



City Council Agenda

Monday, July 1, 2013

6:00 p.m.

City Council Chambers

(Times are Approximate)

- | | |
|-----------|---|
| 6:00 p.m. | 1. Roll Call
Voting & Seating Order: Laliberte, McGehee, Willmus,
Etten, Roe |
| 6:02 p.m. | 2. Approve Agenda |
| 6:05 p.m. | 3. Public Comment |
| 6:10 p.m. | 4. Council Communications, Reports and Announcements |
| | 5. Recognitions, Donations and Communications |
| | 6. Approve Minutes |
| | 7. Approve Consent Agenda |
| | 8. Consider Items Removed from Consent |
| | 9. General Ordinances for Adoption |
| | 10. Presentations |
| 6:15 p.m. | a. Status of Local Emergency Response to June 21
Storm Damage |
| 6:35 p.m. | b. Joint Meeting with Housing & Redevelopment Authority |
| 7:05 p.m. | c. Receive Fire Relief Association Update |
| | 11. Public Hearings |
| | 12. Budget Items |
| | 13. Business Items (Action Items) |
| 7:25 p.m. | a. Approve Issuing a Request for Proposal for Recycling
Services |
| | 14. Business Items – Presentations/Discussions |
| 7:40 p.m. | 15. City Manager Future Agenda Review |
| 7:50 p.m. | 16. Councilmember Initiated Items for Future Meetings |
| 8:00 p.m. | 17. Adjourn |

Some Upcoming Public Meetings.....

Monday	Jul 8	6:00 p.m.	City Council Meeting
Wednesday	Jul 10	6:30 p.m.	Planning Commission
Monday	Jul 15	6:00 p.m.	City Council Meeting
Tuesday	Jul 16	6:00 p.m.	Housing & Redevelopment Authority
Wednesday	Jul 17	6:30 p.m.	Human Rights Commission
Monday	Jul 22	6:00 p.m.	City Council Meeting
Tuesday	Jul 23	6:30 p.m.	Public Works, Environment & Transportation Commission
August			
Wednesday	Aug 1	6:30 p.m.	Planning Commission
Tuesday	Aug 6	8:00 p.m.	Parks & Recreation Commission (Natl Night Out til 8)

All meetings at Roseville City Hall, 2660 Civic Center Drive, Roseville, MN unless otherwise noted.

REQUEST FOR COUNCIL ACTION

Date: July 1, 2013

Item No.: 10.a

Department Approval

City Manager Approval



Item Description: Receive Status Update of Local Emergency Response to June 21 Storm Damage

BACKGROUND

On June 21 the City of Roseville endured a severe storm resulting in mass power outages and damage. On June 22 the City Council met in a Special Meeting declaring a local emergency invoking the City's disaster plan. This item serves to discuss the status of the City's emergency response and whether additional action is needed.

BUDGET IMPLICATIONS

None.

STAFF RECOMMENDATION

Receive status update on emergency response efforts to June 21 storm damage.

REQUESTED COUNCIL ACTION

Receive status update on emergency response efforts to June 21 storm damage.

Prepared by: Patrick J. Trudgeon, Interim City Manager
Attachments: A: None.

REQUEST FOR COUNCIL ACTION

Date: 7/1/13
Item No.: 10.b

Department Approval



City Manager Approval



Item Description: Roseville Housing and Redevelopment Authority Quarterly Joint Meeting
with the City Council

1 **BACKGROUND**

2 At the 2012 Annual Joint Meeting between the City Council and the Roseville Housing and
3 Redevelopment Authority (RHRA), it was decided that the two bodies should meet more
4 frequently, perhaps quarterly, given the expanded work plan the RHRA has undertaken from its
5 approved strategic plan. Therefore, the RHRA Board and staff would like to give the City
6 Council an update on some of the projects.

7
8 **Dale Street Fire Station**

9 As the City Council is aware, the Roseville HRA owns the approximately 2 acres at the corner of
10 Dale St. and Cope Ave. and has entered into a memorandum of understanding with the City to
11 purchase the Dale Street Fire Station once it is vacated.

12 The public participation phase of the Corridor Development Initiative (CDI) was held in April
13 and May. Gretchen Nicolls will be at the joint meeting to discuss the process and present the
14 redevelopment guidelines recommended by the community.

15
16 **Comprehensive Multi-Family Housing Needs Analysis**

17 Maxfield research completed an updated comprehensive multi-family housing needs analysis
18 and presented the report to the RHRA on May 21, 2013. The report's conclusion and
19 recommendation section has been attached for the Council and RHRA for discussion;
20 specifically the City Priority portion should be discussed.

