

Roseville Public Works, Environment and Transportation Commission Meeting Agenda

Tuesday, June 27, 2017, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

NOTE: There will not be a tour as a part of this meeting which was discussed as an agenda item at the May PWET Meeting. Therefore, the meeting is starting at its normal time of 6:30 PM.

- 6:30 p.m. **1. Introductions/Roll Call**
- 6:35 p.m. **2. Public Comments**
- 6:40 p.m. **3. Approval of May 23, 2017 meeting minutes**
- 6:45 p.m. **4. Communication Items**
- 6:50 p.m. **5. Overview of Tax Increment Financing**
- 7:15 p.m. **6. Transportation Plan Update**
- 8:00 p.m. **7. PWETC/City Council Joint Meeting**
- 8:15 p.m. **8. Items for Next Meeting – July 25, 2017**
- 8:30 p.m. **9. Adjourn**

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

Agenda Item

Date: June 27, 2017

Item No: 3

Item Description: Approval of the May 23, 2017 Public Works Commission Minutes

Attached are the minutes from the May 23, 2017 meeting.

Recommended Action:

Motion approving the minutes of May 23, 2017 subject to any necessary corrections or revision.

Move: _____

Second: _____

Ayes: _____

Nays: _____

Roseville Public Works, Environment and Transportation Commission Meeting Minutes

Tuesday, May 23, 2017, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

1
2 **1. Introduction / Roll Call**

3 Chair Cihacek called the meeting to order at approximately 6:30 p.m. and at his
4 request, Assistant Public Works Director Jesse Freihammer called the roll.
5

6 **Present:** Chair Brian Cihacek; and Commissioners Thomas Trainor, Joe
7 Wozniak, John Heimerl, Nancy Misra, Kody Thurnau, and Duane
8 Seigler
9

10 **Staff Present:** Assistant Public Works Director Jesse Freihammer; and
11 Environmental Specialist Ryan Johnson
12

13 **2. Public Comments**

14 **3. Approval of April 25, 2017 Meeting Minutes**

15 *Comments and corrections to draft minutes had been submitted by PWETC*
16 *Commissioners prior to tonight's meeting and those revisions incorporated into the*
17 *draft presented in meeting materials.*
18

19 **Motion**

20 **Trainor moved, Member Heimerl seconded, approval of the April 25, 2017**
21 **meeting minutes as presented.**
22

23 **Ayes: 7**

24 **Nays: 0**

25 **Motion carried.**
26

27 **4. Communication Items**

28 Assistant Public Works Director Freihammer provided additional comments and a
29 brief review and update on projects, maintenance activities, and City Council
30 actions listed in the staff report dated May 23, 2017.
31

32 Discussion included the recent update by staff on the Capital Improvement Program
33 (CIP) to the City Council addressing upcoming buildings and equipment;
34 clarification of Enterprise Funds and General Fund monies and those that were

restricted in their use (e.g. pathway maintenance and pavement management plan); and an explanation of how those shifting categories may impact short- and long-term. CIP allocations and in light of negative trends due to lift station and other programmed improvements to the city's aging infrastructure as well as other priority items.

Further discussion including timing for some current development projects as indicated on the monthly Community Development Department report; a staff update and future presentation to the PWETC on alternate locations for the Ramsey County organic drop-off site with Member Wozniak cautioning that a decision was needed sooner than later to ensure Roseville was one of the chosen sites currently in competition with other area communities with staff advising that they were still working with Ramsey County representatives on the general logistics and overall process, anticipating a final site identified by mid-summer and coordination with the PWETC and Parks & Recreation Commission, with the site currently under consideration at Dale Street Soccer field area.

Additional discussion included a requested update to the PWETC from staff and Eureka Recycling on the pilot recycling program at Lexington Park as data become available at the end of the summer use season, its evolution and suggestions to move forward at other sites; with Chair Cihacek requesting that the report be a separate subject after the summer months, and not part of Eureka's annual report; and Mr. Johnson anticipating that preliminary data may not be available until later in the year (e.g. October or November of 2017).

Further discussion ensued regarding the placement of recycling containers and confirmation of their locations at the east end of the ball fields; and first full pick up held on May 8th.

At the request of Member Wozniak and with a bench handout provided by staff on the program details, PWETC commissioners were encouraged to attend the daytime and/or evening seminars to be held by the Alliance for Sustainability and relationship to the current comprehensive plan update processes.

5. Right-of-Way Vegetation Cost/Benefit Analysis

As detailed in the staff report and presentation materials, Environmental Specialist Ryan Johnson provided a cost benefit analysis of turf grass versus natural plantings in city rights-of-way as previously requested by the PWETC. Mr. Johnson's presentation included initial installation and annual maintenance costs for both options.

Discussion included comparison costs for decorative and open space plantings per acre; water quality cost benefits available for tracking and economic impacts to track and avoid phosphorus impacts from either option related to stormwater and reduced volumes over a number of years for plantings versus turf; and how reducing that runoff is included as an additional cost consideration.

81
82 Further discussion included native plant options based on their particular root
83 systems; public perceptions of native plantings; larger benefits with larger planting
84 areas, even with higher initial installation costs for native plantings and annual
85 mowing in the spring with turf grass requiring more frequent maintenance and
86 mowing; typical non use of fertilizers with native plantings due to their larger root
87 systems other than spot treatment of weeds growing within the plantings
88 themselves (e.g. thistles); with the City Hall native planting area usually requiring
89 less than monthly treatment since it is now more established.

90
91 Commissioners questioned staff as to whether these results could be replicated
92 elsewhere in the city (e.g. parks) and in larger contracted mowing areas to reduce
93 costs.

94
95 Mr. Johnson responded that options for native plantings could be replicated in
96 numerous locations around the city, with plantings available for every condition
97 (e.g. sunny, shady, on boulevards or slopes, or as buffers around wetlands and
98 lakes) with similar results to those shown to reduce pollution.

99
100 At the request of Member Wozniak as to why it wasn't seen more frequently, Mr.
101 Johnson noted the upfront costs for native plantings as well as public perception of
102 them as weeds and preferring turf grasses. Mr. Johnson suggested further public
103 education would alleviate those misconceptions.

104
105 Chair Cihacek suggested another secondary benefit would be in traffic calming,
106 reduced headlight glare, natural habitat, and recharging shallow groundwater; and
107 questioned how those efforts could be funded.

108
109 Mr. Freihammer advised that some efforts could be managed through the
110 Stormwater Enterprise Fund related to stormwater management, using the recent
111 infiltration basins and native materials installed along Twin Lakes Parkway at
112 Arthur Street (e.g. rain garden), and other limited funds available for similar
113 projects in the future as applicable. While native plantings would offset long-term
114 operations due to having less turf grass to mow, Mr. Freihammer noted that the
115 biggest factor was where they should or could be installed to meet resident
116 expectations for manicured, mowed grass, with ongoing complaints fielded of
117 current native planting areas.

118
119 Member Misra noted the research done by the University of Minnesota Landscape
120 Architecture Department balancing and addressing both schools of thought, noting
121 the ratios available for using native plantings that are more aesthetically pleasing
122 to the public.

123
124 Mr. Johnson agreed, noting that with Twin Lakes Parkway, larger groups of more
125 familiar plantings were used that were more recognizable by the public to make
126 them aware of the intentional natural areas; but reiterated the need for continuing

education to address expectations for manicured areas versus native plantings, as was continually addressed with the natural slope at City Hall. Mr. Johnson agreed that the University of Minnesota had good information available; as well as several contractors that have assisted with those education efforts as well. Mr. Johnson noted the success of incorporating a grass strip on the outside of natural plantings to make the blend more aesthetically pleasing.

Member Heimerl suggested that education and outreach should clearly identify the advantages of native plantings as it relates to water scarcity and suggested that the city take a leadership position as stewards of public property and water quality in educating residents for their private property versus the typical 1950 ideal of the perfect manicured lawn.

Mr. Johnson advised that, while definitely more could be done and staff could look into that further education and outreach, the city's website already had some educational information available to assist with those efforts, as well as other agencies with more information for the public to tap into. Mr. Johnson noted that typically there were 1-2 articles issued annually from the city's Communications Department about stormwater reduction through native plantings to mimic the benefits using the City Hall example.

At the request of Member Heimerl, Mr. Johnson confirmed that the Community Development Department monitored city code to ensure natural plantings were permitted and evolved with new technologies and options (e.g. length of grass, sight lines) to make it easier for residents to comply and differentiate between nuisance weeds and natural plantings.

Member Wozniak suggested the same type of outreach and education for commercial properties, questioning if they were aware of these options as well to help reduce their annual maintenance and operating costs to enhance their businesses by using non-traditional landscaping and thereby reduce runoff (e.g. parking lots).

Mr. Johnson responded that staff tapped into educational information from the three area watershed districts; but stated staff's interest in working with more businesses to pursue that education. Mr. Johnson offered to work with the Community Development Department to accomplish that, especially with cost benefit analyses, etc.

Chair Cihacek requested that staff identify and bring back to the PWETC specific sites on public property that could be transitioned from turf grass and the long-term cost benefit analyses for each, especially those areas in the closest proximity to lakes with existing phosphorus problems where the quickest tangible benefits could be found. Also, Chair Cihacek asked staff to provide additional information on the costs of the current mowing contractor for County Road C and costs to replace turf grasses and/or install a combination of turf and native; not only for cost recovery

time for native plant installation, but overall goals to conceptualize specific projects.

Mr. Freihammer advised that County Road C was contract mowing, with in-house part-time staff (2-3 seasonal employees) mowing public properties over the summer months.

Chair Cihacek opined that if this was an area of genuine concern with area water bodies hitting a crisis point for phosphorus, the PWETC should recommend solutions and justifications for leading the transitioning from turf grass to native plantings on public properties.

Mr. Freihammer advised that staff would further research costs as available for tracking in-house and/or contract mowing.

Chair Cihacek recognized that some public areas would be easier to implement native plantings versus other areas as it related to aesthetic values, but suggested staff identify and address those areas that would be easier for implementing a vegetation plan, not only for cost but also additional secondary benefits. Chair Cihacek asked that staff prepare their recommended sites and cost benefit analyses as time allowed; with a proposed plan to alert the public as to the how, why, and where and justification for initial spending and long-term cost savings and environmental benefits.

Member Misra concurred, and suggested staff research on potential grant options available for habitat development.

Member Wozniak concurred, suggesting that the city could work with grad students from the University of Minnesota on potential partnership opportunities.

In starting with city-owned parks and public properties, Chair Cihacek suggested educational signage at those test sites providing public education on how to do, and their additional long-term benefits to lessen the intimidation for the public while providing examples.

6. Annual Stormwater Meeting and Public Hearing

Chair Cihacek opened the public hearing at approximately 7:23 p.m.

Environmental Specialist Ryan Johnson presented the annual 2016 Municipal Separate Storm Sewer Systems (Small MS4) (Attachment A); and 2013-2018 NPDES Phase II Permit (Attachment B) establishing conditions for discharging stormwater to water bodies within the state. Mr. Johnson noted that additional and more detailed information could be found on the city's website, with hard copies made available for the public upon request.

At the request of Member Seigler, Mr. Johnson advised that if the city did not submit this annual permit and report, the city would be subject to fines and negative comments from the Minnesota Pollution Control Agency (MPCA).

Mr. Johnson's presentation included best management practices (BMP's) used by the city for various projects to reduce stormwater volume and improve water quality (e.g. erosion controls including silt fences or bio-rolls); negative nutrient concerns for water quality involving phosphorus and chloride with the city continually monitoring salt use in the winter months for pavement ice control. Mr. Johnson reviewed the monitoring and use of smarter technologies based on pavement temperatures for ice control, opining that the City of Roseville had one of if not the best system in the metropolitan area with every pound of salt used on roadways tracked and measured before and after snowfalls to provide data on what was used and track trucks and their routes. As the city's transportation expert, Mr. Johnson suggested a future presentation by Public Works Director Marc Culver. Mr. Johnson noted the availability of stormwater pond mapping for real-time maintenance data, including depths, volumes and other data that provided timing information for excavation and removal efficiencies and results.

As examples, Mr. Johnson noted the stormwater management efforts at Twin Lakes Parkway resulting in improvements to Langton Lake via use of iron-enhanced sand to remove as much phosphorus as possible as one of several options. Mr. Johnson and Mr. Freihammer also noted another example at Alameda Pond and existing unique pre-case round structures that had been installed in the past versus the considerable higher construction costs if installed today. Given the uniqueness of these structures, Mr. Johnson noted that retrofitting them proved challenging and required staff thinking outside the box in some cases to help reduce contaminants and make those ponds work better.

Mr. Johnson referenced a table providing projects and estimated total costs, as well as identifying priority projects within that list and costs to address and implement the city's surface water management plan.

At the request of Chair Cihacek, Mr. Freihammer advised that the city typically budgets \$700,000 annually in the CIP for stormwater mitigation, with grant funds sometimes available for a particular project, or cost-sharing with watershed districts or other jurisdictions, including costs for maintenance of ponds prone to flooding.

Mr. Johnson's presentation included annual citywide clean-up day statistics from 2003 – 2017, with cost breakdowns available since 2013, and identified partnerships with various agencies and vendors to help reduce city costs. Of particular interest this year, Mr. Johnson noted the considerable number and major expense in disposing of mattresses dropped off. Mr. Johnson noted that the number of bikes dropped off had increased this year, advising that some were only usable for parts, but 16 of those collected this year were recycled by a vendor, at no charge, and put back on the road after some rehabilitation.

At the request of Chair Cihacek, Mr. Johnson advised that the city typically paid for approximately 1/3 of the total cost of clean-up day, with mattresses and electronic costs up over the last few years, thereby increasing city costs accordingly.

Mr. Johnson provided statistics from shredding day between 2009 and 2017, noting the popularity of the event, and requests from residents to provide it 2-3 times each year versus only annually.

Mr. Johnson concluded his report by outlining resident tips for reducing and/or eliminating stormwater contaminants to benefit of water quality of area lakes.

Discussion included private versus public ponds each counted but managed differently; the public infiltration pond at Corpus Christi Church; city credit for public stormwater management efforts but not private ones, but still advantageous to improve water quality and the city's duty to ensure private systems are well-maintained for city credit for projects in place to improve rate control and water quality.

Further discussion included communication efforts for the annual citywide clean-up day and shredding event, with suggestions to continue seeking improvement in those efforts; how to and if needed to target college campus and/or rental or transit populations for disposal of items and timing of or expansion of future clean-up days to encourage their participation; with Mr. Freihammer suggesting that staff check with area colleges to see if they already had programs in place to do so; and Mr. Ryan advising this was a good time to ask those questions as three-year contracts and quotes for clean-up day were coming up. Chair Cihacek suggested further staff research with multi-family and more transient populations (e.g. area universities and landlords) as to whether tenants were aware of this city service, and any further education and/or outreach that may be indicated.

At the request of Member Misra, Mr. Johnson reviewed illicit discharges of anything going down a storm drain other than irrigation water that created problems (e.g. grass clippings, paint, concrete slurry) and many calls fielded by staff from residents alerting them to illicit discharges (e.g. home improvement projects and wash water from mudding walls and painting) to the system. Mr. Johnson noted that Eureka Recycling alerts staff of any spills (e.g. a recent hydraulic leak reported that was caught before getting to a storm drain, but still reported as a spill). Mr. Johnson expressed appreciation for the good job done by residents in monitoring those situations and being extra eyes for the city.

At the further request of Member Misra, Mr. Johnson provided the process by staff in dealing with those calls, depending on their nature, with the working streets foreman typically popping the manhole for access in determining the problem and tracking it downstream to see if there is evidence of the material moving to and

310 reaching the nearest water body. If traces are observed, Mr. Johnson reviewed the
311 measures taken (e.g. silt socks) to capture those materials before they become more
312 mobile and make it to a pond, and their deployment accordingly. Mr. Johnson noted
313 that typically the materials are easily tracked, with residents notified of staff's
314 observations, and potential application of a \$150 nuisance fine if and when
315 warranted, for residential and/or commercial properties. Mr. Johnson advised that
316 for those more egregious issues, the city worked with the MPCA for a larger
317 enforcement penalty, with larger spills often reported by the Police and/or Fire
318 Departments.

319
320 At the request of Member Misra, Mr. Johnson reviewed the impaired waters in the
321 Roseville area (all) other than for the jewel of Roseville as far as water quality was
322 concerned (McCarrons Lake) based on the amount of work done over the years
323 related to water quality; with Lake Owasso on the rise as an impaired body and
324 Langton Lake not considered impaired given its standards as a shallow lake.

325
326 At the request of Member Misra, Mr. Johnson reported on ongoing education and
327 outreach efforts to the public, noting the big educational push by the City Council
328 with its surface water plan to educate residents and schools for water quality
329 improvements.

330
331 Chair Cihacek closed the public hearing at approximately 8:07 p.m., with no one
332 appearing for public comment for or against.

333 334 **7. PWETC / City Council Joint Meeting – Preliminary Discussion**

335 Mr. Freihammer sought PWETC input on the upcoming (June) joint meeting with
336 the City Council by providing an example of last year's report of activities and
337 accomplishments, upcoming year's work plan, and questions for the City Council
338 from the PWETC (Attachment A).

339
340 Chair Cihacek reviewed ongoing work plan and accomplishments: organic
341 recycling solutions, expansion of the recycling program to include parks, dialogue
342 with Metro Transit with concerns about Roseville's transit service, review and
343 updates for a number of city ordinances and policies (trees, parking lots, design
344 manual), solar energy options, comprehensive plan components, sanitary service
345 lines and cut-off locations and warranty program; with commissioners noting the
346 time-consuming nature of some of those topics. Chair Cihacek noted the annual
347 mandatory issues also dealt with by the PWETC.

348
349 Chair Cihacek asked individual commissioners to provide their input to staff
350 outside the meeting via email for finalization at the June PWETC meeting. Chair
351 Cihacek advised that he and Vice Chair Wozniak would attend the joint meeting to
352 represent the PWETC, but invited other commissioners to join them as well.

353 354 **8. Items for Next Meeting – June 27, 2017**

Review of those items proposed for the June meeting were discussed as provided in the staff report and the projected time required for each; and looking ahead to future meetings, and upcoming large focus on the transportation plan and pathway master plan updates as part of the comprehensive plan update.

