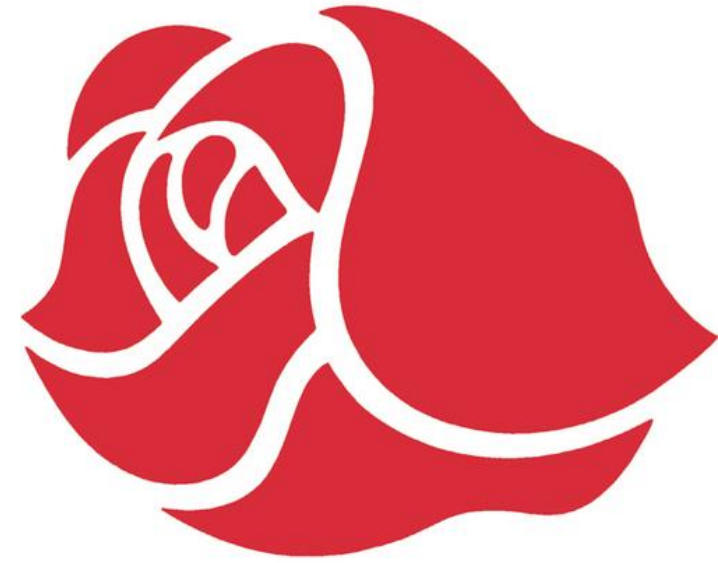
Projects conducting mill and overlay or other surface pavement treatments, where aggregate base is left undisturbed, on existing impervious areas are exempt from the City's water quality treatment and rate control requirements. However, requirements must be met if the project impacts the base and/or sub-base materials for 21,780 square feet or more of disturbed area.

New - Option 1 (less restrictive)

Projects conducting mill and overlay or other surface pavement treatments on existing impervious areas are exempt from the City's water quality treatment and rate control requirements. The City's Stormwater Management Standards are required when 5,000 square-feet or more of soil material below the base is impacted, or if drainage patterns are altered. Base is considered to be the layer directly below the pavement, consisting of aggregate material, typically Class V aggregate or similar variations such as recycled aggregate, reclaim material, etc.

New - Option 2 (more restrictive)

Projects conducting mill and overlay on existing impervious areas are exempt from the City's water quality treatment and rate control requirements. The City's Stormwater Management Standards are required when 5,000 square-feet or more of base material is disturbed, or if drainage patterns are altered. Disturbance of the base includes, but not limited to, grading, shaping, filling, and removals. Base is considered to be the layer directly below the pavement, consisting of aggregate material, typically Class V aggregate or similar variations such as recycled aggregate, reclaim material, etc.



Stormwater Management: Parking Lots

PUBLIC WORKS ENVIRONMENT & TRANSPORTATION
COMMITTEE

JANUARY 24, 2017

Overview

- Goal
- Policy
- Flooding/Drainage Example
- Options
- Next Steps
- Questions

Goal

➤ Provide clarification to existing policy for stormwater management standards in the City for parking lots.

or

➤ Revise the existing policy to aid in reducing localized flooding issues, drainage issues, and improving local water resources by requiring stormwater treatment when parking lots are resurfaced.