21
22
Prepared by: Jeanne Kelsey, Acting RHRA Executive Director (651) 792-7086

Attachments: A: CDI Summary Report and Recommendations
B: Conclusion and Recommendation from Comprehensive Multi-Family Housing Needs
Analysis

ROSEVILLE: DALE STREET FIRE STATION SITE



Corridor Development Initiative Summary Report and Development Guidelines

July 2013

Sponsored by:
The RHRA and Twin Cities LISC/Corridor Development Initiative
Funding provided by the McKnight Foundation and RHRA



Above: Aerial map showing site boundary.

Introduction

The Twin Cities Local Initiatives Support Corporations (TC LISC) / Corridor Development Initiative (CDI) was enlisted by the Roseville Housing Redevelopment Authority (HRA) to facilitate a series of four community workshops between April and May, 2013, to:

- Engage community members to explore scenarios for the redevelopment of the Dale Street Fire Station site, and provide recommendations that will be presented to the Roseville City Council and HRA.
- Demonstrate a methodology for strengthening community engagement to inform and guide redevelopment sites that are controlled by the Roseville HRA.

The Roseville Dale Street Fire Station Corridor Development Initiative was provided through funding by the Roseville HRA, which leveraged additional funding from Twin Cities LISC (provided by the McKnight Foundation).

Overview of the Corridor Development Initiative Process:

The Corridor Development Initiative consisted of four community workshops. Approximately 120 community members attended the workshops, aimed at:

- Gathering community input on shared values for the area,
- Exploring development scenarios to identify feasible redevelopment options for the site,
- Establishing development guidelines that address the challenges and opportunities of the site, and
- Building community consensus around development goals.

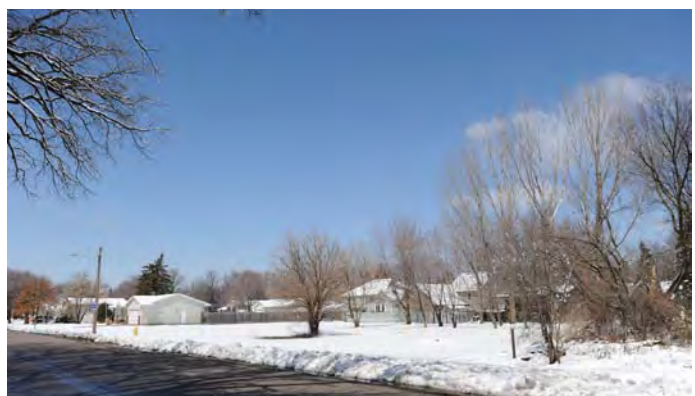
The process involved a technical team of facilitators, designers, developers, and city staff to inform and support participants as they explored ideas. Resulting from the process was an increased confidence by participants about possible guidelines that could be requested of a developer to enhance the area for future and current residents. The purpose of the CDI process is to identify a range of development options that meet community goals and market viability, rather than landing on one specific development direction or product.

Advisory Group

An Advisory Group was established to guide the Dale Street Fire Station Corridor Development Initiative work plan and community outreach, oversee the community workshop process, and review the final recommendations. The objective was to include a variety of perspectives that would inform the design of the process and key issues that needed to be addressed, and to provide a range of interests as they relate to the Dale Street Fire Station. The Advisory Group met prior to, during, and after the conclusion of the CDI process.

Members included:

- Tammy McGhee (City Council Member)
- Jason Etten (City Council Member)
- Dean Maschka (HRA Chair)
- Vicki Lee (HRA Commissioner)
- Ken Hartman (resident)
- Dan Maser (King of Kings Church)
- William Majerus (resident)
- Fred O'Neil (previous property owner)
- Pat Trudgeon (city staff)
- Jeanne Kelsey (city staff)
- Barbara Raye (CDI facilitator)
- Gretchen Nicholls (CDI coordinator)



Above: Photos of the context surrounding the Dale Street Fire Station site.

HELP SHAPE THE FUTURE OF THE DALE ST. FIRE STATION!

Roseville Housing and Redevelopment Authority (RHRA) invites you to an exciting conversation about how to guide future housing development for the Dale St. Fire Station. With support from a design and development team, community members will participate in a series of workshops to explore what's possible for the site.