Discussion also ensued on a potential field trip in June to review active construction projects, with commissioners discussing possible sites, dates, and timing, possibly separate from the regular June PWETC meeting itself, duly noticed as with any meeting.

After further discussion and without objection, Chair Cihacek directed staff to notice the June regular PWETC meeting at 6:00 p.m. to 8:30 p.m. to facilitate a tour, provided that timing worked out logistically.

9. Adjourn

Motion

Member Misra moved, Member Wozniak seconded, adjournment of the meeting at approximately 8:25 p.m.

Ayes: 7

Nays: 0

Motion carried.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: June 27, 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.
 - All work on the project is completed, including the new traffic signal and the restriping of Fairview Avenue. The two storm water basins near Arthur Street were planted with bee friendly pollinator plants.
- Cleveland Lift Station: Lift station replacement project at Cleveland & Brenner.
 - The contractor has begun the forcemain work associated with this project and will begin installing the new lift station the week of June 26. Traffic on Cleveland will be reduce to one lane in each direction for the next month until the new lift station is completed.
- 2017 Lining Project
 - Estimated to line 5.5 miles of sanitary sewer main and 0.1 miles of storm sewer
 - Contractor started work in March and is 30% complete.
- Larpenteur Sidewalk
 - Work involves the construction of new sidewalk on the north side of Larpenteur Ave between Mackubin St and Galtier St.
 - The new sidewalk work is completed and the sidewalk is open to the public.
- 2017 Railroad Crossing Improvements
 - Work involves replacement of railroad crossings on Terminal Road and Walnut Street.
 - Two of the three railroad crossing locations have been completed. The third railroad crossing on Terminal Road just west of St Croix St will begin June 26. A detour will be in place for the next two to three weeks until the project is completed.
- South Lake Owasso Drainage Improvement
 - Work on the installation of the PaveDrain permeable paver system is almost completed.
- Dale Street Parking Lot
 - Work involves the complete replacement of the parking lot for the soccer fields located off Dale St just south of County Road C.
 - The parking lot is partially finished and is open for Rose Fest. The remaining work on the lot will be finished in the next two weeks.
- 2017 Pavement Management Project
 - This year's project involves 7 miles of street resurfacing, 1 mile of watermain replacement and various storm sewer upgrades.

- The contractor has begun work and already completed work on Roselawn Avenue and McCarrons Boulevard. Numerous private sanitary sewer services have been replaced.
- Transportation Plan Update RFP
 - WSB & Associates will be working with the City to update the Transportation Plan and Pathway Master Plan. The plan is to have them at our June PWETC meeting to start the discussion.
- Water Booster Station Update and Water Model
 - Staff has started working with AE2S to provide the first phase design and recommended additional staging of the rehabilitation of the City's Water Booster Station. We anticipate Phase 1, which will, at the minimum, include the replacement of the generator, to begin later this year.
 - Staff worked with the consultant to monitor flow and pressure at numerous hydrants to provide data for the water model.
- Lift Station Project
 - Staff began the design process with its consultants on upgrading the Walsh storm water lift station and upgrading the Lounge sanitary lift station.

Future Projects

- Twin Lakes Parkway East Collector
 - Staff is working with MnDot and Ramsey County to coordinate projects on Snelling Avenue with the Twin Lakes Parkway East Collector improvements to save on costs and construction impacts.
- Snelling Ave Third Lane Project
 - Staff is working with MnDOT to define the scope of this project which recently received federal funding. The project is currently programmed for 2021 funding, but coordination with the proposed 35W Managed Lane project is a concern for that timeframe. We hope to know more specifics by the end of the summer.

Ramsey County updates:

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

Private Utility Work:

- Xcel Energy will be replacing a large amount of gas mains ahead of this year's PMP project.
- Comcast will be upgrading its network in the majority of the City. Work involves the installation of additional utility cabinets in City right of way.

Minnesota Department of Transportation updates:

- Snelling Avenue Project – Resurfacing project between Como Ave and TH 36.
 - Creation of additional turn lanes at Larpenleur and County Road B.
 - Project has begun. Scheduled to be completed by the State Fair.
 - Lanes will be reduced to one lane for the duration of the project. All lanes will be open for Back to the 50's.

City Council Update:

- The City Council is continuing to review the City's Subdivision ordinance in order to provide more consistency in the submittals for subdivisions as well as cleaning up the ordinance overall. Public Works has been involved in creating a Design Standards document and updating our storm water management standards to fit with the goals of the Council.

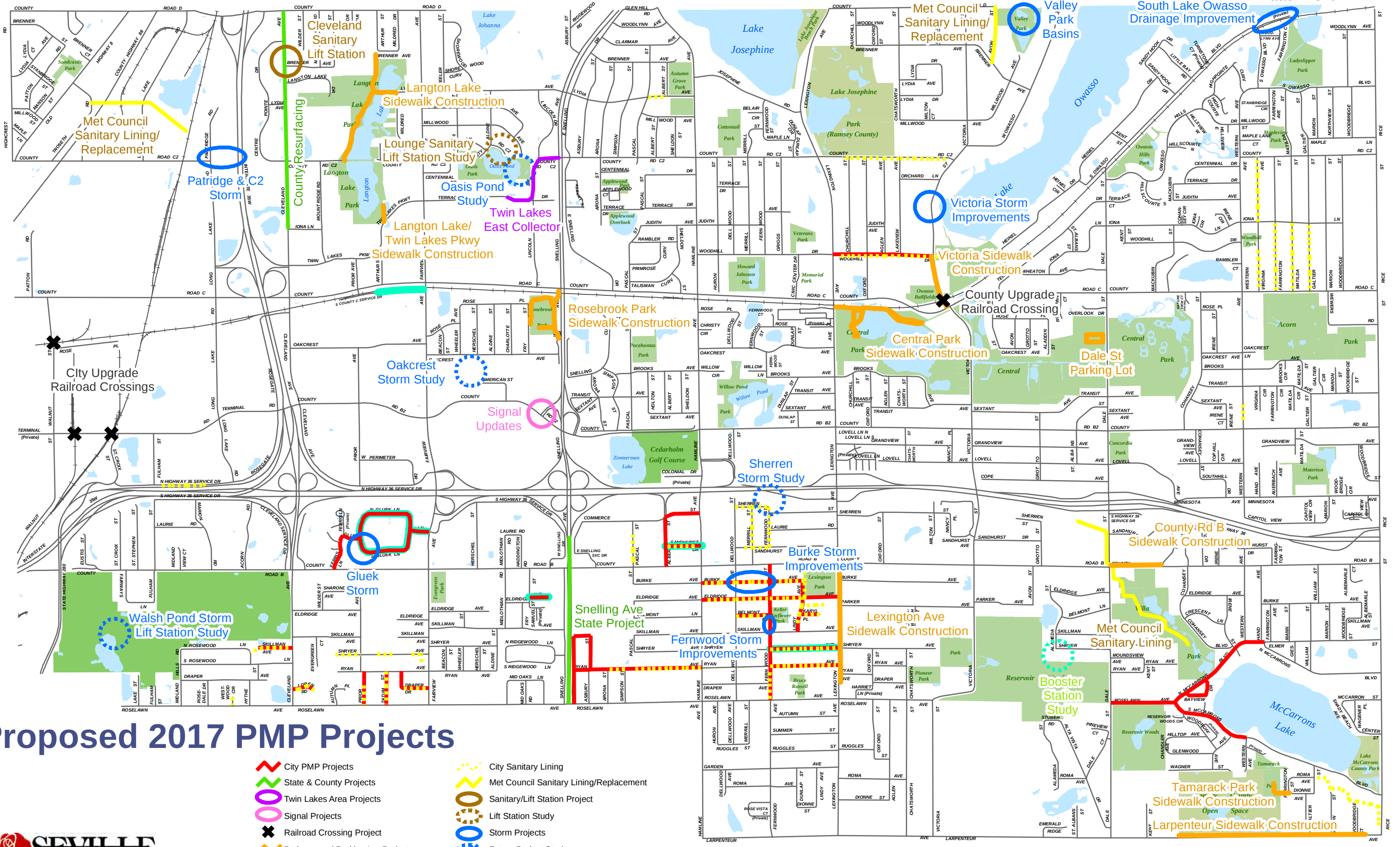
Major Maintenance Activities:

- Public Works staff completed the pathway connection between Twin Lakes Parkway and Langton Lake.
- Assisted developer with completing sidewalk segment on Oxford St.
- Repaired numerous curb and sidewalks related to watermain breaks from the winter.
- Completed annual painting of pavement markings.
- Ongoing street patching, monthly compost turning, tree trimming, and storm sewer cleaning/repairs.
- Completed the second round of right of way mowing and streetscape maintenance.
- Continue working on meter repairs and replacements.
- Collected bacteriological samples for testing.
- Repaired one broken water main.
- Continued with the annual sanitary sewer cleaning program
- Repaired two broken hydrants.
- Seasonal employees continued flushing fire hydrants and cutting grass around lift stations and water tower.
- Assisted consulting engineers with pressure / flow testing 50 hydrants throughout Roseville.
- Seasonal workers have started allowing us to start work on:
 - Flushing/painting fire hydrants
 - Mowing large right-of-way areas
 - More focused street repairs

Attachments:

A: 2017 Project Map

B: Development Activity Report



Proposed 2017 PMP Projects



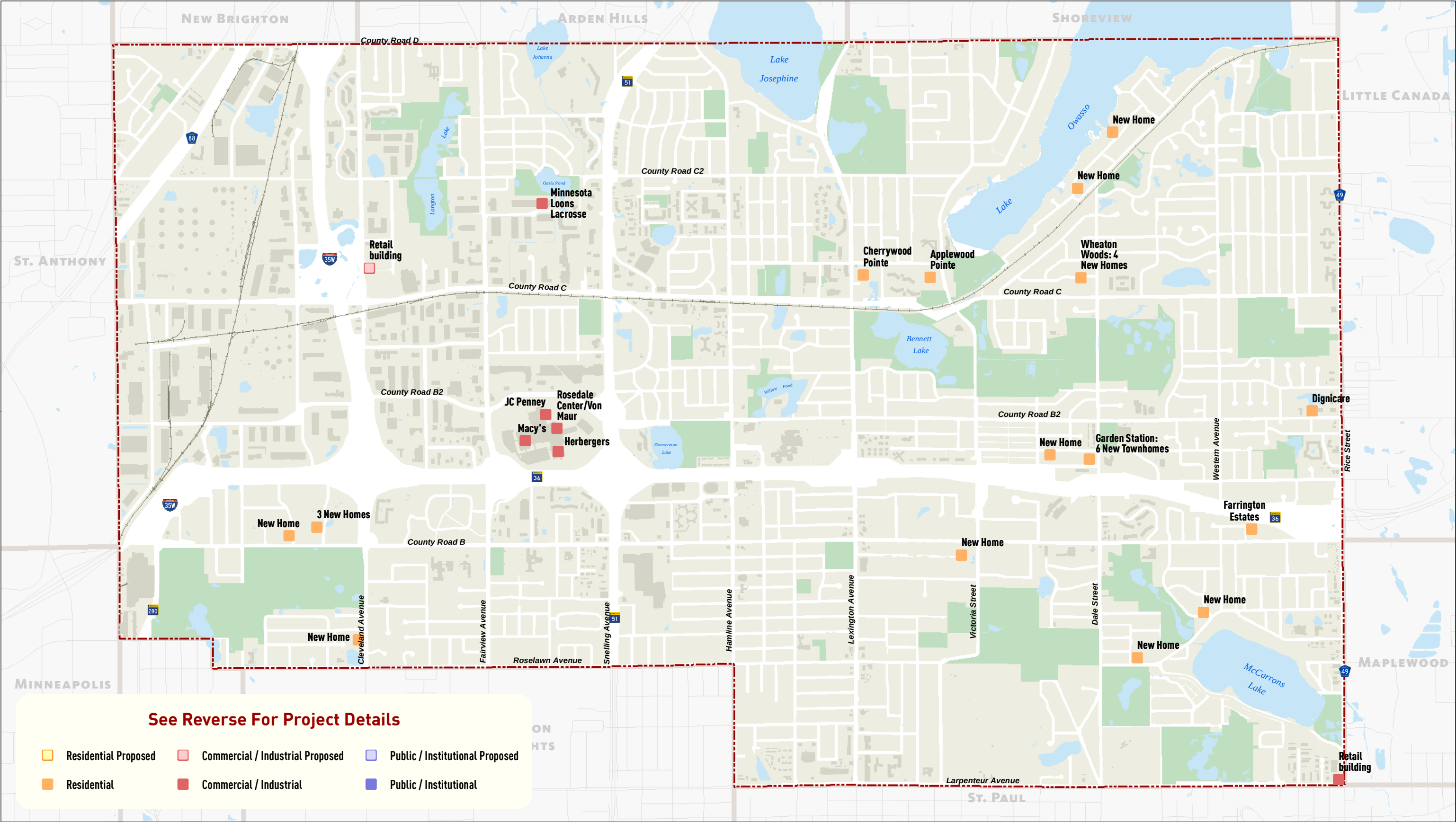
Prepared by:
Engineering Department
March 27, 2017

- 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 (3/10/17)
* 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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Development Projects: July 2017

ROSEVILLE COMMUNITY DEVELOPMENT DEPARTMENT • JULY 2017 • DEVELOPMENT ACTIVITY REPORT (*NEW IN JULY)					
	Project Name	Address	Project Description	Applicant/Owner Information	Starting/Occupancy
Residential Proposed Projects	Wheaton Woods	Wheaton Ave & Dale St	17 single-family homes (4 issued as of 4/28/17)	Golden Valley Land Co/TJB Homes/Accent Homes	Summer 2016/TBD
	Garden Station	Cope Ave/Lovell Ave	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
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
	New Home*	543 Heinel Dr	Single-family home	Strole & Company	Summer 2017/TBD
	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	2179 Marion Rd	Single-family home	Homeowner	Summer 2016/Spring 2017
	New Home	555 Roselawn Ave	Single-family home	Bald Eagle Builders	Spring 2017/Summer 2017
	New Home	2199 Acorn Rd	Single-family home	Lee Homes	Winter 2017/Summer 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	664 Heinel Dr	Single-family home	Moser Homes	Summer 2017/TBD
	New Home	631 Cope Ave	Townhome	GMHC	Spring 2017/Fall 2017
	New Home	635 Cope Ave	Townhome	GMHC	Spring 2017/Fall 2017
	New Home	639 Cope Ave	Townhome	GMHC	Spring 2017/Fall 2017
	New Home	643 Cope Ave	Townhome	GMHC	Spring 2017/Fall 2017
	New Home	647 Cope Ave	Townhome	GMHC	Spring 2017/Fall 2017
	New Home	651 Cope Ave	Townhome	GMHC	Spring 2017/Fall 2017
	New Home	654 Wheaton Ave	Single-family home	TJB Homes	Spring 2017/TBD
	New Home	662 Wheaton Ave	Single-family home	TJB Homes	Spring 2017/TBD
	New Home	663 Wheaton Ave	Single-family home	TJB Homes	Spring 2017/TBD
	New Home	678 Wheaton Ave	Single-family home	TJB Homes	Spring 2017/TBD
	Dignicare*	197 County Road B2	25 Unit Assisted Living	Greiner Construction	Summer 2017/TBD
Commercial/ Industrial Proposed	Retail Building	2035 Twin Lakes Pkwy	New single-story, multi-tenant shell building	Tech Builders/Tech Builders	Fall 2016/Spring 2017
Commercial/ Under Construction	Macy's	1815 Highway 36	Interior Remodel - Rosedale	Jones Lang LaSalle/PPF RTL Rosedale Shopping Ctr, LLC	Summer 2017/TBD
	Von Maur*	1650 County Road B2	New Anchor Store – Rosedale	Jones Lang LaSalle/PPF RTL Rosedale Shopping Ctr, LLC	Summer 2017/TBD
	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
	Retail Building	1681 Rice St	New 9500 sq ft, single-story, multi-tenant shell building	Abufeddah, Inc.	Winter 2017/TBD

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: June 27, 2017

Item No: 5

Item Description: Overview of Tax Increment Financing

Background:

Recently the members of the PWET Commission have requested an overview and tutorial on Tax Increment Financing (TIF) and how the City of Roseville uses this financing tool.

Jeanne Kelsey, Housing and Economic Development Program Manager, will provide an overview of what TIF is, how the City uses it, and what TIF districts are currently active.

Ms. Kelsey will show a short 5-7 minute video which will explain how TIF districts work. This video can be viewed at the following link:

<http://www.auditor.state.mn.us/default.aspx?page=20131206.001>

Recommended Action:

Receive presentation on Tax Increment Financing.

Attachments:

A: TIF Fact Sheet from the Minnesota Office of the State Auditor website

B: Map of Active TIF in the City of Roseville

C: Roseville TIF District Fund Balances

Tax Increment Financing Frequently Asked Questions

From the Minnesota Office of the State Auditor

Copied from the following website:

<http://www.osa.state.mn.us/default.aspx?page=faq#TaxIncrementFinancingFAQs>

As of June 22, 2017

What Is Tax Increment Financing?

Tax Increment financing (TIF) is a statutory financing tool to promote economic development, redevelopment, and housing development in areas where it would not otherwise occur. A TIF authority, which could be a city, an entity created by a city, or an entity created by a county, "captures" the revenues generated by the increase in net tax capacity resulting from new development within a designated geographic area called a TIF district. The TIF authority uses the tax increments to finance public improvements and other qualifying costs related to the new development that generated the increase in net tax capacity.

For more information, see our [Training Opportunities](#) page to find links to short educational videos on TIF, including an introduction to TIF. Additional information may be obtained from the following links (you will be directed to an external website):

<http://www.house.leg.state.mn.us/hrd/issinfo/tifmain.aspx?src=21>

http://www.revenue.state.mn.us/local_gov/prop_tax_admin/at_manual/13_01.pdf (pdf, 422k)

Who is Authorized to Exercise TIF Powers?

The TIF Act authorizes development authorities within municipalities to create TIF districts. TIF authorities include, for example, cities using the municipal development districts law, housing and redevelopment authorities, port authorities, economic development authorities, and rural development financing authorities. Counties can establish housing and redevelopment authorities and economic development authorities.

For more information, see our [Training Opportunities](#) page to find links to short educational videos on TIF. [Click here to go to the House of Representatives House Research website for additional information.](#)

How is a TIF District Created?