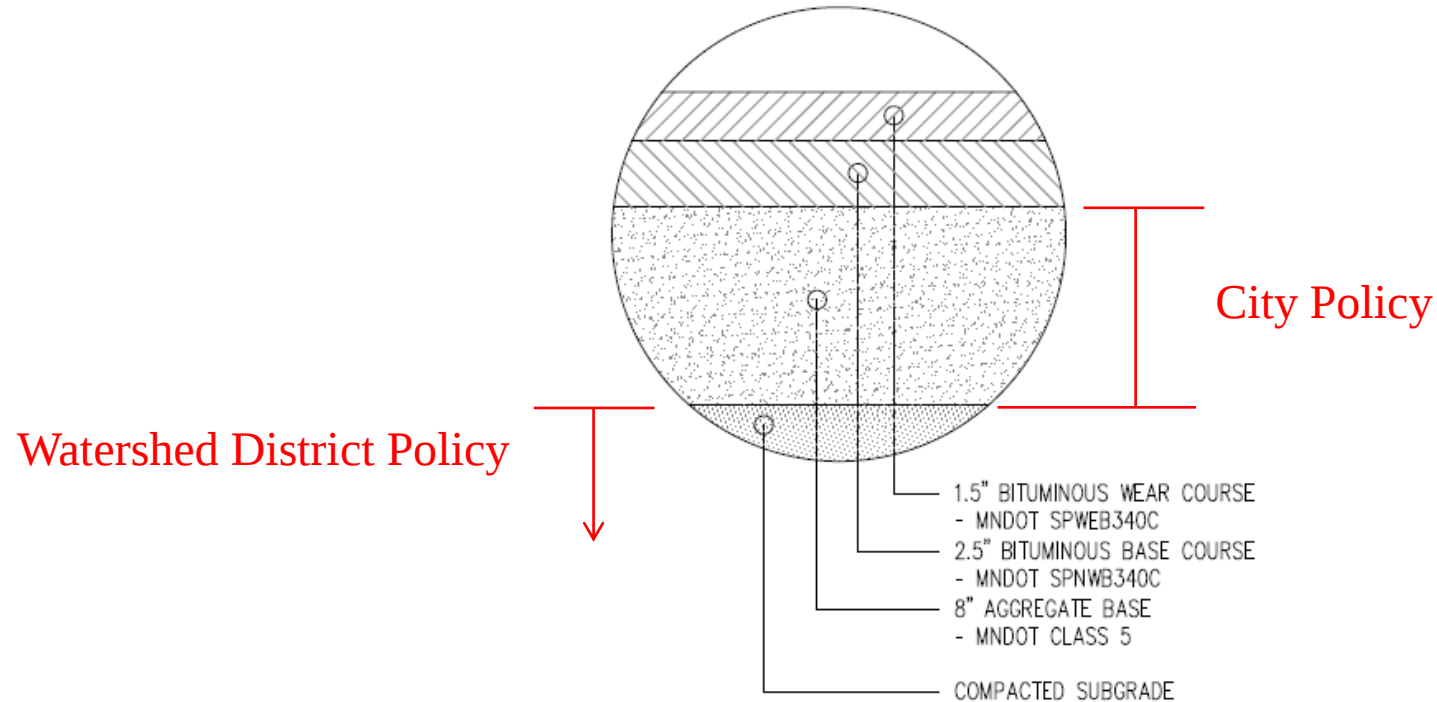
City Policy

- Stormwater Management Standards:
 - Projects conducting mill and overlay or other surface pavement treatments, where *aggregate base is left undisturbed*, on existing impervious areas are exempt from the City's water quality treatment and rate control requirements. However, requirements must be met if the project impacts the base and/or sub-base materials for 21,780 square feet or more of disturbed area.

Land Disturbance (RWMWD Rule Definition)

Land Disturbance. Any activity on property that results in a change or alteration in the existing ground cover (both vegetative and non-vegetative) and/or the existing soil topography. Land disturbing activities include, but are not limited to, development, redevelopment, demolition, construction, reconstruction, clearing, grading, filling, stockpiling, excavation and borrow pits. Routine vegetation management and *road milling/overlay activities that do not alter the soil material beneath the road base shall not be considered land disturbance.* In addition, in-kind catch basin and pipe repair/replacement done in conjunction with a mill/overlay project shall not be considered land disturbance.