MARK YOUR CALENDARS! We encourage attendance at all four events:
ALL EVENTS ARE FREE AND OPEN TO THE PUBLIC

WORKSHOP I: GATHERING INFORMATION

Thursday, April 11, 2013 6:30- 8:30 pm

WORKSHOP II: DEVELOPMENT SCENARIOS – THE BLOCK EXERCISE

Thursday, April 25, 2013 6:30 – 8:30 pm

WORKSHOP III: DEVELOPER PANEL

Tuesday, May 14, 2013 6:30 – 8:30 pm

WORKSHOP IV: FRAMING THE RECOMMENDATIONS

Tuesday, May 28, 2013 6:30 – 8:30 pm



ALL WORKSHOPS HELD AT KING OF KINGS CHURCH, 2330 DALE STREET, ROSEVILLE

**For more
information,
contact:**

**Jeanne Kelsey
City of Roseville**

651-792-7086

Jeanne.kelsey@ci.roseville.mn.us

**Gretchen Nicholls
TC LISC**

651-265-2280

gnicholls@lisc.org

Childcare and translation services will be provided by request only. Please RSVP to Gretchen Nicholls at 651-265-2280 one week in advance of each workshop if you would like to reserve childcare or translation services.

WWW.CITYOFROSEVILLE.COM/DALEFIRESTATION

Above: Save the Date postcard that was mailed to residents.

Community Outreach

A variety of methods were used to notify the community about the Dale Street Fire Station Corridor Development Initiative workshops. Information about the public workshops was distributed through:

- A direct mailing of 600 “Save the Date” postcards announcing the series of workshops
- An article in the city newspaper announcing the workshop series dates (distributed citywide)
- 100 flyers dropped door to door in the Dale Street Fire Station area.
- The City of Roseville web site

Additional outreach was provided to community organizations (e.g. King of Kings Church). Childcare and translation services were available upon request to limit obstacles for participation. All participants that signed in for any of the workshops were notified in advance about upcoming sessions by email (as provided).

CDI Community Workshops

Community members are invited to attend a series of community workshops to explore redevelopment options for the three (3) acre site. Attendance at all four workshops was suggested and encouraged:



Above: Attendees during Workshop II.

Workshop I: Gathering Information

Thursday, April 11

6:30 – 8:30 pm

King of Kings, 2330 Dale Street

What has been learned about current housing needs in the community? What are the concerns about future development, and what do we want to achieve?

Guest presenters:

- Todd Rhoades, Cermak Rhoades Architects
- Pat Trudgeon, Roseville Community Development Director

Workshop II: Development Scenarios – The Block Exercise

Thursday, April 25

6:30 – 8:30 pm

King of Kings, 2330 Dale Street

Join your neighbors in an interactive workshop to create feasible development scenarios for the Dale Street Fire Station site. Design and development experts will be on hand to share ideas and insights.

Workshop III: Developer Panel

Tuesday, May 14

6:30 – 8:30 pm

King of Kings, 2330 Dale Street

Explore development opportunities and challenges with a panel of developers, market consultant and city representatives to build a strategic road map for the future of Dale Street Fire Station.

Panelists included:

- Mary Bujold, Maxfield Research
- Larry Fonnest, Dunn Brothers Coffee
- Ron Mehl, Dominion, Inc.

Additional panelists presented at Workshop IV:

- Andrew Hughes, Sherman Associates
- Bill Buelow, Greater Metropolitan Housing Corporation

Workshop IV: Framing the Recommendations

Tuesday, May 28

6:30 – 8:30 pm

King of Kings, 2330 Dale Street

Contribute to the creation of development recommendations for Dale Street Fire Station site, which will be submitted to the RHRA and City Council.

Write-ups and notes from each of the workshops are attached in the addendum.

Final Recommendations

The CDI process culminated with final recommendations to the Roseville HRA for redevelopment guidelines for the Dale Street Fire Station, which reflected a consensus of the participants attending the final workshop. The Dale Street Fire Station CDI recommendations will be formally presented at a joint meeting of the Roseville City Council and HRA on July 1, 2013, for their consideration.



Above: Photos of participants during Workshop II.

Final Report

Roseville/ Dale Street Fire Station Site | Corridor Development Initiative

Roseville Dale Street Fire Station: Why the Corridor Development Initiative?