The TIF authority takes the first step in creating a TIF district by adopting a TIF plan for the district. The TIF plan provides information about the project to be funded with tax increment from the TIF district and authorizes the use of tax increment from the district to pay TIF-eligible project costs.

To create a new TIF district, the TIF authority must obtain approval of the TIF plan for the district from the governing body of the municipality in which the TIF district is located after the municipality has published a notice and held a public hearing. For example, if a city's port authority proposes to create a TIF district in the city, the city council must approve the TIF plan for the district. If a county's housing and redevelopment authority proposes to create a TIF district in a township in the county, the county board must approve the TIF plan. In many cases, the commissioners of the TIF authority include some or all of the council members.

Before a TIF district is created, the TIF authority must provide a copy of the proposed TIF plan and certain information about the proposed TIF district to the county auditor and the clerk of the school board who, in turn, provide copies of these documents to the members of the county board of commissioners and the school board. The county board and school board may comment on the proposed district but cannot prevent the creation of the district. One instance where a county board may prevent creation of a TIF district is in those situations in which the county is the municipality that must approve the TIF plan.

For more information, see our [Training Opportunities](#) page to find links to short educational videos on TIF. Additional information may be obtained from the following links (you will be directed to an external website):

<http://www.house.leg.state.mn.us/hrd/issinfo/tifmain.aspx?src=21>

http://www.revenue.state.mn.us/local_gov/prop_tax_admin/at_manual/13_01.pdf (pdf, 422k)

What are the Different Types of TIF Districts?

Redevelopment Districts – The primary purpose of a redevelopment district is to eliminate blighting conditions. Qualifying tax increment expenditures include acquisition of sites containing substandard buildings or improvements, demolishing and removing substandard structures, eliminating hazardous substances, clearing the land, and installing utilities, sidewalks, and parking facilities. Often this is referred to as "leveling the playing field", allowing developed cities to compete for development with outlying cities with bare land. Redevelopment districts are intended to conserve the use of existing utilities, roads, and other public infrastructure and to discourage urban sprawl.

Economic Development Districts – An economic development district is a short-term district that does not meet the requirements of any other type of district, but is in the public interest because it will (i) discourage commerce, industry or manufacturing from moving to another state or city, (ii) increase employment in the state, or (iii) preserve and enhance the tax base. Tax increment revenues from economic development districts are used primarily to assist manufacturing, warehousing, storage and distribution, research and development, telemarketing, and tourism. Commercial development (retail sales) is excluded, except in small cities.

Housing Districts – The purpose of a housing district is to assist development of owner-occupied and rental housing for low- and moderate-income individuals and families. Housing can be constructed on bare land as long as the qualifying criteria are met.

Pre-1979 Districts – TIF districts created prior to the enactment of the TIF Act are called Pre-1979 districts. All Pre-1979 districts have decertified but some continue to hold tax increment and will report until all tax increments have been properly disposed.

Renewal & Renovation Districts – The purpose of a renewal and renovation district is similar to that of a redevelopment district except the degree of blight removal may be less and the development activity is more closely related to inappropriate or obsolete land use.

Soils Condition District – The purpose of a soils condition district is to assist in the redevelopment of property which is not developable due to the existence of hazardous substances, pollution or contaminants. The presence of these materials must require removal or remedial action for the property to be used, and the estimated cost of the proposed removal and remediation exceeds the fair market value of the land prior to curative measures.

Uncodified Law – Special law may be enacted for one or more municipalities permitting the generation of tax increment revenues from geographic areas not meeting the definition of a type of TIF district authorized under the TIF Act. Examples are housing transition districts authorized for the cities of Crystal, Fridley, St. Paul, and Minneapolis or the distressed rental properties authorized for Brooklyn Park. The authorities for these unique types of districts must make findings defined in their respective uncodified law.

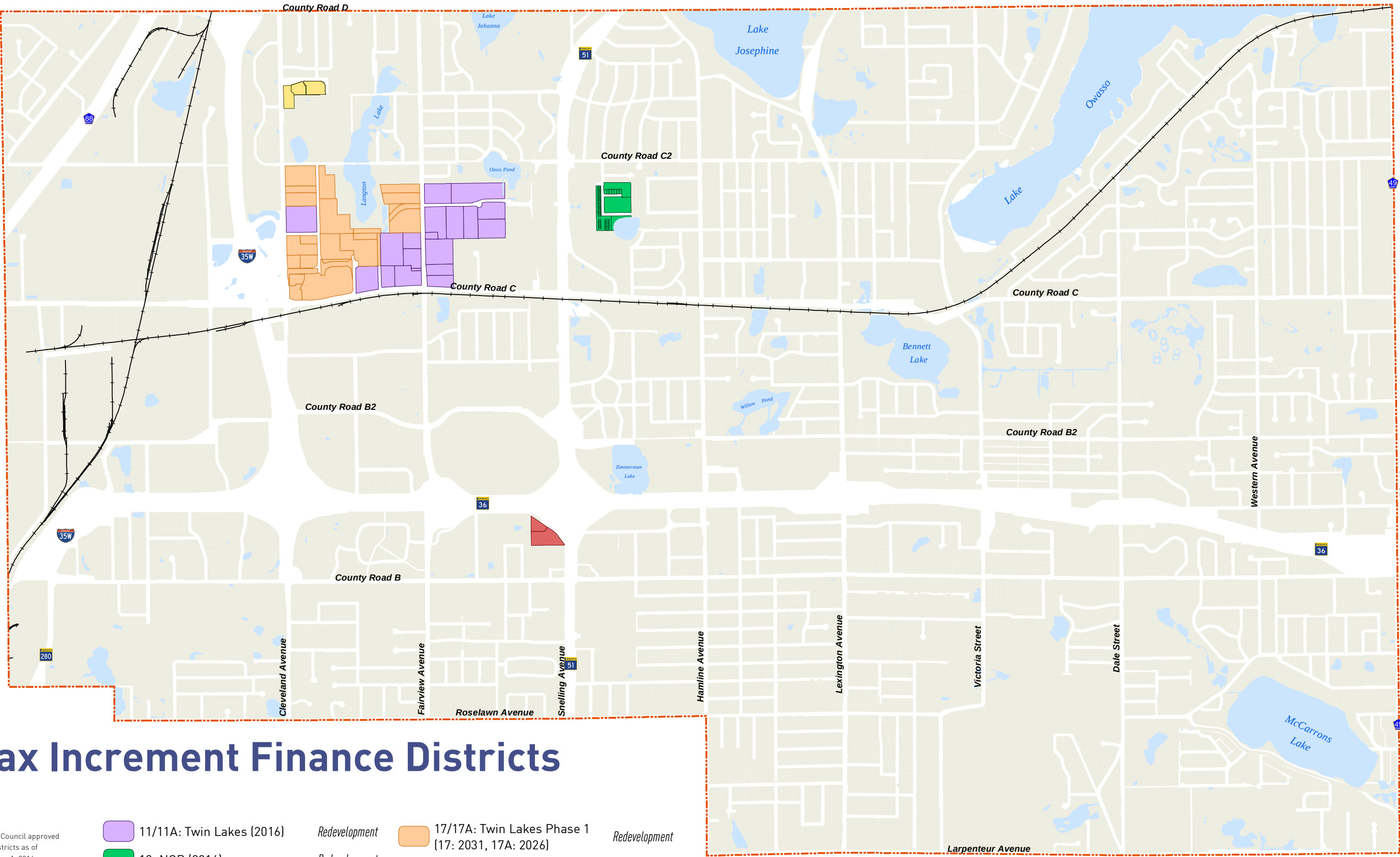
For more information, see our [Training Opportunities](#) page to find links to short educational videos on TIF, including a video on the types of TIF districts.

How is Tax Increment Calculated?

When a TIF district is created, the county certifies both the original tax capacity and the original local tax rate. The original tax capacity is considered the "base" value and the property taxes generated from the "base" value are distributed to the appropriate taxing jurisdictions. As the development occurs, the increase in the tax capacity is captured. This is referred to as the captured tax capacity. The property taxes generated from the captured tax capacity are paid to the TIF authority to be used for qualified TIF expenditures.

For more information, see our [Training Opportunities](#) page to find links to short educational videos on TIF, including an introduction to TIF.

[Click here to go to the Department of Revenue website for additional information \(pdf, 422k\).](#)



Tax Increment Finance Districts

Map reflects Council approved
TIF Districts as of
January 1, 2016

ROSEVILLE
Prepared by:
Community Development Department
Printed: February 2016

- | | | | |
|---|----------------------|--|-----------------------------|
|  11/11A: Twin Lakes (2016) | <i>Redevelopment</i> |  17/17A: Twin Lakes Phase 1
(17: 2031, 17A: 2026) | <i>Redevelopment</i> |
|  12: NCR (2016) | <i>Redevelopment</i> |  18: Sienna Green (2038) | <i>Housing</i> |
| | |  19: Applewood Pointe (2020) | <i>Economic Development</i> |

Data Sources
* Ramsey County GIS (11/4/2016)
* City of Roseville Community Development
* City of Roseville Finance Department

This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies are found please contact 651-792-7085. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21 (2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access or use of data provided.



ROSEVILLE ACTIVE TIF DISTRICTS

Current Balances and Restrictions on Use

	Common Name	Fund Balance	Restrictions on Use
TIF #12	Garden Station	\$772,029	Restricted for paying the developer TIF Note at the Garden Station site (old Dale Street Fire Station).
TIF #17	Twin Lakes	\$4,306,630	Restricted to paying the bonds used to fund the remaining infrastructure in Twin Lakes, or hazardous substance cleanup in the Twin Lakes redevelopment area.
TIF #18	Sienna Green	\$24,752	Restricted for paying the developer TIF Note at the Sienna Green Apartments on Snelling Drive
TIF #19	Applewood Pointe	\$189,997	Restricted for paying the developer TIF Note at the Applewood Pointe Senior Coop Housing project on Cleveland Avenue.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: June 27, 2017

Item No: 6

Item Description: Transportation Plan Update

Background:

The City of Roseville is currently in the process of updating the City's Comprehensive Plan as required by the Metropolitan Council. As part of this update, the City needs to update its Transportation Plan that was last updated in 2008.

The City hired WSB & Associates to assist in updating the Transportation Plan and the City's Pathway Master Plan. WSB staff will be at the meeting to introduce the Transportation Plan, review the existing plan and review the process of updating the plan. A portion of the meeting will be set aside to discuss current issues that should be identified in the Transportation Plan and the Pathway Master Plan.

Recommended Action:

Receive presentation and provide feedback on the Transportation Plan.

Attachments:

- A. Transportation Plan Review Packet



City of Roseville Transportation Plan Public Works Commission

**Roseville City Hall
Tuesday, June 27, 2017
6:30 to 7:30 p.m.**

Agenda

1. Introductions.
2. Review meeting notes from May 17, 2017, Roseville City staff, MnDOT and Ramsey County staff work session (Attachment A).
3. Process, Previous Plan Goals and Policies, Met Council Requirements (Attachment B).
4. Background Mapping and Information (Attachment C).
 - a. Existing Roadway Lanes and Roadway Jurisdiction
 - b. Existing and Proposed Functional Classification
 - c. Existing/Forecasted Average Annual Daily Traffic (AADT) and Level of Service (LOS)
 - d. Historic Crash Rates and Locations (2011 – 2015)
 - e. City of Roseville Freight System
 - f. Existing Transit Service & Facilities
 - g. Existing/Proposed Bicycle and Pedestrian Facilities/Pathways Master Plan
5. Discussion of Transportation Plan & Pathways Master Plan Issues (Attachment D).
6. Next Steps and Adjournment.

Attachment A



City of Roseville Transportation Plan Work Session

**Roseville City Hall
Wednesday, May 17, 2017**

Meeting Summary

In attendance:

City of Roseville: Marc Culver, Jesse Freihammer
MnDOT: Mark Nelson, Mark Lindeberg
Ramsey County: Joe Lux
City of St. Paul: Reuben Collins
WSB: Scott Mareck, Andy Hingeveld, Erin Perdu

1. Introductions.
 - The group introduced themselves.
2. Process, Previous Plan Goals and Policies, Met Council Requirements (Attachment A).
 - Scott Mareck provided an overview of the transportation planning process.
 - The group reviewed the goals and policies from the 2030 transportation plan. Erin Perdu provided a summary of the goals related to the entire comprehensive planning process and input provided by the Planning Commission to date. The Planning Commission suggested that the non-motorized goal should be refined from “provide” since not all pathway facilities are City-owned and operated.
 - The City will review the existing goals and provide feedback if changes should be made.
3. Background Mapping and Information (Attachment B).
 - The group reviewed a series of maps prepared to date for the 2040 Transportation Plan. The group discussed issues related to the maps and identified items that need to be refined.
 - Basemap updates are needed to reflect roadway revisions. For all maps, the basemap will be updated to include Twin Lakes Parkway from Cleveland to Fairview, Mount Ridge Rd from Twin Lakes Parkway to County Rd C2, and the completion of County Road C2 between Hamline and Lexington. The City boundary will also be updated.

- Mark Nelson mentioned that functional classification will be reviewed at the regional level based on changes to federal guidance. Met Council staff in consultation with MnDOT will coordinate this region wide update.
- The City and County may have some functional classification changes to consider on Victoria St and Fairview Ave. All City MSA streets could also be classified as Collectors.
- Any functional classification changes to A-Minor Arterials or higher need to be approved at the regional level prior to comprehensive plan submittals.
- For Existing Roadway Lanes map, update to reflect Hamline Ave transition to 2-lane near County Road C-2. Other changes to modify include Cleveland Ave, Fairview Ave, and Twin Lakes Parkway.
- For Existing and Forecasted Average Daily Traffic Maps, update the symbology to reflect volume ranges based on capacity levels for the number of roadway lanes.
- For crash rates that exceed 0.75 MEV (intersections) and 6.0 MVM (segments), provide a table summarizing these locations.
- Fairview Ave and TH 36 was identified as a constrained location.
- It was noted that for the crash rate mapping, some intersections may not reflect property damage related crashes due to police reporting procedures. Snelling Ave/County Road B-2 and Cleveland Ave/County Road B are two such intersections.
- It was suggested to also map and/or summarize crashes by severity.
- The group discussed transit service. Public input on the comprehensive plan to date has demonstrated a desire for more transit related services, including frequency, connections, and last-mile access. The City noted that there is a desire for more bus shelters and enhanced east-west service. There is also a lack of service on Larpenteur Ave east of Victoria St.
- The group discussed the Regional Bicycle Transportation Network (RBTN) map and Pathways maps. The County noted they will be completing a study for a regional trail along Lexington Ave south to Larpenteur Ave.
- It was noted that the RBTN corridor that generally follows Fairview Ave could be shifted to follow Cleveland Ave to better align with connections south and the ability to cross a major railway barrier.
- The pathway connection at Snelling Ave and TH 36 should be discussed to help identify a potential crossing location.
- It was noted to distinguish between on-road and off-road pathway facilities.
- For the Freight system map, it was noted there are some heavy freight operations west of 35W and north of the MN Commercial Railway (Roseville/St. Anthony border). County Roads C and B2 are also identified as freight corridors in the new Met Council Freight Study. County Road C is “load limited” west of Victoria St.

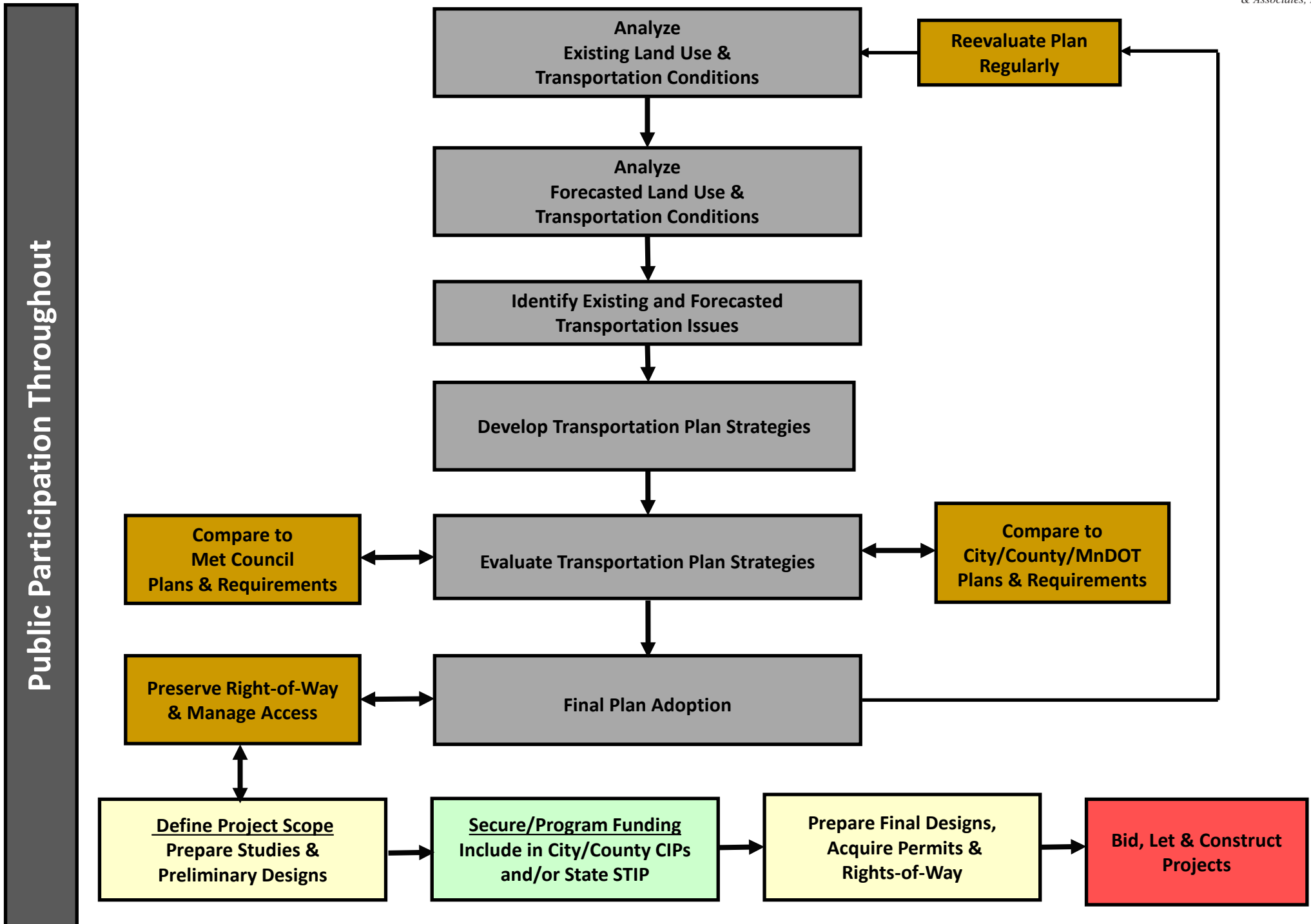
4. Discussion and Development of Transportation Plan Issues (Attachment C).