Pavement Section

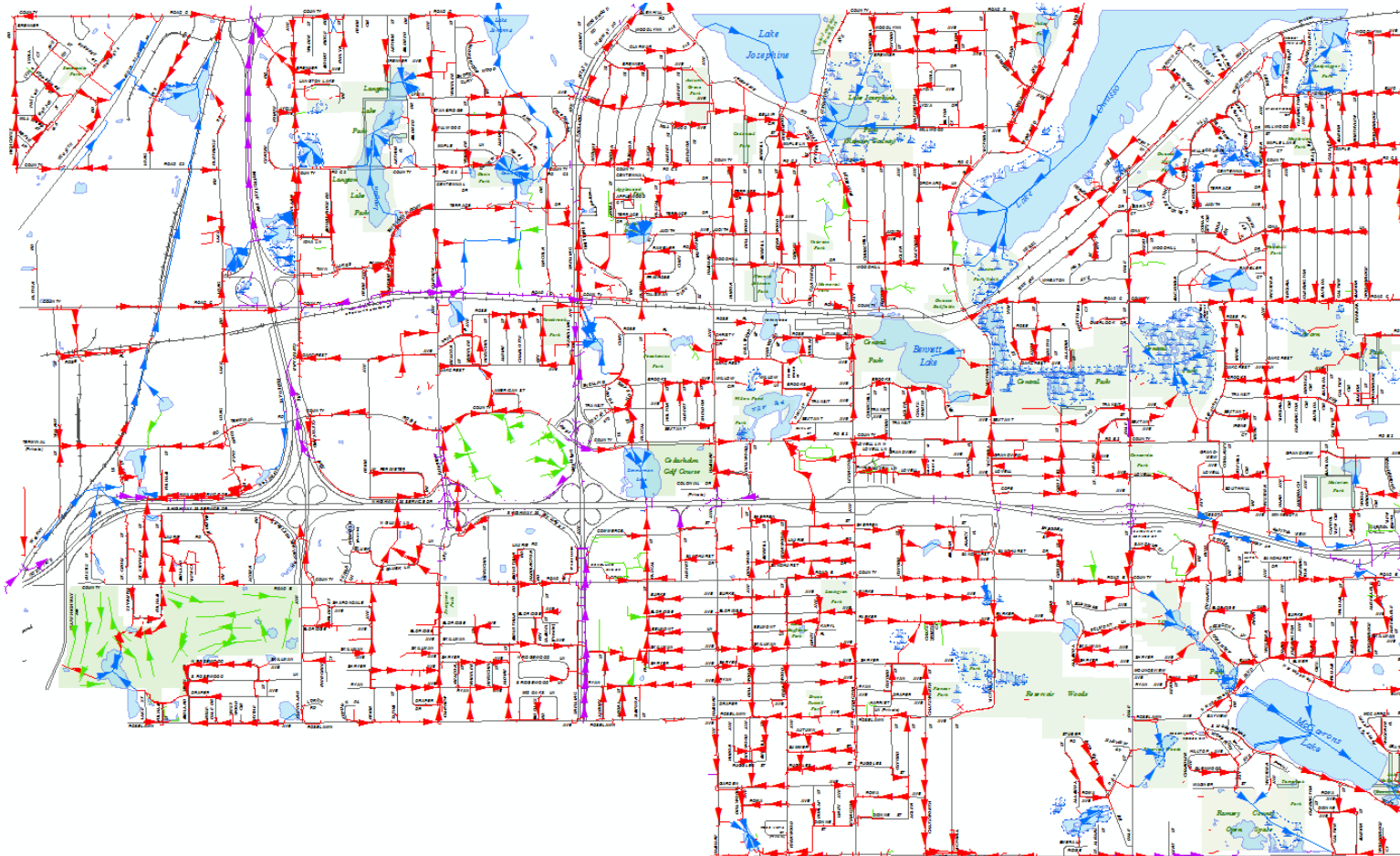


NOTE: PAVEMENT SECTION MAY BE REVISED IN ACCORDANCE WITH THE
GEOTECHNICAL REPORT AND RECOMMENDATIONS

PAVEMENT SECTION

NO SCALE

City Storm Sewer

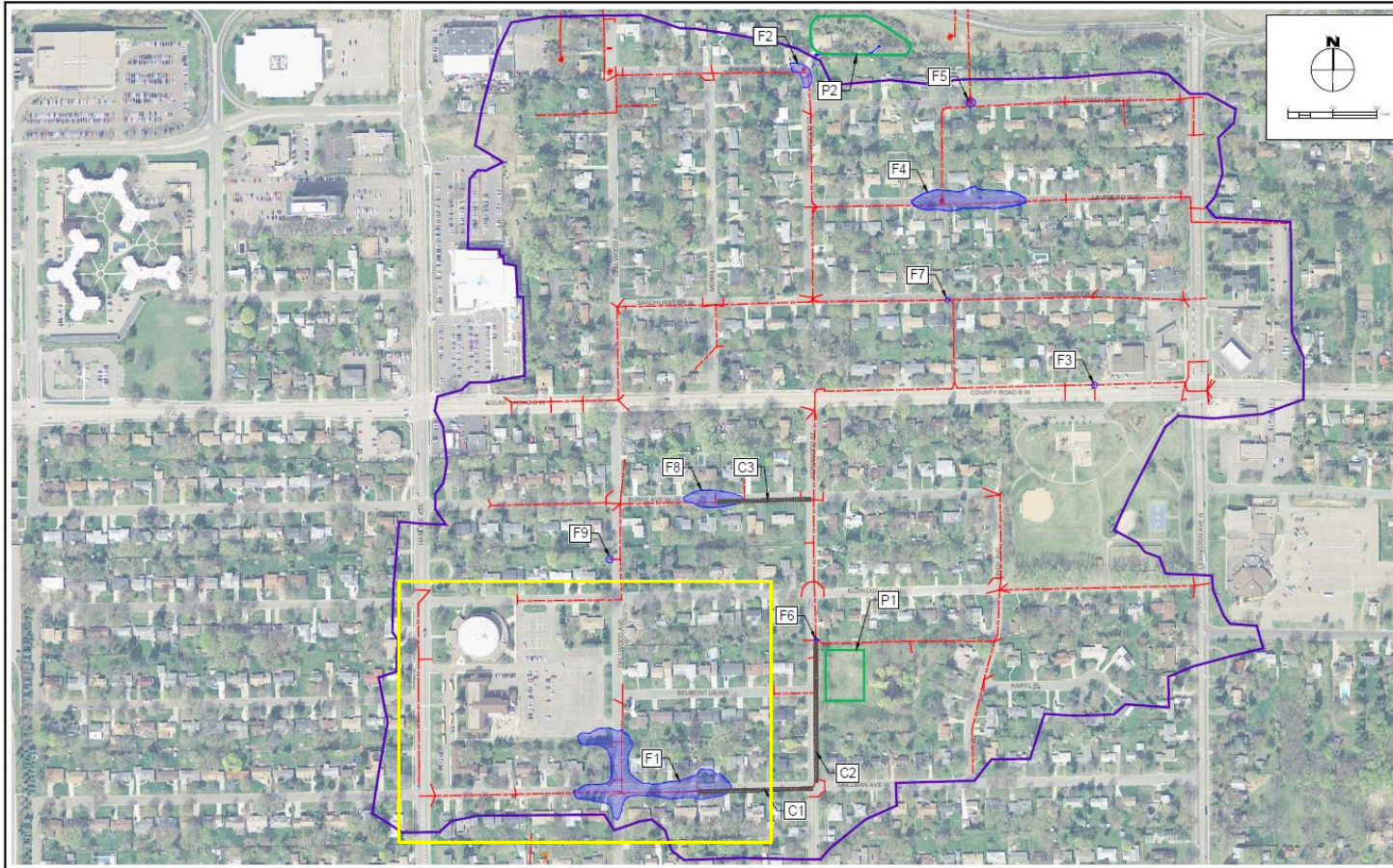


City size = 13.82 Sq-Mi
127 miles of storm sewer

Original Storm Sewer
designed for 20% probability
storm (5 year storm 3.52
inches in 24 hours)

Current design standards are
for the 10% probability storm
(10 year 4.2 inches in 24
hours)

Local Flooding Issues



Blue shapes (F1-F9) depict flooding areas produced during the 10% probability storm due to undersized storm sewer to handle current drainage.

Local Flooding Issues



2.5 AC Parking Lot
1" rainfall produces ~8,500 CF
(~63,000 gallons) of runoff

Local Flooding Issues



2.5 AC Parking Lot
1" rainfall produces ~8,500 CF

City underground project average cost
= \$15/CF

Opinion of parking lot cost = \$9/SF
(\$936,000)

Potential increased cost to parking lot
project = \$127,500 + on annual
maintenance

Stormwater Impact Fund = \$22.50/CF
(\$191,250)

Option 1

1a: No Change

1b: No Policy Change but add clarification

Pros:

- No change to policies or procedures

Cons:

- Miss opportunity to reduce localized flooding
- Miss opportunity for drainage improvement
- Miss opportunity for water quality improvement
- Potentially more difficult for staff to determine when a permit is required in the field

Option 2

Require treatment when parking lot base material is exposed
(through BMP installation, or payment into Stormwater Impact Fund)

Pros:

- Reduction in localized flooding
- Improvement to drainage