When the Roseville HRA embarked on acquiring additional parcels surrounding the Dale Street Fire Station to configure a larger redevelopment site, they were committed to identifying a way to engage the community in a meaningful way to inform redevelopment goals. City staff identified the Corridor Development Initiative as a potential methodology for achieving that. City Council Members, HRA Commissioners, and city staff exhibited a strong commitment to fully exploring “a new way of doing business” by engaging the community at the front end, before an actual development proposal is presented. By engaging the community to articulate their values and concerns, and offering the opportunity to participate in the creative problem solving of responding to those values while maintaining a financially feasible project, the City and HRA gathered insights from the CDI model that will inform their future approach.

Evaluation of the CDI Process

After each community workshop CDI gathers feedback from participants about the process, which allows the Advisory Group to see what’s working well or make mid-course adjustments for what is not. The feedback offers important insights into what the participants are learning, and what additional information they would like to have to inform the conversation.

Both open-ended and ranking questions were used to determine the effectiveness of each session in meeting its goals as well as the level of support that participants had in the final recommendations.

The number of completed feedback forms varied from workshop to workshop and ranged in number from a low of 7 (Block exercise) to a high of 23 (first session.) Nine forms were completed evaluating the Panel discussion (3rd session) and 15 forms were completed for the final session for a total of 54 forms.

Those questions asking if each session met its objectives received a combined total of 227 responses; 66.5% indicated the sessions had fully met objectives, 26.4 % indicated the sessions somewhat met objectives, and only 7% indicated the session had not met the objectives.

Those questions asking if the participant was personally satisfied with the session received a total of 45 responses. The responses ranged from “very satisfied” to “very dissatisfied.” No respondent answered “very dissatisfied” and only 2 responses were “somewhat dissatisfied.” All of the remaining 43 responses were “very” or “somewhat” satisfied with the sessions.

Comment sections on each form also provided opportunities for unstructured responses. Responses including themes of:

- Appreciation for the presenters, staff, HRA, and facilitators
- Thank you to the City and HRA for the meetings
- Early caution or doubt that residents would be allowed to influence the decision with a growing belief in the end that the input would be used
- New knowledge/information and appreciation for the diversity of resident perspective

All 52 responses to the question if the participant would recommend the process to others were “yes”. In the final evaluation 13 of 15 indicated they supported the recommendations; 1 person marked both “Yes” and “No” noting that he had very mixed feelings, and only 1 person indicated that he could not support any recommendation that included rental property.

Next Steps

The RHRA will consider the use of the Dale Street Fire Station Development Guidelines as they prepare a Request for Proposals for the redevelopment of the site.

The RHRA will identify a developer to redevelop the site, and will engage the community in an ongoing way to inform the final development project.

Attachments:

- A. Dale Street Fire Station Development Guidelines
- B. Overview of site and demographics (City staff report)
- C. Sustainable Development and Design presentation (Todd Rhoades)
- D. Summary of Small Group Discussion Questions (Workshop I)
- E. Block Exercise Summary Sheet (workshop II)
- F. Summary of Findings of the Housing Update for Roseville, MN (Maxfield Research)
- G. High Density Development: Myth and Fact (NHMC, AIA, Sierra Club)
- H. Developer Panel Meeting Notes (Workshops III and IV)
- I. Attendance list for the Roseville Dale Street Fire Station CDI workshops
- J. Workshop evaluation summaries
- K. Description of the Corridor Development Initiative
- L. Announcement / publicity flyer for the Dale Street Fire Station CDI workshops

Attachment A. Dale Street Fire Station Development Guidelines



ROSEVILLE: DALE STREET FIRE STATION DEVELOPMENT OBJECTIVES MAY 2013

INTRODUCTION

Roseville is a vibrant city known for its strong, safe neighborhoods, excellent business climate, quality schools and outstanding parks.

Conveniently located in Ramsey County, just minutes from downtown Minneapolis and St. Paul, Roseville is a dynamic city with many civic, philanthropic and service organizations which strengthen the community.

In 2013 the City of Roseville Housing Redevelopment Authority (Roseville HRA) invited the Twin Cities LISC / Corridor Development Initiative to lead a series of community workshops to explore development options and scenarios for a three acre parcel owned by the HRA, including the Dale Street Fire Station. These development objectives are the result of the community workshops, and serve to inform the future development of the Dale Street Fire Station site.



The Roseville Fire Station site area

ASSETS

The City of Roseville:

- Has a healthy mix of land uses, and commitment to sustainable development practices;
- Takes pride in our safe and well-maintained neighborhoods, housing, and businesses;
- Offers renowned parks and recreational facilities that are community centerpieces that attract people of all ages and abilities
- Provides a great place to raise a family, run a business, age in place, and recreate;
- Maintains a strong and diversified tax base, kept healthy by a vibrant local business climate, and high-quality jobs that provide families with economic security.