- For planned regional improvements, MnDOT has a pavement preservation project for 35W programmed for 2018 south of TH 36. North of TH 36, the 35W managed lane and pavement preservation project is expected to start in 2018 (fiscal year 2019).
- It was noted that MnDOT will be starting a TH 36 MnPASS study, with the intent to implement recommendations as part of the programmed 2022 pavement rehabilitation project.
- Ramsey County also has a bridge replacement programmed for County Road C within its transportation improvement program.

5. Next Steps and Adjournment.

Attachment B

Transportation Planning Process



Residents and businesses are impacted by traffic congestion, particularly during peak periods. Many commuters from the north traveling to Minneapolis or St. Paul for employment must pass through Roseville. As the freeways and major arterials become congested, it becomes increasingly likely that drivers will divert onto local residential streets that are not intended to accommodate large volumes of through traffic.

This transportation plan is needed to meet Metropolitan Council and State planning requirements while addressing local transportation needs for sustainable and cost-effective street, transit, freight, bicycle, and pedestrian improvements. The goals, policies, and strategies identified in this chapter provide transportation choices for residents, employees, visitors, and companies doing business in Roseville. The ideas provide opportunities that can make walking, cycling, and using transit more convenient and economical alternatives to traditional automobile travel. This chapter supports a balanced transportation system that fosters neighborhood connectivity and promotes economic development, while not detracting from community values.

The Transportation chapter of the Comprehensive Plan consists of the following elements:

- Goals and Policies
- Sustainable Transportation
- Existing Transportation Conditions
- Existing Transit Service
- Planning Context – Studies, Projects, Issues
- Future Transportation System
- Implementation Plans and Recommendations

Goals and Policies

Residents and businesses must be provided with transportation facilities and services that meet their needs in a safe and efficient manner. Transportation facilities, at the same time, need to be planned and constructed so as to minimize negative social, environmental, and aesthetic impacts. In addition, residents who cannot or choose not to drive need to have safe and efficient transportation options. The following section lists specific transportation goals and corresponding transportation policies.

Goal 1: Coordinate transportation decisions with other government entities and coordinate planning efforts to ensure connectivity of regional routes.

Policy 1.1: Continue to cooperate with County and State transportation departments, Metropolitan Council, and neighboring communities to achieve orderly and timely development of existing and proposed roadway, pathway, and transit routes serving the city.

Policy 1.2: Coordinate all street planning with county, state, and federal road plans; work cooperatively with MnDOT and Ramsey County to improve landscaping, screening, lighting, and maintenance of through-city roadway systems, especially TH 36.

Policy 1.3: Cooperate with State and Federal agencies and railroad companies to enhance safety at all highway, railroad, and pedestrian crossings.

Policy 1.4: Provide notification to the Federal Aviation Agency (FAA) using FAA Form 7460, as may be amended, and the Minnesota Department of Transportation, Aeronautics Division, when any construction or alteration of an object would affect

general airspace, as defined in Minnesota Statutes 360."

Goal 2: Create a sustainable transportation network by encouraging more efficient use of existing roadways and limiting the need for future roadway expansion.

Policy 2.1: Promote non-motorized transportation and transit as reasonable alternatives to driving.

Policy 2.2: Promote travel demand management (TDM) strategies to achieve greater efficiency of the existing roadway network.

Policy 2.3: Ensure that the transportation network responds to changing transportation technologies and modes.

Goal 3: Create a safe and efficient roadway network, able to accommodate the existing and projected demand for automobile capacity and to reduce roadway congestion.

Policy 3.1: System-wide transportation capacity should be achieved by using a high level of network connectivity, appropriately spaced and properly sized thoroughfares, and multiple travel modes, rather than by increasing the capacity of individual thoroughfares.

Policy 3.2: Channel major traffic volumes onto community collector streets, arterials, and highways and discourage motorized traffic from passing through residential areas on local streets.

Policy 3.3: Identify, evaluate, and correct problems of congestion in high-traffic areas and recurrent accident sites.

Policy 3.4: Encourage the use of intelligent transportation systems (ITS) to mitigate capacity issues and increase efficiency and safety of the existing roadway network.

Policy 3.5: Create and/or upgrade the major thoroughfare systems to multiple traffic lanes when warranted by traffic conditions.

Policy 3.6: Develop streets according to their designated functional class; pavement width, load capacity, and continuity of the street must recognize the function for which the street is intended.

Policy 3.7: Maintain high-quality neighborhoods through the ongoing City Pavement Management Program to rehabilitate or reconstruct city streets.

Goal 4: Promote the use of transit as a reasonable alternative to driving automobiles during both congested and non-congested time periods through land-use and transportation decisions.

Policy 4.1: Cooperate with and assist the Regional Transit Board (RTB) to provide effective transit service to all areas of the city.

Policy 4.2: Support Metro Transit as a primary transit provider for the city.

Policy 4.3: Advocate planning and development of the Northeast Diagonal Transit Corridor.

Policy 4.4: Support the Rosedale Transit Hub and Snelling Avenue Transit Corridor and examine the feasibility of adding transit mini-hubs in other areas of the city.

Policy 4.5: Encourage the development of park-and-rides to reduce congestion on arterials throughout Roseville.

Policy 4.6: Clearly mark bus stops and provide adequate space for buses to pull out of the moving traffic lane for loading and unloading.

Policy 4.7: Provide adequate and attractive pedestrian access to bus stops by expanding the existing network of sidewalks as recommended in the Pathway Master Plan.

Policy 4.8: Encourage transit-supportive development along existing and future transit corridors.

Policy 4.9: Provide input into the rail corridor planning and abandonment processes; if rails are removed, the corridors should be preserved for public uses, such as transit or pathways, and in the event of rail line abandonment, an appropriate public agency should acquire the land for public purposes.

Policy 4.10: Play an active role in planning for potential transitways and preserving potential rights-of-way and station locations.

Goal 5: Encourage the use of non-motorized transportation by providing a high-quality network of both off-road and on-road pathways, and ensure that bicycle and pedestrian routes are safe, efficient, and attractive.

Policy 5.1: Recognize the needs and preferences of pedestrians and cyclists with various skill, experience levels, and purpose by providing a wide range of facilities to accommodate commuter, functional, and recreational trips.

Policy 5.2: Create and/or upgrade on-road bicycle facilities, where feasible, to ensure the safety of cyclists and improve the efficiency of the bicycle network.

Policy 5.3: Aggressively expand Roseville's off-road pathway system.

Policy 5.4: Update the Pathways Master Plan as needed.

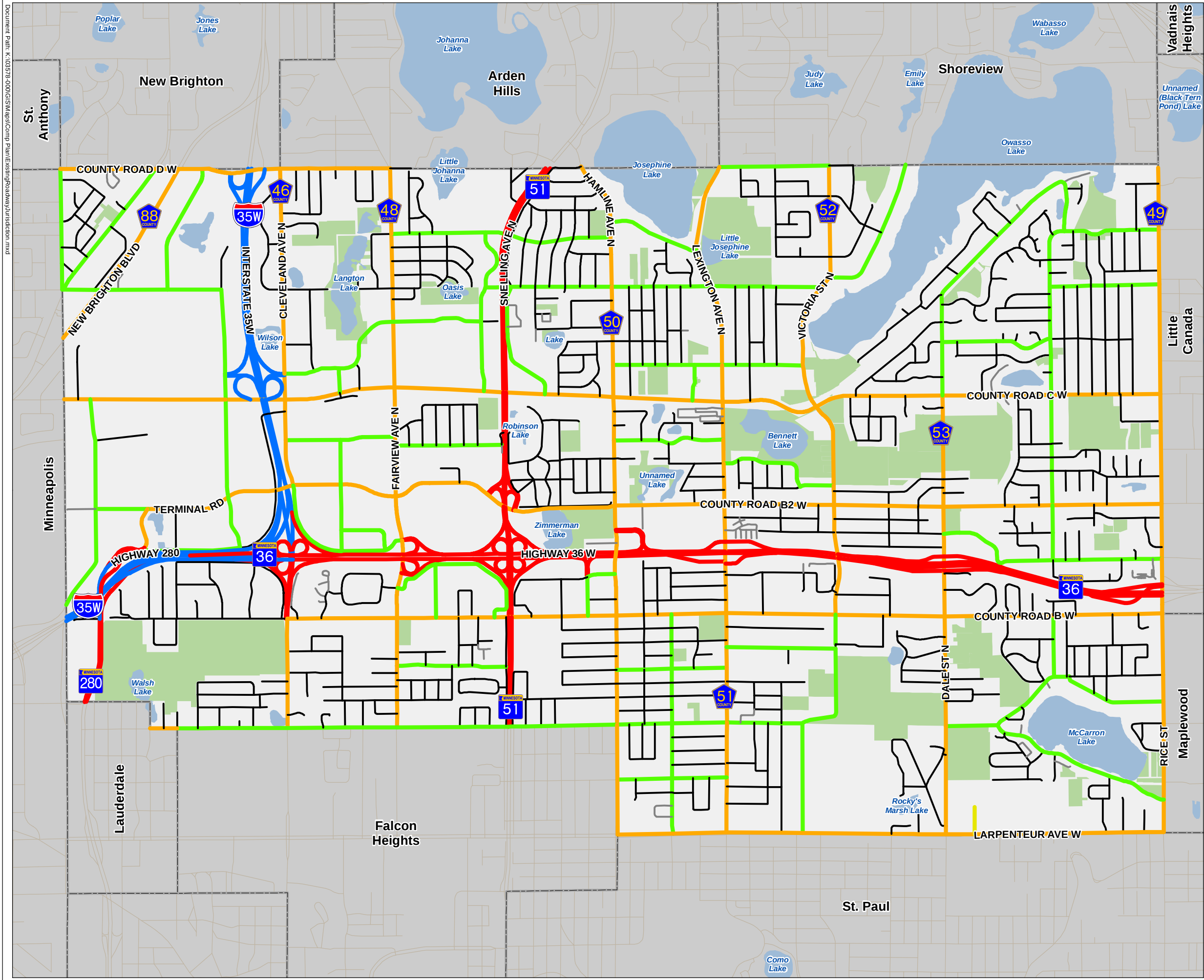
Sustainable Transportation

"Sustainability" is increasingly being embraced by communities throughout the metro area; however, there are differing definitions of what sustainability entails. For the purposes of this transportation plan, sustainability means conducting an activity or providing a service in a manner that minimizes the consumption of natural resources. Sustainability also includes understanding—and planning for—the full social, environmental, and economic costs associated with transportation and land-use decisions. From a transportation perspective, sustainable goals that Roseville strives for are as follows:

1. **General Planning:** Coordinate land-use and transportation planning so that the transportation system efficiently and effectively supports existing and anticipated development. Mixed-use developments, when compared with equally sized developments where land uses are strictly separated, can slow the growth of vehicular trips. Encouraging higher residential densities, where appropriate, can provide the "critical mass" of activity necessary to support increased transit use. However, increasing residential densities and commercial land-use

Attachment C

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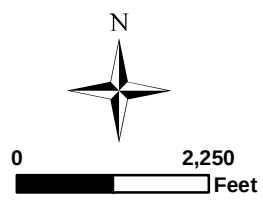
ROSEVILLE 2040

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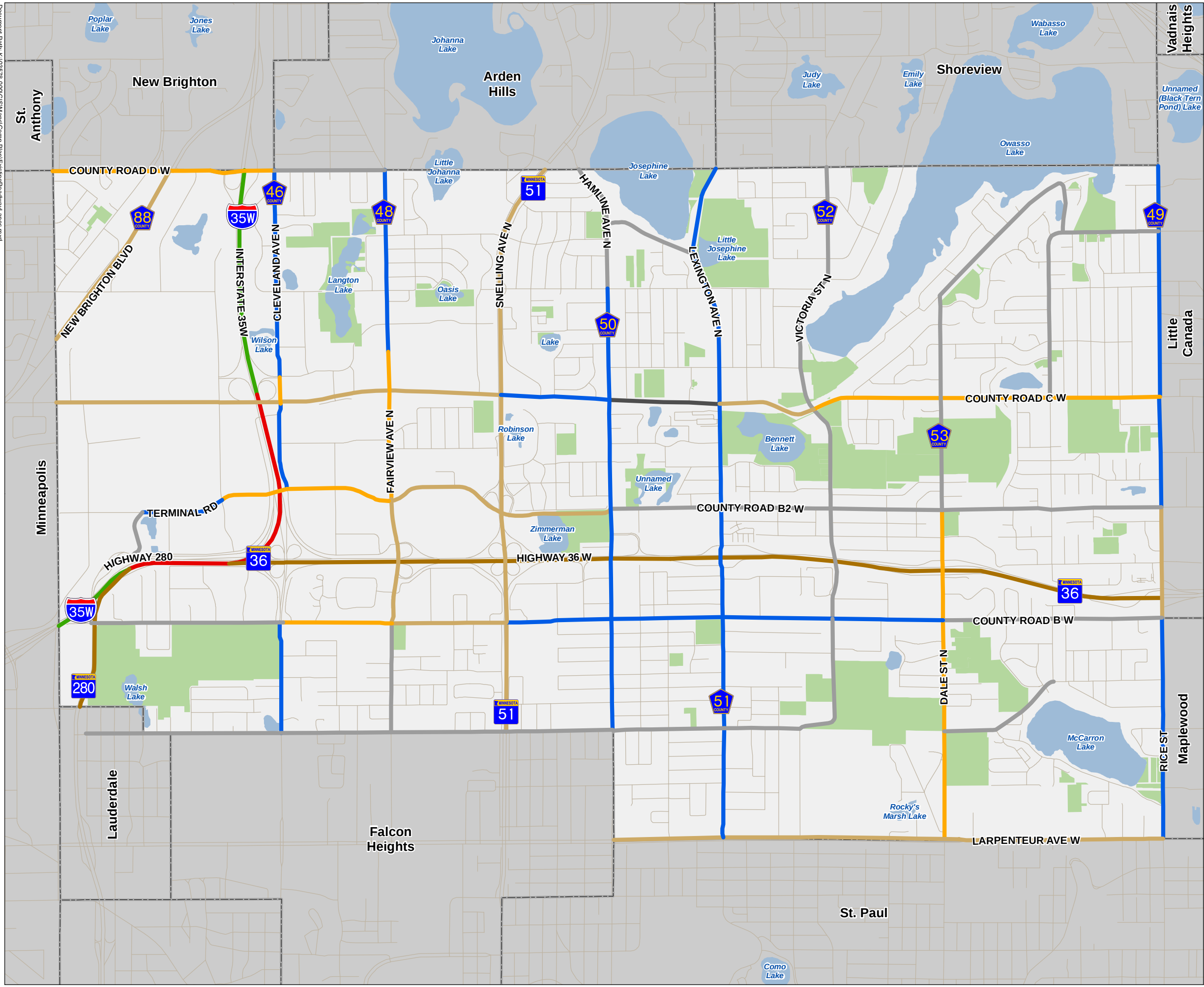
Roseville Comprehensive Plan Existing Roadway Jurisdiction Roseville, MN

Roadway Jurisdiction

- Interstate
- State Highway
- County State Aid Highway (CSAH)
- County Road
- City Street (MSA)
- City Street
- Private Street
- Roseville Boundary



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Roseville Comprehensive Plan Existing Roadway Lanes Roseville, MN

Existing Roadway Lanes

2 lane divided

2 lane undivided

3 lane undivided

4 lane divided

4 lane undivided

4 lane freeway

6 lane freeway

8 or more lane freeway

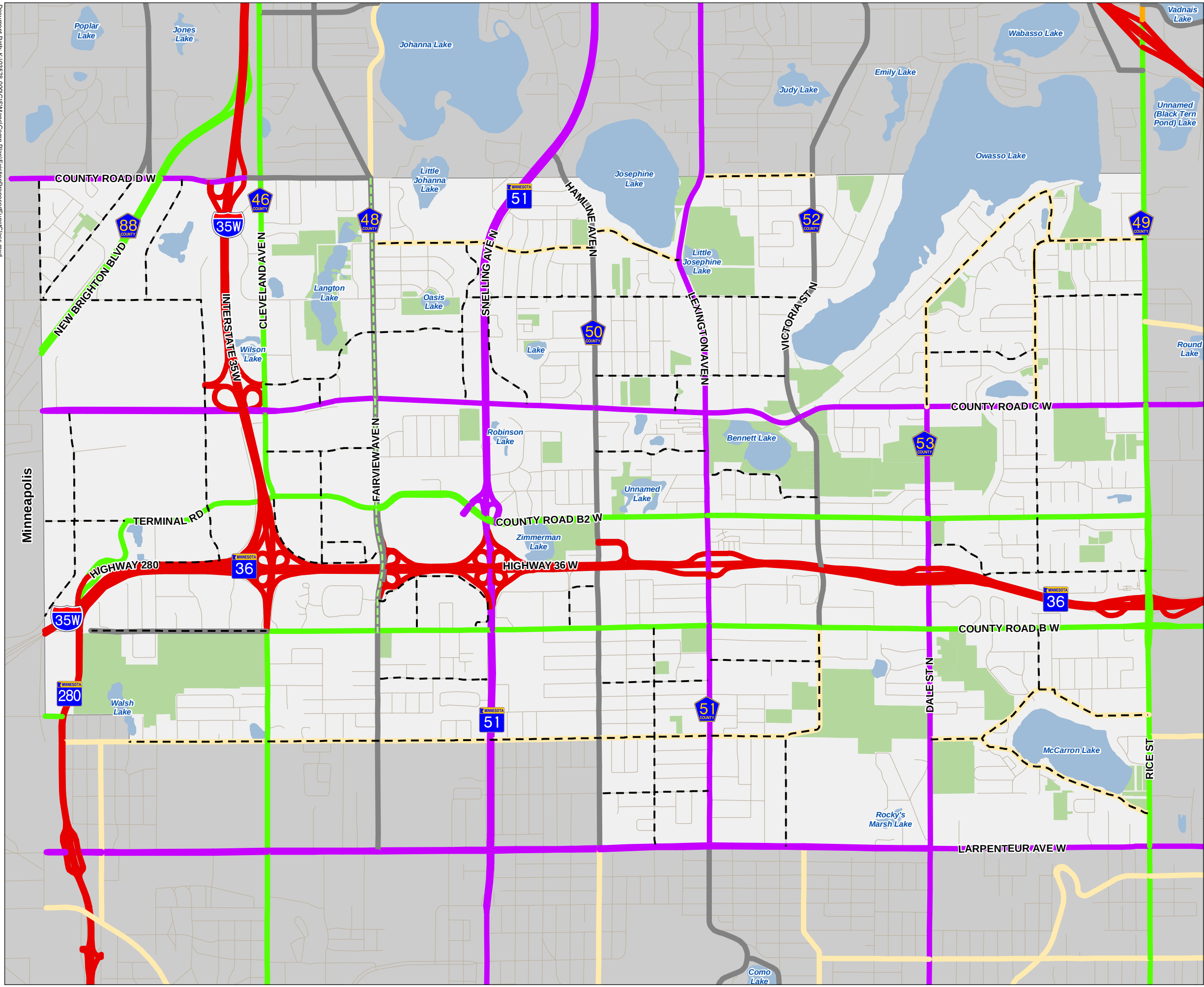
Roseville Boundary



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ROSEVILLE 2040

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Roseville Comprehensive Plan Existing & Proposed Functional Classification Roseville, MN