- Water quality improvement
- Easy for City staff to identify when a permit is required when in the field

Cons:

- Additional plan review, staff inspections and oversight
- Additional permits and cost for property owner
- Additional maintenance for owner
- Additional project follow up by City

Option 3

Provide City support for stormwater BMP's: Designs, Financial, etc
(whether or not stormwater requirement is needed)

Pros:

- Reduction in localized flooding
- Improvement to drainage
- Water quality improvement

Cons:

- Additional plan review, staff inspections and oversight
- Additional permits and cost for property owner and/or City
- Additional maintenance for owner and/or City
- Additional project follow up by City

Additional Talking Points

1. Only apply in special designated zones within the City
 - a) Flooding or drainage areas
 - i. Modeled or known historic drainage problems
 - b) Water resources (TMDL, PCA impairment, etc).
2. Parking lots with defined minimum size
3. Project Cost cap or Cost/SF cap

Next Steps

➤ Staff

- Tonight: Receive comments and input.
- Incorporate comments/input into Stormwater Management Standards
- Bring back to PWETC and/or Council at a future date

Questions

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: February 28, 2017

Item No: 7

Item Description: Look Ahead Agenda Items/ Next Meeting March 28, 2017

Suggested Items:

- Metro Transit
- Eureka Recycling Annual Report

Look ahead:

April:

May: MS4 Update

Recommended Action:

Set preliminary agenda items for the March 28, 2017 Public Works, Environment & Transportation Commission meeting.