Single family houses surround the site to the north and west.



King of Kings Church is located directly across from the site.



Sample sketches illustrating different development options explored during a community workshop.

Guidelines: Dale Street Fire Station site

Previously the Dale Street Fire Station, the HRA acquired five adjacent lots to establish more attractive three acre redevelopment site. Located on Dale Street, the site has easy freeway access (Hwy 36), is near a pine forest, and within walking distance of Central Park. Ideal for housing, the HRA is interested in attracting a residential use that embraces sustainable development elements, and encourages intergenerational living.

The redevelopment of the site must complement the existing single family context. If three stories are required, it should transition from medium to lower as it approaches the single family homes. The preservation of trees and green space on the site is also strongly encouraged. The option to include workforce housing (providing access to additional public and philanthropic resources to fill financial gaps) should also be considered. To avoid ongoing disruption to the area it is also recommended that the site be developed in an expedient way, not phased.

Promote intergenerational living and connections to surrounding features

- A. Incorporate universal design, creating accessible spaces for people of all ages.
- B. Provide for a range of housing sizes to accommodate a variety of household needs and incomes.
- C. Create pedestrian-friendly connections that link to surrounding areas of interest (e.g. schools, pet cemetery, pine forest).
- D. If subsidy is required, it should focus on insuring eligibility for seniors.
- E. Blend into and complement the existing neighborhood.
- F. Egress to the site should a consideration regarding traffic control.
- G. Work cooperatively with the county to deal with traffic issues.



Several mature trees can currently be found on the site.



The site has easy access to Highway 36.

Enhance neighborhood character and amenities

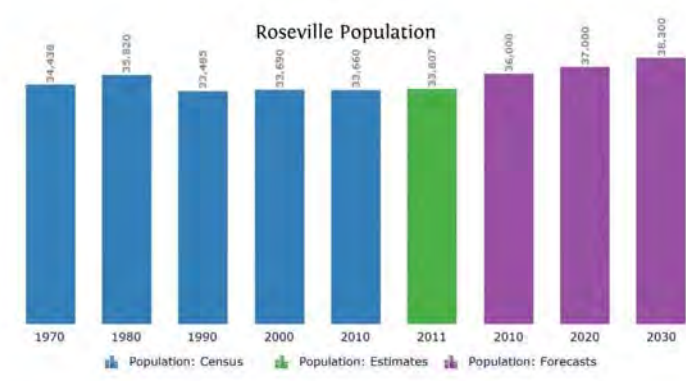
H. Desirable uses for the site would include:

1. Single family home, town home, ownership, with shared courtyards;
2. Home ownership is preferred, but any rental needs to reinforce stability.
3. If rental, a maximum height of three stories should be considered, with private entrances at the street level to create a townhome appearance;
4. Greater massing on this site should be located on Dale Street, stepped down as it approaches single family homes (reduce impact to single family homes by graduated height transition);
5. Create common spaces that act as a shared amenity and preserve the tree canopy;
6. A pocket neighborhood that blends a mix of housing types and shared green space;
7. Promote views throughout the site to have “eyes on the street” for safety and security;
8. “Mixed” housing options that could accommodate different household sizes, configurations, and incomes;
9. Consider elements that enhance “indoor-outdoor” experience, such as balconies and screened porches;
10. Build in flexibility to allow for rental to ownership mix as markets change;
11. Adequate off-street parking must be provided for residents and guests.
12. Create a sense of ownership and community for all users, including residents;
13. Rental properties must provide strong management oversight, and a crime-free addendum.
14. If rental, either for profit or nonprofit, the developer should have a history of long term commitment to the property. The preference should be for nonprofit developers.
15. The Dale Street trail should be maintained.

Encourage Sustainable Development

- I. Utilize sustainable building and site design.
- J. Reduce impervious paving, minimize surface parking, and mitigate storm water runoff on site.
- K. Build new construction to last 100 years.
- L. Consider and minimize the ecological impact.