Existing Functional Class Roads

Principal Arterial

A Minor Augmentor

A Minor Reliever

A Minor Expander

A Minor Connector

Other Arterial

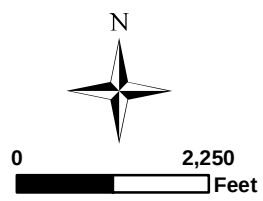
Major Collector*

Proposed Functional Class Roads

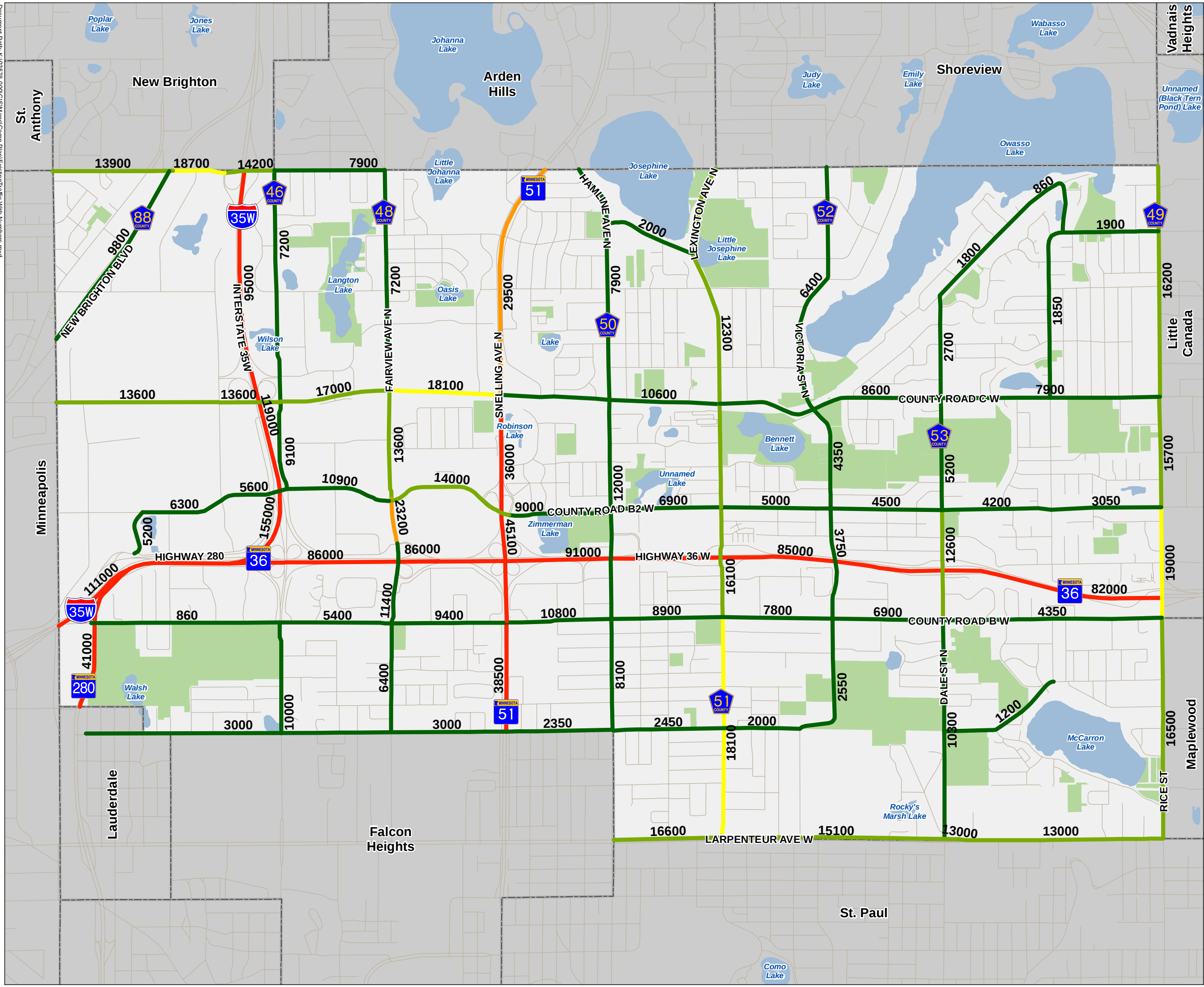
Proposed A Minor Reliever

Proposed Collector

* It is recommended to define all major & minor collectors as "Collector".



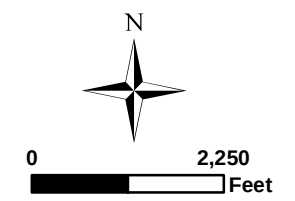
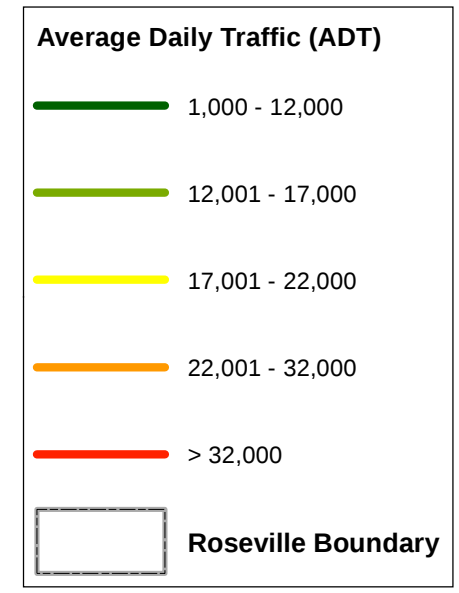
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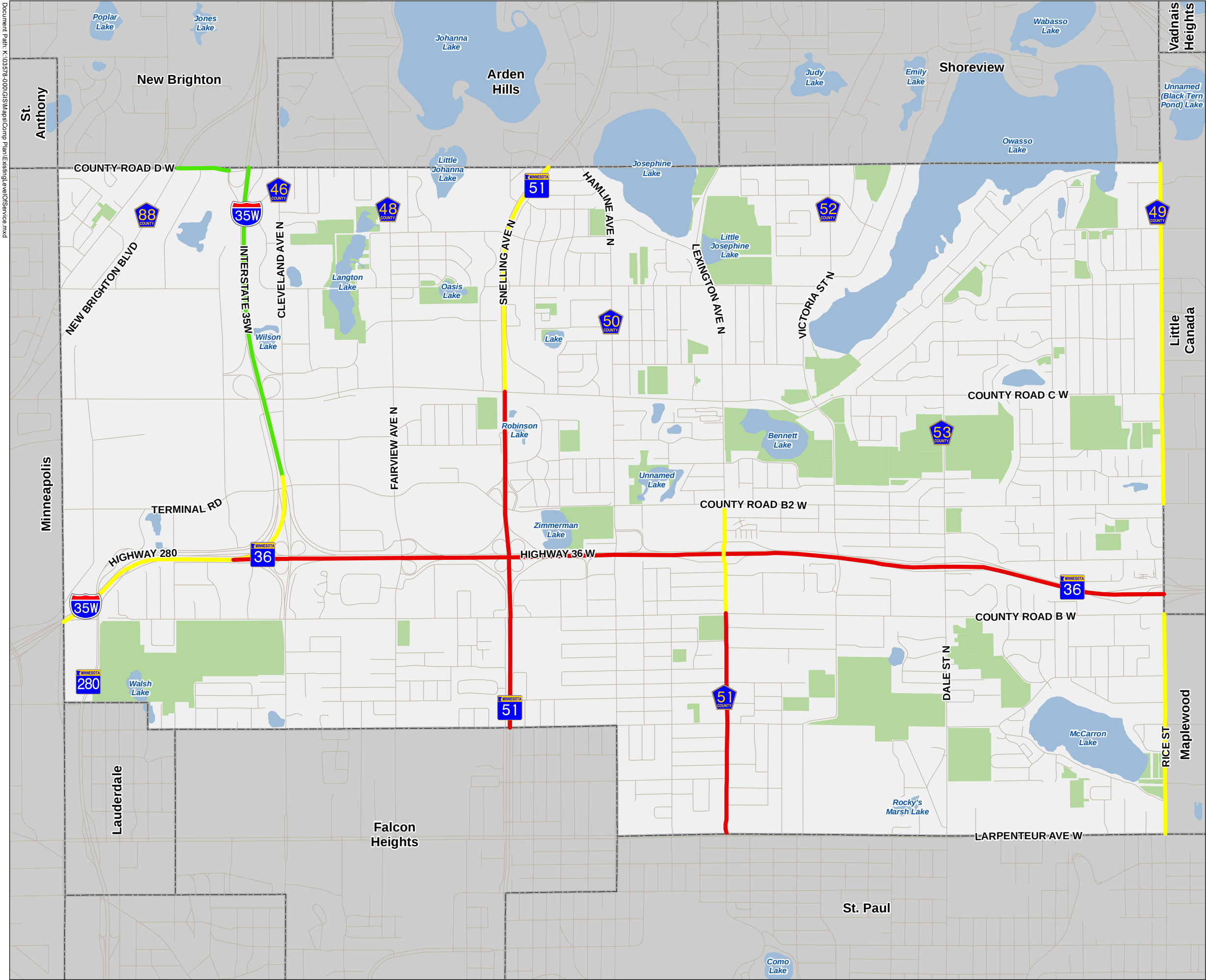
ROSEVILLE 2040

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Roseville Comprehensive Plan Existing Average Daily Traffic Roseville, MN



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ROSEVILLE 2040

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Roseville Comprehensive Plan Existing Level of Service Based on Volume to Capacity (v/c) Roseville, MN

Existing Level of Service

Existing Level of Service

- D Higher density traffic restricts maneuverability (.76 to .90 v/c)
- E Low speeds, considerable delays (.91 to .99 v/c)
- F Very low speeds and long delays with stop-and-go traffic (≥ 1.0 v/c)

Roseville Boundary

Planning Level Urban Roadway Capacities

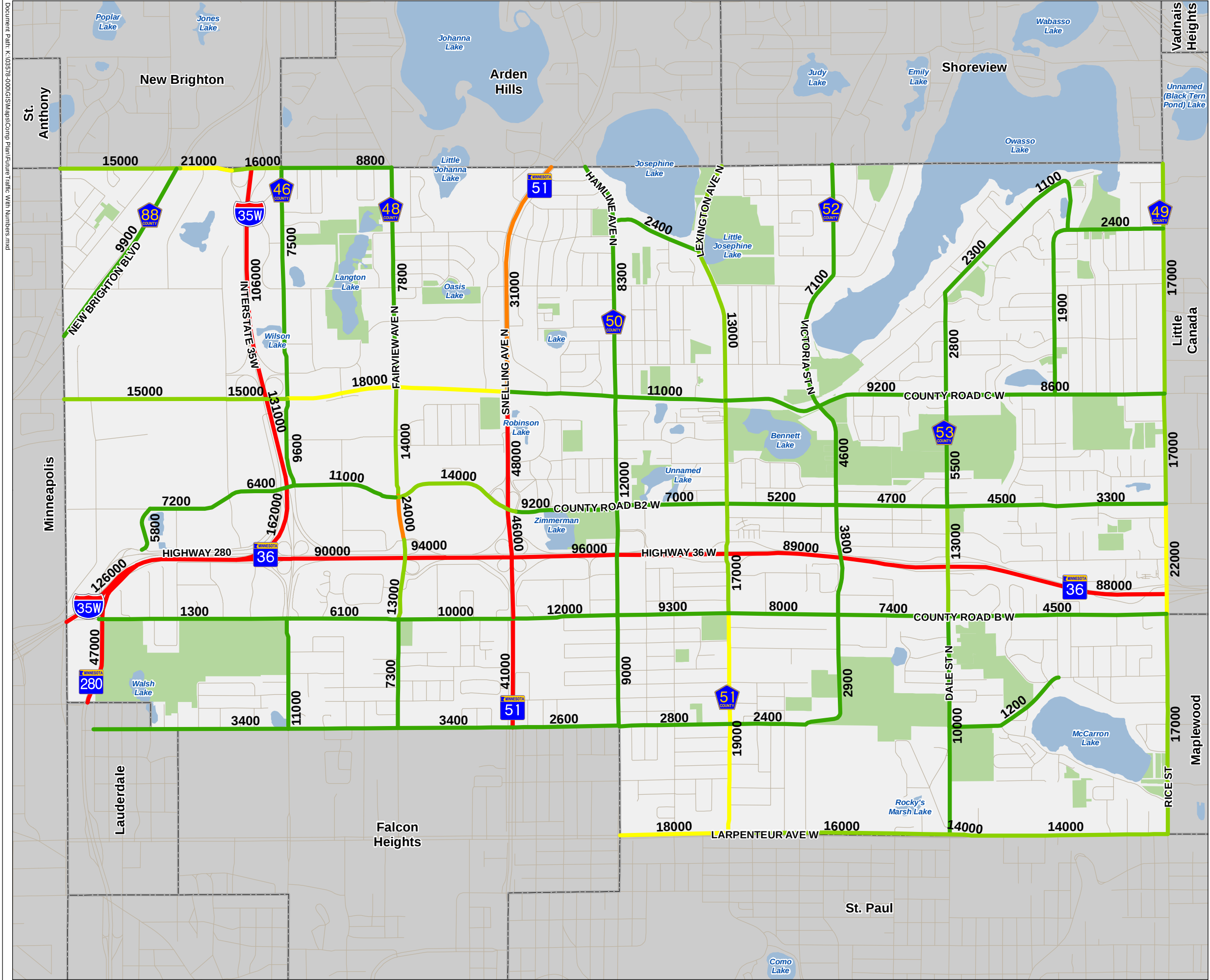
	Facility Type	Daily Two-way Volume	
		Lower Threshold	Higher Threshold*
Arterials	Two lane undivided	10,000	12,000
	Two lane divided or Three lane undivided	15,000	17,000
	Four lane undivided	18,000	22,000
	Four lane divided or five lane undivided	28,000	32,000
Freeways	Four lane freeway	60,000	80,000
	Six lane freeway	90,000	120,000
	Eight lane freeway or higher	Calculated on a segment by segment basis	

*Higher Threshold is used in this analysis for calculating LOS



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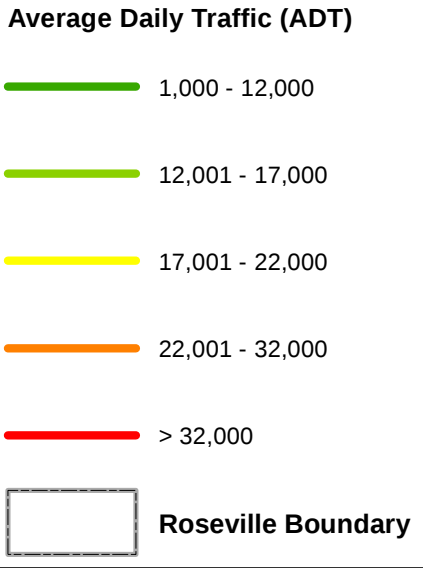




ROSEVILLE 2040

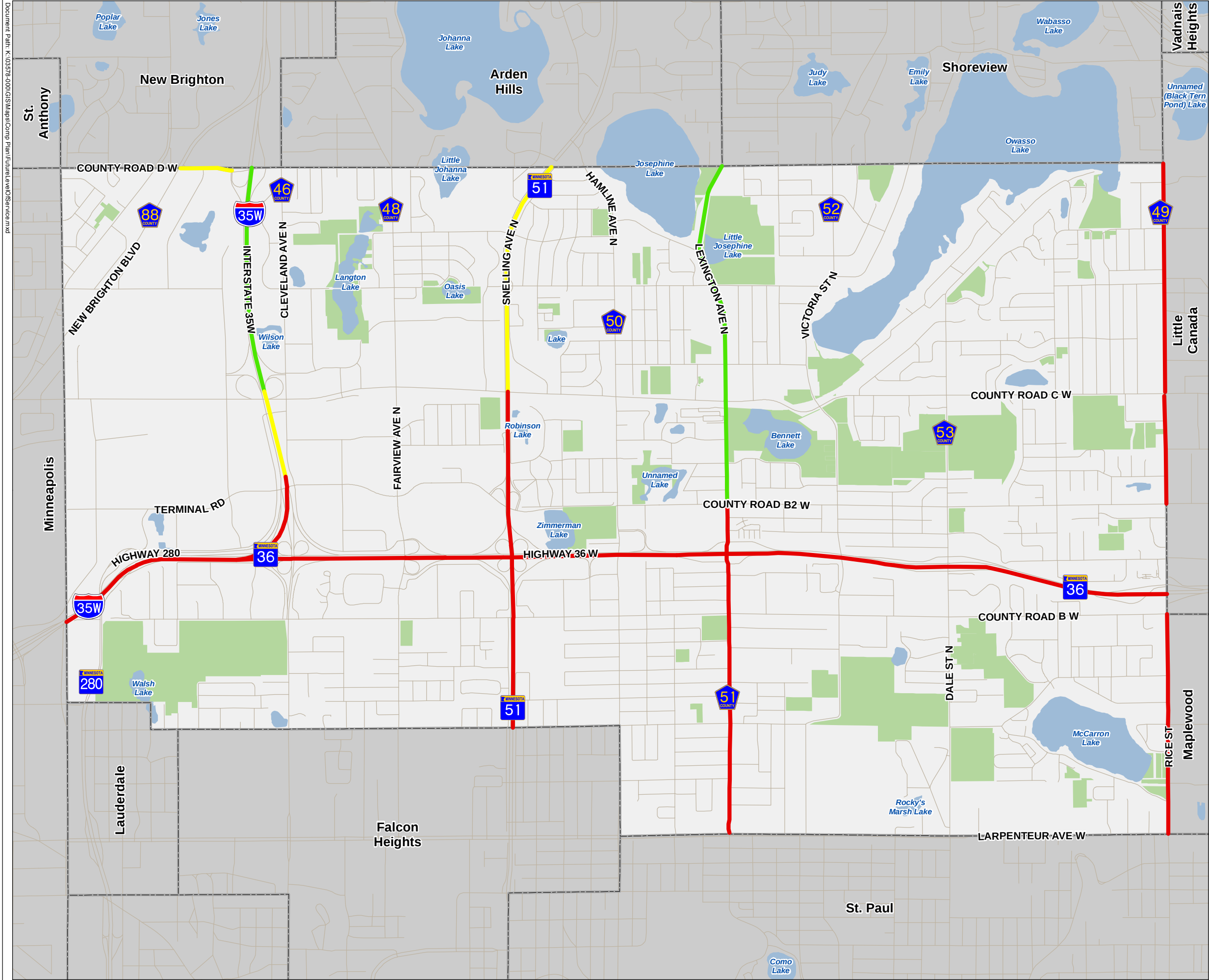
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Roseville Comprehensive Plan Forecasted 2040 Average Daily Traffic Roseville, MN



0 2,250 Feet





ROSEVILLE 2040

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Roseville Comprehensive Plan Forecasted 2040 Level of Service Based on Volume to Capacity (v/c) Roseville, MN

Future Level of Service

— D Higher density traffic restricts maneuverability
(.76 to .90 v/c)

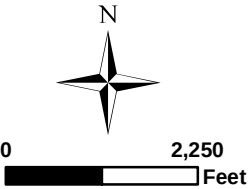
— E Low speeds, considerable delays
(.91 to .99 v/c)

— F Very low speeds and long delays with stop-and-go traffic
(≥ 1.0 v/c)

Roseville Boundary

Planning Level Urban Roadway Capacities			
	Facility Type	Daily Two-way Volume	
		Lower Threshold	Higher Threshold*
Arterials	Two lane undivided	10,000	12,000
	Two lane divided or Three lane undivided	15,000	17,000
	Four lane undivided	18,000	22,000
	Four lane divided or five lane undivided	28,000	32,000
Freeways	Four lane freeway	60,000	80,000
	Six lane freeway	90,000	120,000
	Eight lane freeway or higher	Calculated on a segment by segment basis	

*Higher Threshold is used in this analysis for calculating LOS



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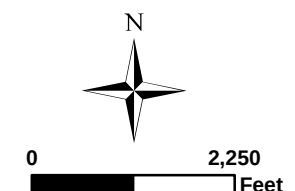
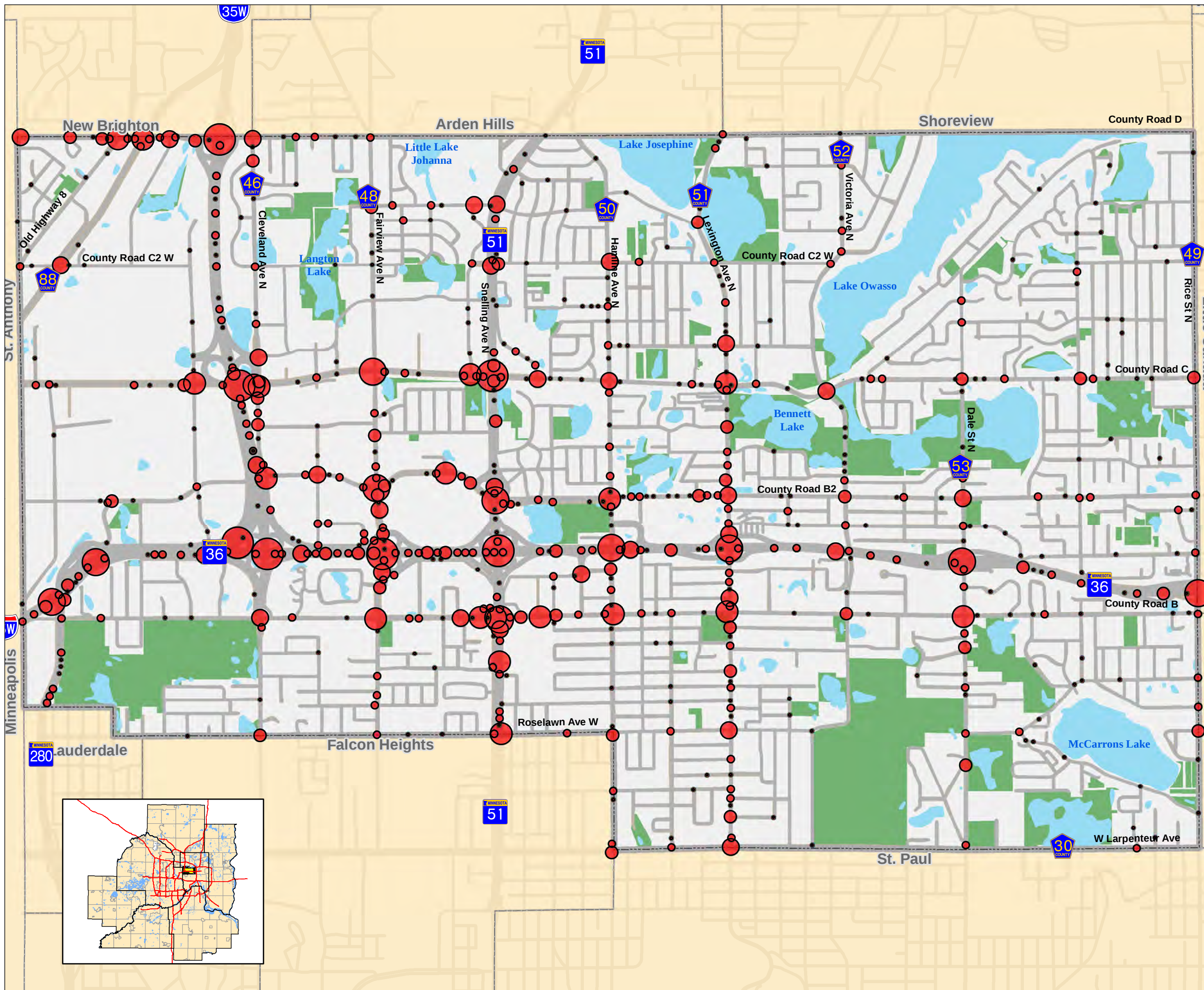
Transportation Plan Roseville, MN Crashes 2011-2015

NOTE: Crash locations are aggregated within 50 feet.

Legend

Number of Crashes			
1	5	10	25
			50
			100
			250

Data Source : MnDOT Crash Data



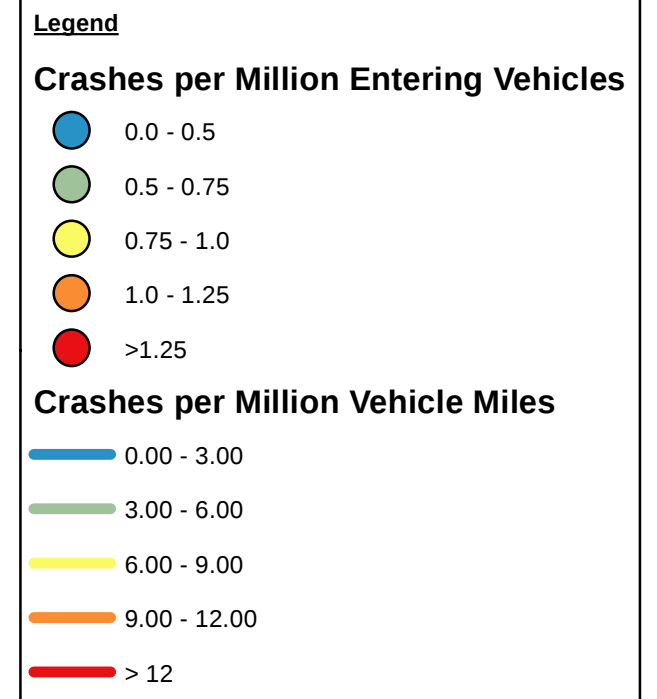
ROSEVILLE 2040

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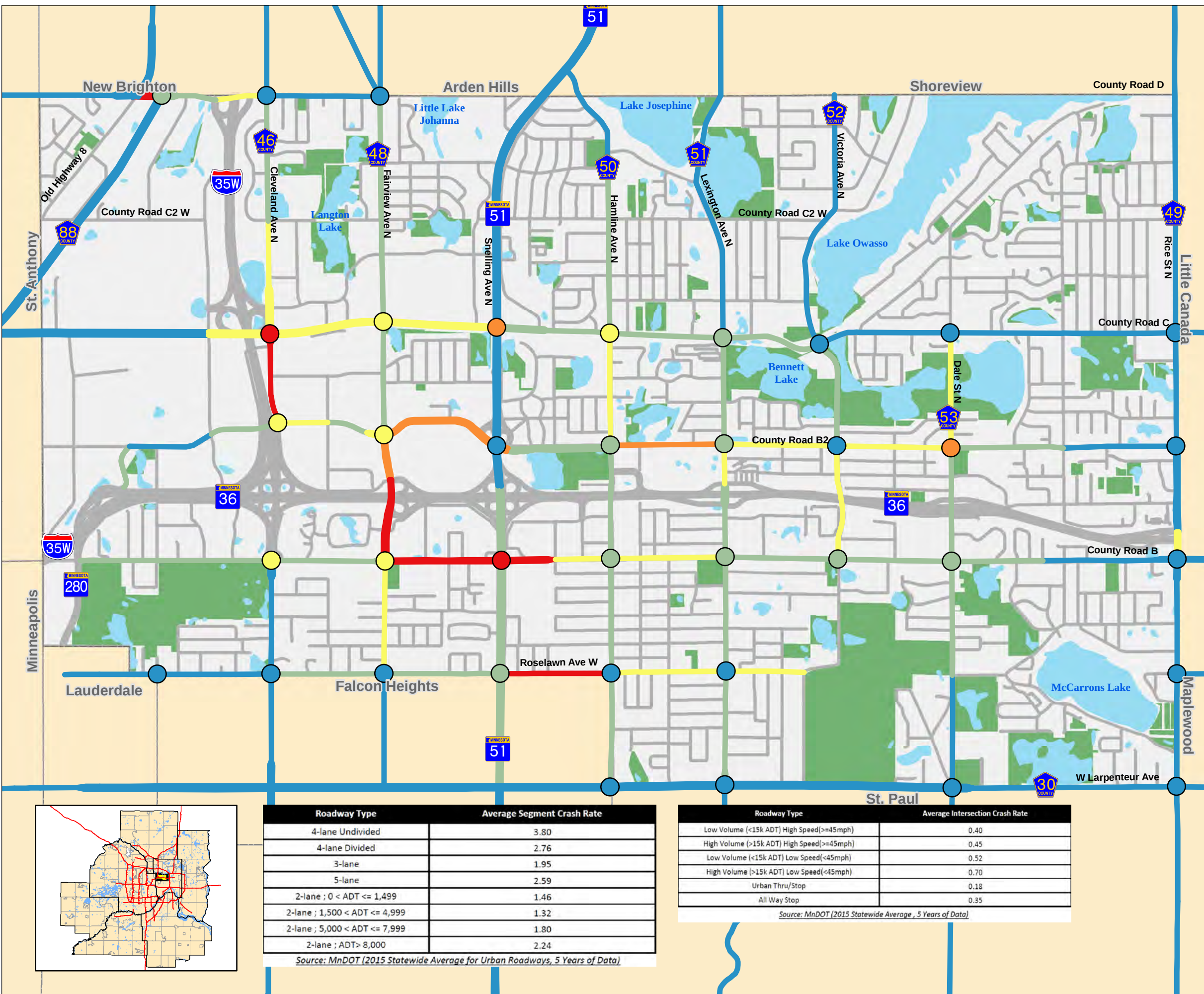
Transportation Plan Roseville, MN

Crash Rates 2011-2015

NOTE: This Figure displays crash rates for intersections involving key minor arterials.



Data Source : MnDOT Crash Data

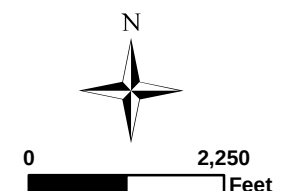


Roadway Type	Average Segment Crash Rate
4-lane Undivided	3.80
4-lane Divided	2.76
3-lane	1.95
5-lane	2.59
2-lane ; 0 < ADT <= 1,499	1.46
2-lane ; 1,500 < ADT <= 4,999	1.32
2-lane ; 5,000 < ADT <= 7,999	1.80
2-lane ; ADT > 8,000	2.24

Source: MnDOT (2015 Statewide Average for Urban Roadways, 5 Years of Data)

Roadway Type	Average Intersection Crash Rate
Low Volume (<15k ADT) High Speed(>=45mph)	0.40
High Volume (>15k ADT) High Speed(>=45mph)	0.45
Low Volume (<15k ADT) Low Speed(<45mph)	0.52
High Volume (>15k ADT) Low Speed(<45mph)	0.70
Urban Thru/Stop	0.18
All Way Stop	0.35

Source: MnDOT (2015 Statewide Average, 5 Years of Data)



Roseville 2040 Transportation Plan**Crash Type Information at Key Intersections**

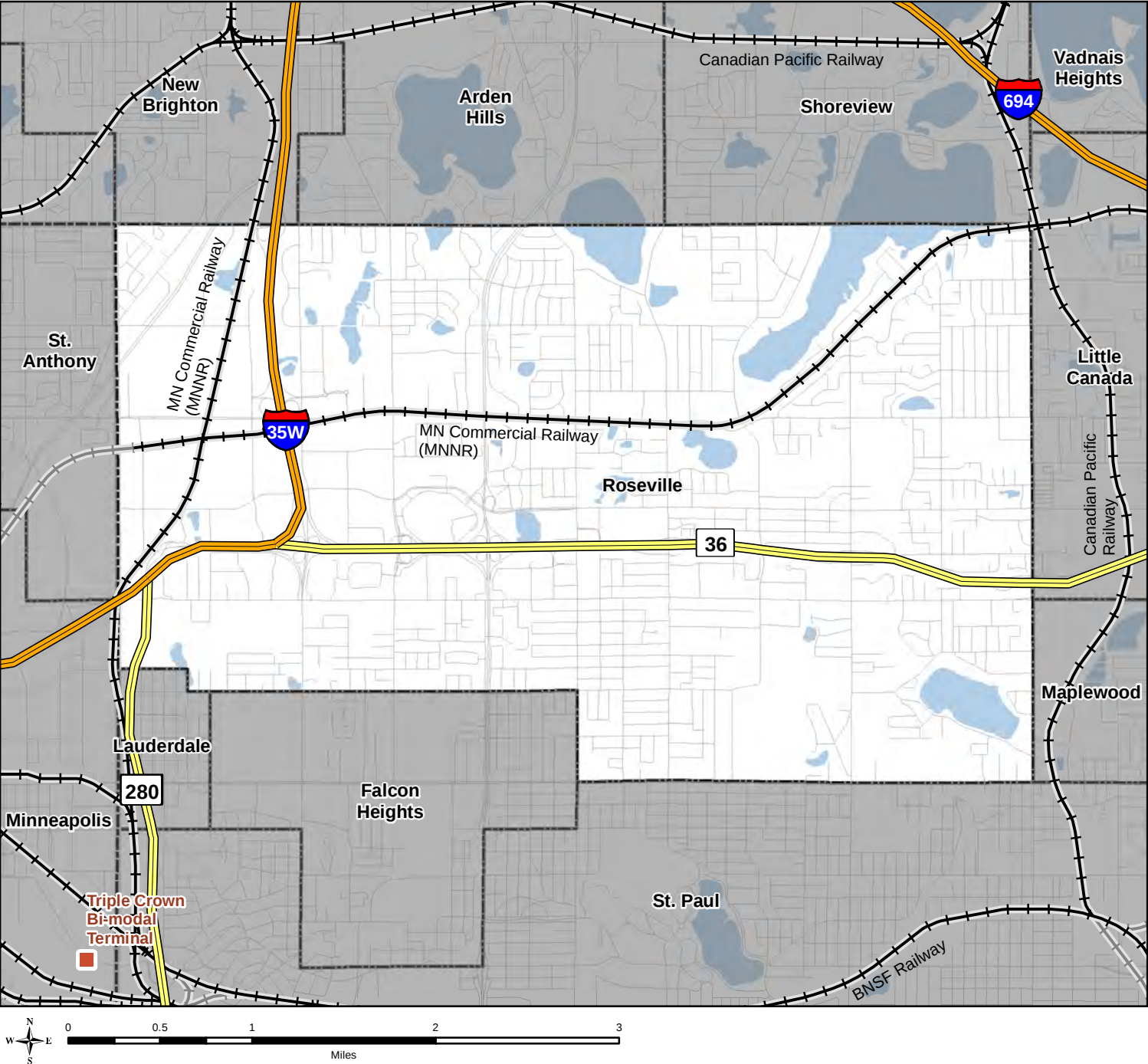
2011 - 2015 Crashes - 0.75 Million Entering Vehicles or Greater

Intersection	Property Damage (N)	Possible Injury (C)	Non-Incapacitating Injury (B)	Incapacitating Injury (A)	Fatal (K)
CSAH 23 - CSAH 48	28	9	3	1	0
CSAH 25 - TH 51	51	18	7	1	1
CSAH 46 - CSAH 23	41	15	6	1	0
CSAH 46 - CSAH 25	14	0	0	0	0
CSAH 46 - CSAH 78	13	1	3	0	0
CSAH 48 - CSAH 25	23	3	2	0	0
CSAH 48 - CSAH 78	45	6	1	1	0
CSAH 50 - CSAH 23	10	8	1	0	0
CSAH 53 - CSAH 78	16	3	1	0	0
TH 51 - CSAH 23	56	26	4	0	0

Data Source: MnDOT

Metropolitan Freight System

City of Roseville, Ramsey County



Freight Terminals

- Air / Truck
- Barge / Truck
- Rail / Truck

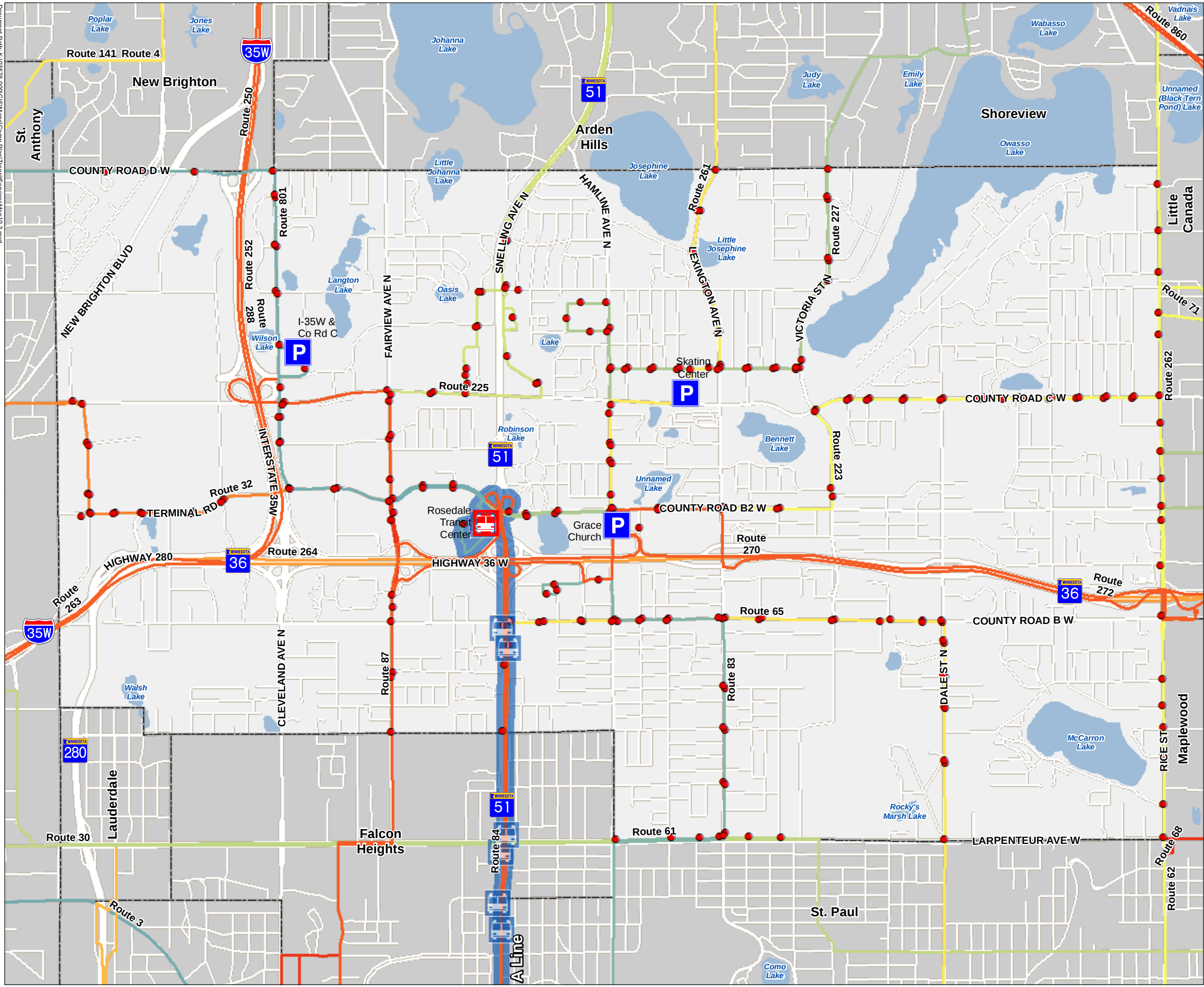
Railroads (Functional & Abandoned)

- +— EXISTING
- +— ABANDONED

Principal Arterial Highways

- Interstate
- US Highway
- State Highway
- County Road
- Street Centerlines
- Lakes and Major Rivers

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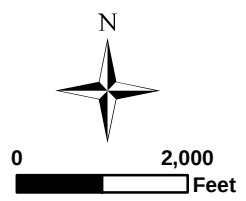


ROSEVILLE 2040

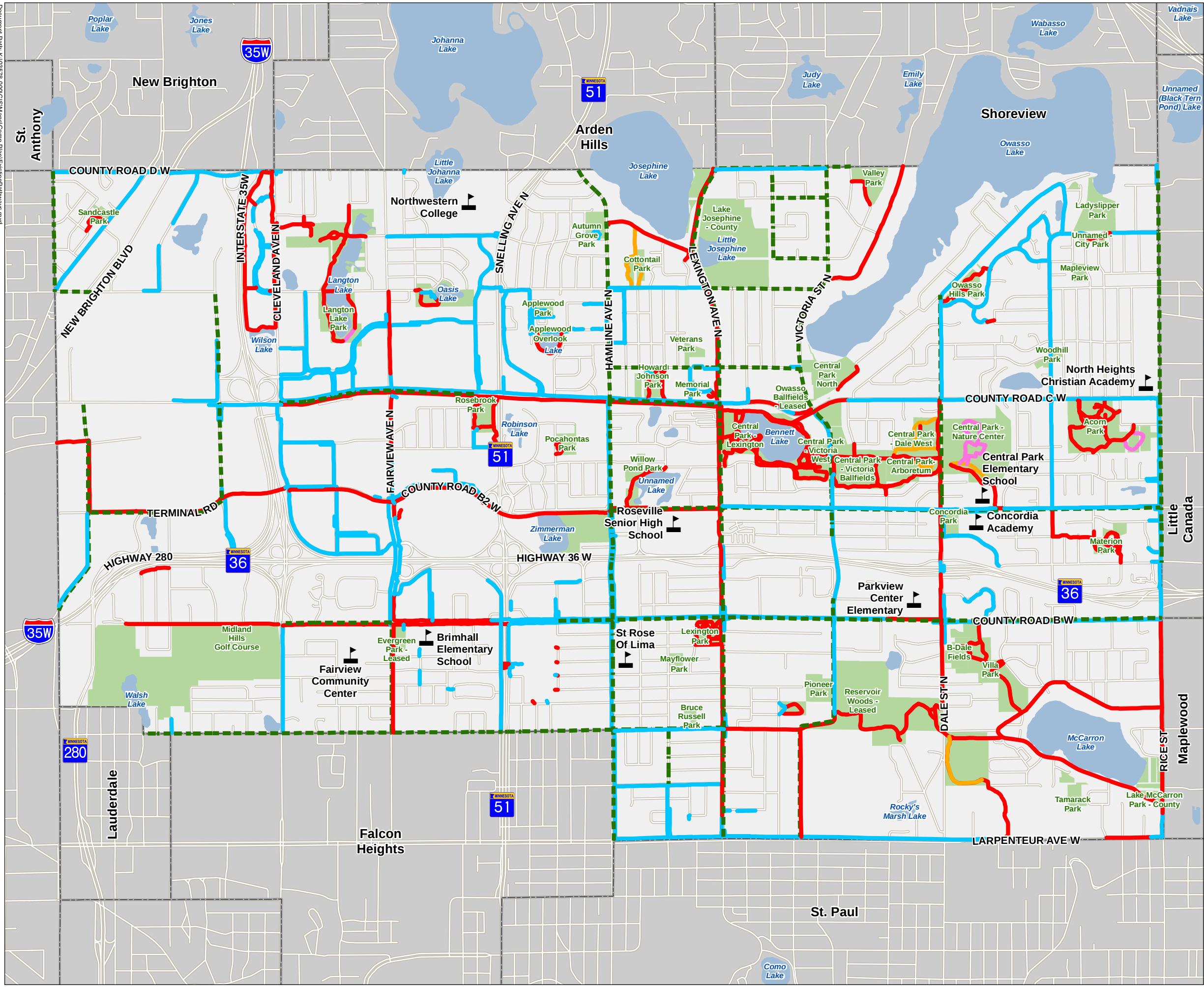
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Roseville Comprehensive Plan Transit Services Roseville, MN

	Rosedale Transit Center	272
	Park and Ride	288
	A-Line BRT Transitway	3
	A-Line BRT Stations	30
	Bus Stop	32
Existing Bus Route		4
	141	61
	223	62
	225	65
	227	68
	250	71
	252	801
	261	83
	262	84
	263	860
	264	87
	270	



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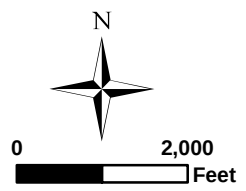


ROSEVILLE 2040

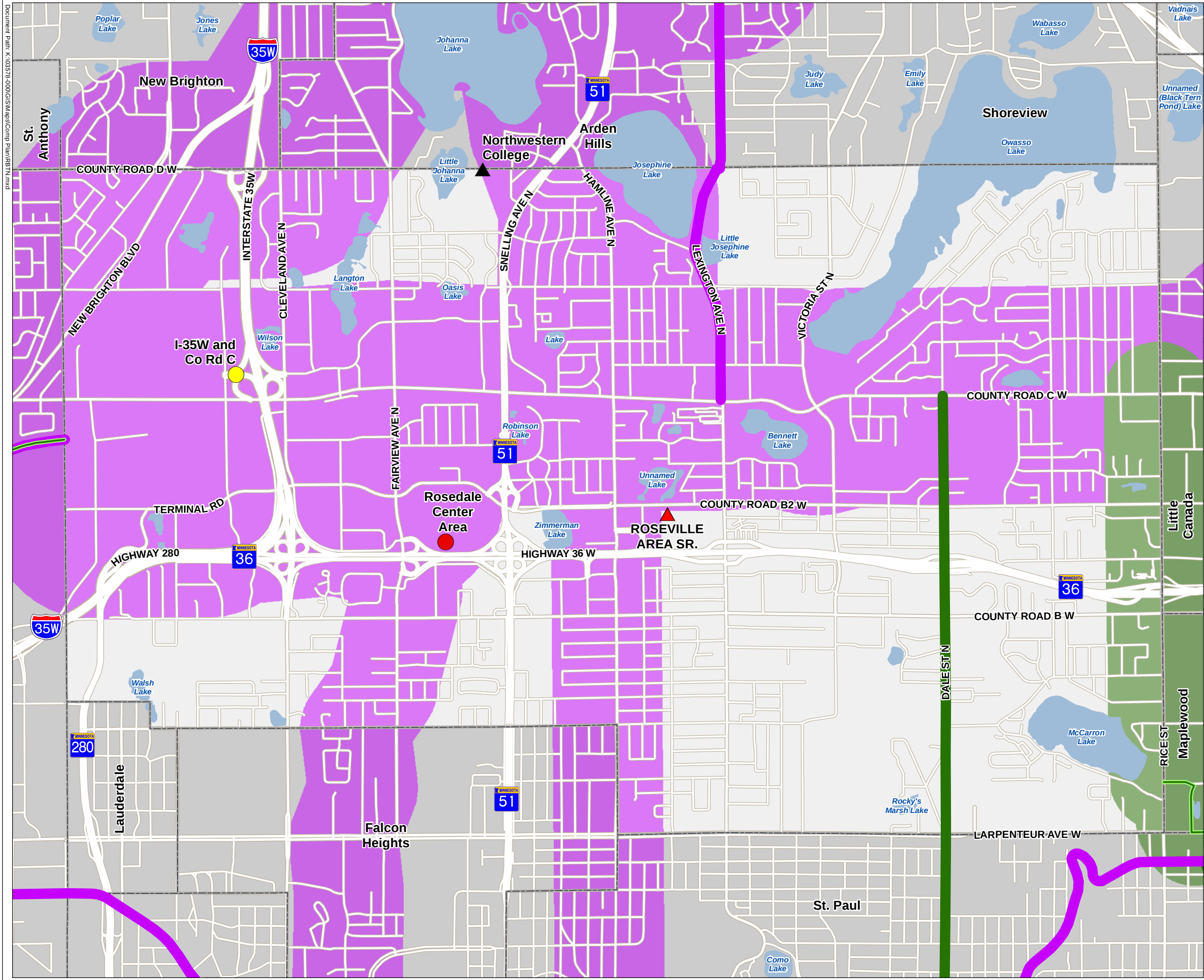
our future together

Roseville Comprehensive Plan Existing Pathways Roseville, MN

- Existing Trail (36.43 miles)
 - Existing Sidewalk (43.85 miles)
 - Footpath (1.93 miles)
 - Existing Striped Shoulder (28.45 miles)
 - Other (Boardwalk- 0.94 miles)
- TOTAL 111.6 miles



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ROSEVILLE 2040

our future together

Roseville Comprehensive Plan Regional Bicycle Transportation Network Roseville, MN

RBTN Alignments

Tier 1 Alignment

Tier 2 Alignment

Regional Trails

Existing

Planned

RBTN Destinations

Colleges & Universities

Regional Job Centers

Subregional Job Centers

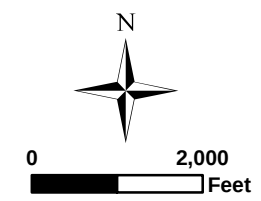
Large High Schools

RBTN Corridors

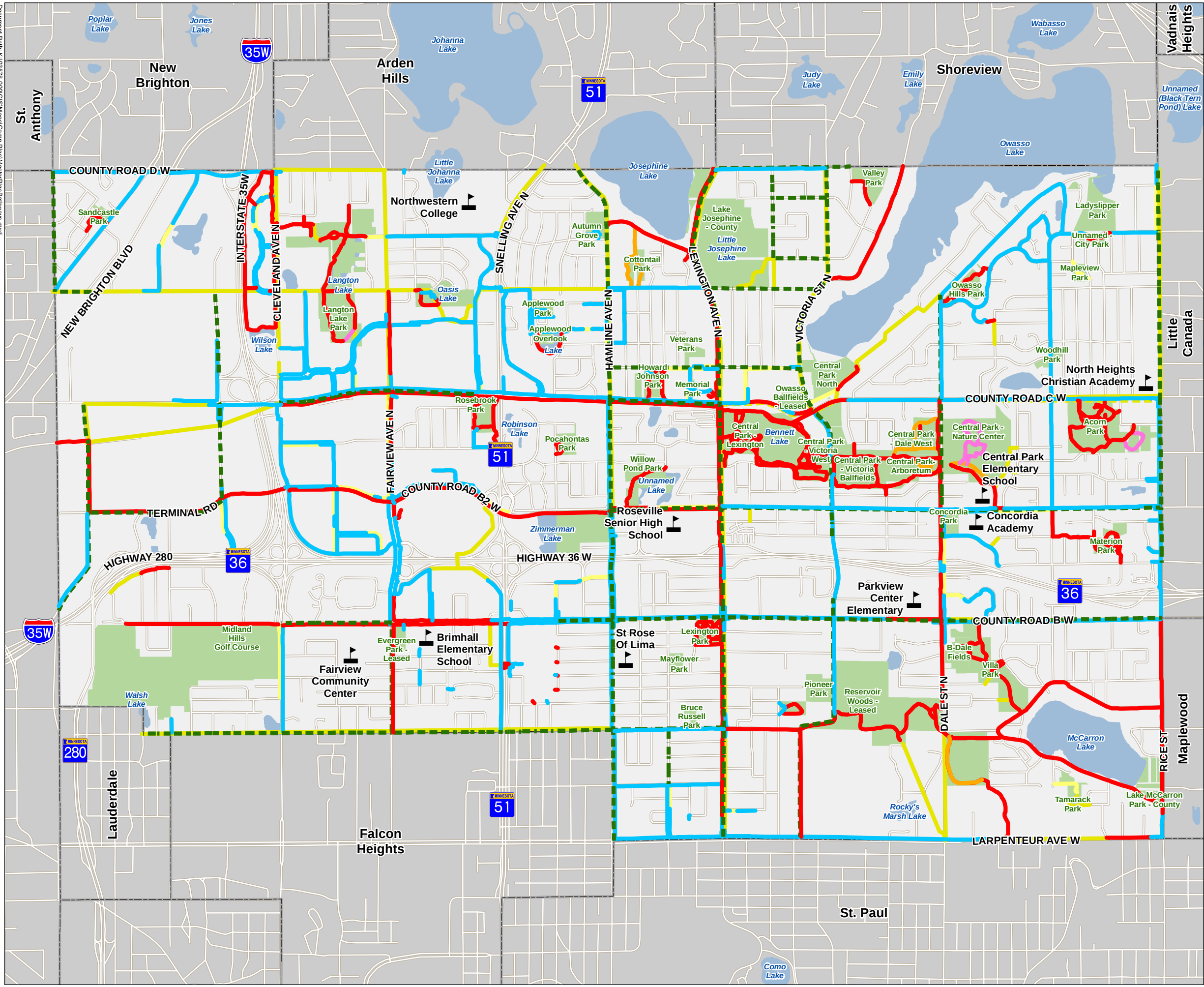
Tier 1 Priority Corridor

Tier 2 Corridor

Roseville Boundary



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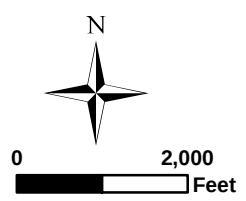


ROSEVILLE 2040

our future together

Roseville Comprehensive Plan Pathway Master Plan Roseville, MN

- Existing Trail (36.43 miles)
- Existing Sidewalk (43.85 miles)
- Footpath (1.93 miles)
- Existing Striped Shoulder (28.45 miles)
- Other (Boardwalk- 0.94 miles)
- Proposed Segments (21.15 miles)
- Proposed Stripped Shoulder (2.48 miles)
- Other Gaps (5.63 miles)
- Roseville Boundary



Attachment D

City of Roseville
2040 Transportation Plan
Congestion/Crash Analysis
Executive Summary

Existing/Forecasted E or F Congestion

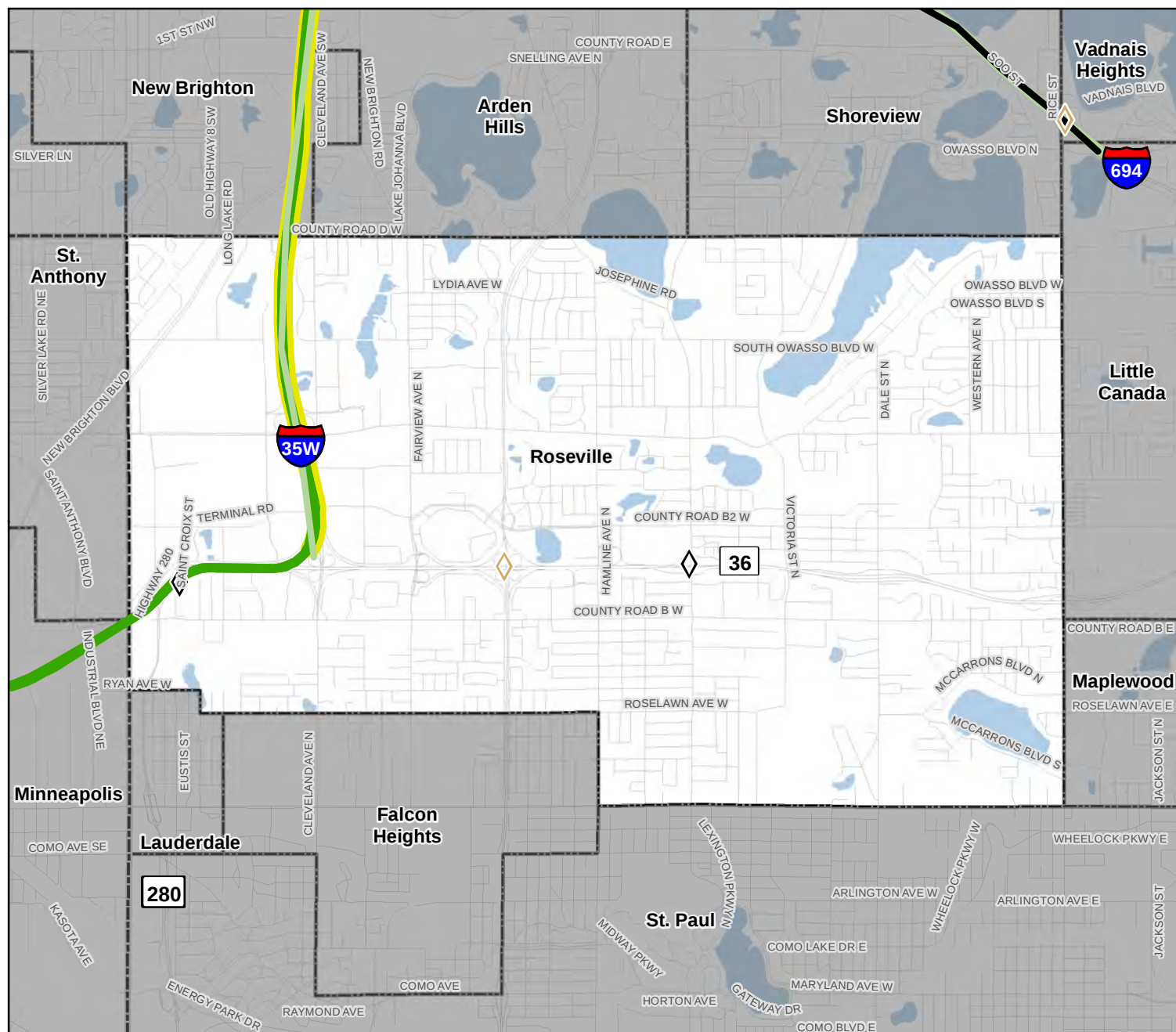
- | | | |
|---------------------|------------------|--|
| • I-35W: | Existing LOS D/E | Forecasted 2040 LOS D/E/F |
| • Snelling Avenue: | Existing LOS E/F | Forecasted 2040 LOS E/F |
| • Lexington Avenue: | Existing LOS E/F | Forecasted 2040 LOS F (TH 36 to the south) |
| • Rice Street: | Existing LOS E | Forecasted 2040 LOS F (except near TH 36) |
| • Trunk Highway 36: | Existing LOS F | Forecasted 2040 LOS F |

Crash Rates Summary (Orange or Red Locations)

- Cleveland Avenue and County Road C
- Snelling Avenue and County Road B
- Snelling Avenue and County Road C
- Dale Street and County Road B2
- Cleveland Avenue: County Road C to County Road B2
- Fairview Avenue: County Road B2 to County Road B
- County Road B: Fairview Avenue to East of Snelling Avenue
- Roselawn Avenue West: Snelling Avenue to Hamline Avenue
- County Road B2: Fairview Avenue to Snelling Avenue
- County Road B2: Hamline Avenue to Lexington Avenue

Identified Projects in Highway Current Revenue Scenario *

City of Roseville, Ramsey County



* Not intended to represent all projects through 2040. Includes only those projects identified as of May 2014. Subject to change.

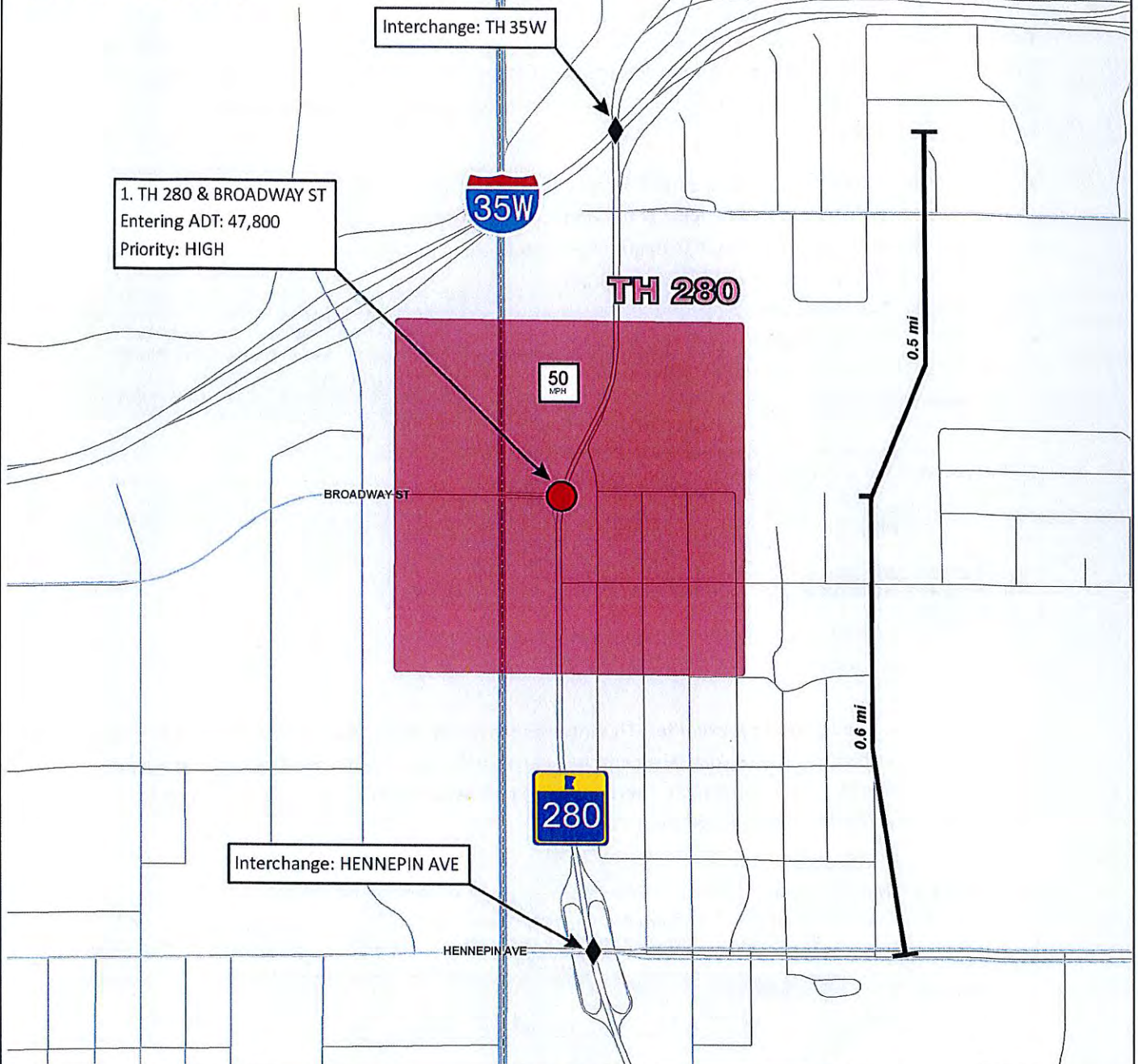
Current Revenue Investments - Highways

-  Strategic Capacity
-  Roadside Infrastructure / Safety
-  2015 - 2018 TIP Pavement
-  2019 - 2024 Pavement
-  2015 - 2018 Pavement / MnPass
-  2015 - 2018 Pavement / Safety
-  Roadside Infrastructure
-  Tier 1 MnPASS Expansion

Current Revenue Investments - Bridges

-  2015 - 2018 TIP BRIDGES
-  2019 - 2024 Bridges
-  Street Centerlines (NCompass)
-  Lakes and Major Rivers

TH 280: BROADWAY ST RAMSEY COUNTY



Legend

Grade-Separation Priority



HIGH



MEDIUM



LOW



Interchange



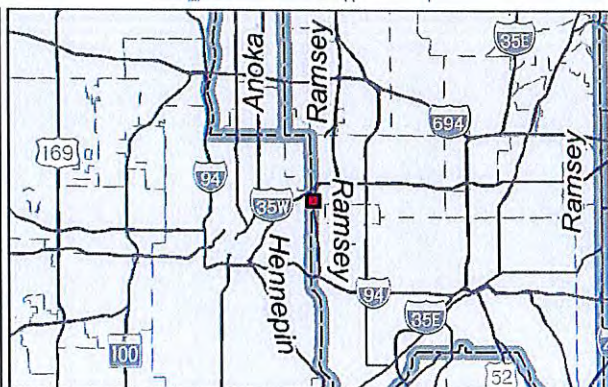
Intersection Spacing



Focus Area

0 0.25 Miles

Source: MetroGIS, MnDOT



This intersection has an entering volume near the middle of the study's range and a high-priority ranking. The capacity analysis indicates possible need for high-capacity at-grade improvements or a grade separation.

Figure 28
Ramsey County - TH 280
Focus Area
January 2017



**Roseville Transportation Plan &
Pathways Master Plan:
Summary of Focus Group Comments**
(As of April 28, 2017)

1. Transportation to school desperately needed (public transit, etc.). Students can't get anywhere.
2. Need access to main thoroughfares/transit.
3. Think about from a non-car perspective (like a bike) - some very scary spots. Crossing 36 for example.
4. It's not an easy bike commuting city.
5. Getting to high school is pretty scary to cross the bridge.
6. Ability to get around without car.
7. More biking and walkability.
8. How people get around for people who don't have cars?
9. Highways overpower (sound).
10. How to walk to HarMar and Rosedale?
11. Younger people don't necessarily want cars.
12. Transit availability is an issue...and an issue for employers to recruit diverse employees.
13. Connections between transit stops and the buildings where people are going (community center, food shelf, elementary schools).
14. Fewer cars are a trend.
15. NuStar - long standing business; trucks, hazardous materials, in old industrial area; less heavy trucking, more gas and diesel distribution now; challenge = space; have 60 acres now, lots of infrastructure investment (can't change), need room; neighbors are a challenge (truck traffic complaints).
16. Roseville Bus. Retention Program (Jeannie) - need connections to transportation; missing east-west connections (transit).
17. Need a vision for HarMar; nightlife, entertainment, housing; BRT station, TOD?
18. Want Millennials to come here: walkable / bikeable places and Roseville is not that; HarMar is an opportunity; not safe to bike to destinations.
19. Was originally developed as a car-based community...need to evolve and change the vision.
20. Ridership on A-Line a good trend.
21. Bikes - routing and signage; connection to diagonal trail to Minneapolis and St. Anthony.
22. NuStar - lots of employees hired from afar; live in farther suburbs or younger staff in St. Anthony, Minneapolis; newest hires don't live here - want more trendy, walking, running, biking areas; not as bike friendly particularly with industrial traffic.
23. City needs to develop/market bikeways better to attract millennial.

24. Think about transit stops at Rosedale and HarMar as a part of the connections and redevelopment.
25. Need signage to connect to hotels (biking, walking, parks).
26. How to incorporate collaboration with other transportation entities? Align with State, County, etc. How do we partner with other jurisdictions?
27. The A-Line is a great transportation service, but currently underserved.
No Light Rail Transit (LRT).
28. Need better walkability and access to shopping and services.
29. Intercept Board Notes – traffic/transportation are issues of concern, with a particular interest in increasing transit and bike/pedestrian access.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: June 27, 2017

Item No: 7

Item Description: City Council Joint Meeting Discussion Items

Background:

The PWETC is scheduled for its annual joint meeting with the City Council on July 10, 2017. We ask that the Commission create a list of the topics to discuss with the City Council and staff will include them in the July 10th Council packet. Attached is the 2016 Council Action from the Commission's discussion with the Council last year.

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.

Activities and accomplishments:

- ☐ X
- ☐ X
- ☐ X

Work Plan items for the upcoming year:

- ☐ X
- ☐ X
- ☐ X

Question or Concerns for the City Council:

- ☐ X
- ☐ X
- ☐ X

Recommended Action:

Create list of discussion items for the City Council meeting

Attachments:

- A. 2016 Council Action
- B. 2016-2017 PWETC Meeting Topic Review
- C. Notes of Preliminary Discussion from May PWET Commission Meeting

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date: June 20, 2016
Item No.:

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 Water and Sewer Service Maintenance Responsibility and Issues
- o Leaf Disposal Outreach and Education Discussion (see attached flyer)
- o Continued discussion on City Campus Solar and Solar Gardens
- o Stormwater, Water and Sewer Policy Recommendations
- o Stormwater Project and Water Booster Tour
- o Attendance at Living Streets and Recycling Workshop (hosted by Ramsey County and Alliance for Sustainability)
- o Recycling RFP review and recommendations

Work Plan items for the upcoming year:

- o Review of Recycling Proposals
- o Transit accessibility and service levels – review of A Line operations
- o Continued discussion and review of Pathways and bike path planning and connections
- o Continued discussion of City Campus Solar
- o Sewer and Water Services
- o Expanding Recycling / Organics Recycling

Questions or Concerns for the City Council:

- o Are some rights-of-way and easement areas too large and do they negatively impact private lots and potential improvements of private residences?
- o Should the Commission discuss other recycling components, such as providing organics recycling options if curbside pickup isn't a feasible option in our next recycling contract?

- 27 o Does the Council want to provide more direction on future discussions regarding sewer
28 and water services? (In March of 2016, Council did direct staff to look into the possibility
29 of offering/conducting the lining of private sewer services up to some point. Staff will be
30 returning to the PWETC with this item at a future meeting)

Prepared by: Marc Culver, Public Works Director

Attachments: A: Meeting topic summary

 B: Leaf disposal flyer

Roseville Public Works, Environment and Transportation Commission

2016/2017 Review

Below is a list of topics discussed at the PWET Commission Meetings from June 2016 – June 2017.

2016

June:

Stormwater Impact Fund

Recycling Services Proposals Review and Recommendations

July:

City Campus Solar

Asset Management System Review

City Council Joint Meeting Review

August:

Comprehensive Surface Water Management Plan Update

35W Managed Lane Project Information

Wheeler Street Traffic Management Program

September:

Water Supply Plan

Sanitary Sewer Services Discussion

October:

Proposed 2017 Utility Rates

Comprehensive Surface Water Management Plan Update

November:

Eureka Recycling 2015 Annual Report and 2017 Work Plan

2017 Public Works Work Plan

2017

January:

Snelling Ave Project

Transportation Plan Update RFP

February:

Approve Comprehensive Surface Water Management Plan

Stormwater Management for Parking Lots

March:

Metro Transit Update
Eureka 2016 Year End Report
Engineering Design Standards

April:

Organics Recycling Potential Locations
Stormwater Mitigation Requirements Review

May:

Right-of-Way Vegetation Cost/Benefit Analysis
Annual Stormwater Meeting and Public Hearing (MS4 Requirement)

June:

Overview of Tax Increment Financing
Transportation Plan Update

Excerpt from DRAFT Meeting Minutes of May 23, 2017 PWET Commission Meeting

PWETC / City Council Joint Meeting – Preliminary Discussion

Mr. Freihammer sought PWETC input on the upcoming (June) joint meeting with the City Council by providing an example of last year's report of activities and accomplishments, upcoming year's work plan, and questions for the City Council from the PWETC (Attachment A).

Chair Cihacek reviewed ongoing work plan and accomplishments: organic recycling solutions, expansion of the recycling program to include parks, dialogue with Metro Transit with concerns about Roseville's transit service, review and updates for a number of city ordinances and policies (trees, parking lots, design manual), solar energy options, comprehensive plan components, sanitary service lines and cut-off locations and warranty program; with commissioners noting the time-consuming nature of some of those topics. Chair Cihacek noted the annual mandatory issues also dealt with by the PWETC.

Chair Cihacek asked individual commissioners to provide their input to staff outside the meeting via email for finalization at the June PWETC meeting. Chair Cihacek advised that he and Vice Chair Wozniak would attend the joint meeting to represent the PWETC, but invited other commissioners to join them as well.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: June 27, 2017

Item No: 8

Item Description: Look Ahead Agenda Items/ Next Meeting July 25, 2017

Suggested Items:

- Pathway Master Plan Update
- Review of City Council Joint Meeting

August:

- Transportation Plan Update

Recommended Action:

Set preliminary agenda items for the July 25, 2017 Public Works, Environment & Transportation Commission meeting.