Attachment B. Overview of site and demographics (City staff report)



A little about Roseville

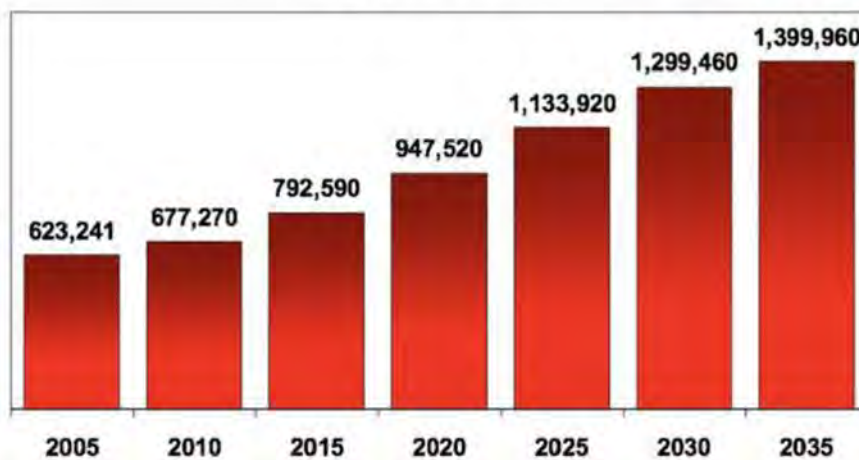
Roseville's population is older than Metro
Median Age – 42.1 years (36.0 years in Metro)

20% of Roseville population is 65 years and
older, compared to 10% for Twin Cities



PRGZ

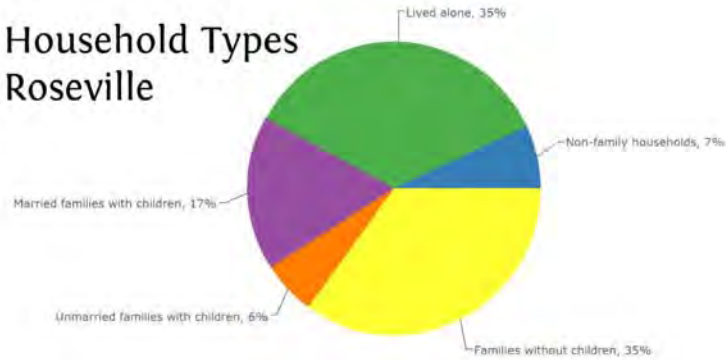
Projected Minnesota population ages 65+



Minnesota State Demographic Center projections

PRGZ

Household Types Roseville



Sources: US Census and Metropolitan Council

PREZI

Roseville's diversity is growing

Roseville has become more diverse, with increases in all minority populations, especially for Black/African American and Hispanic populations.

1990 Census

94% White
1.5% African American
2.5% Asian
1% Hispanic

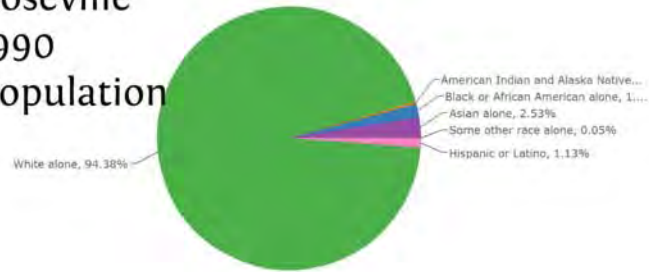


2010 Census

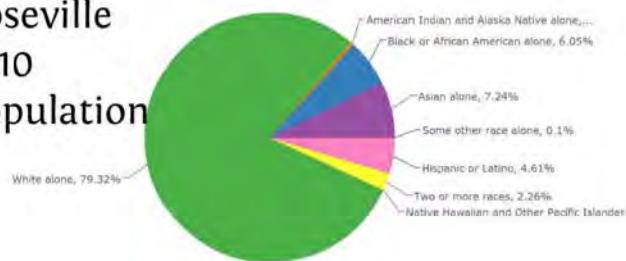
79% White
6% African American
7% Asian
5% Hispanic

PREZI

Roseville 1990 Population

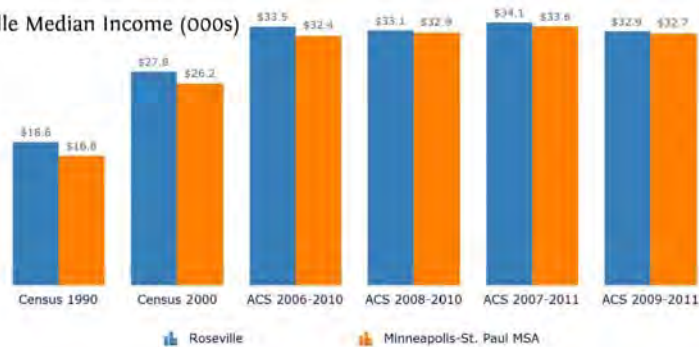


Roseville 2010 Population



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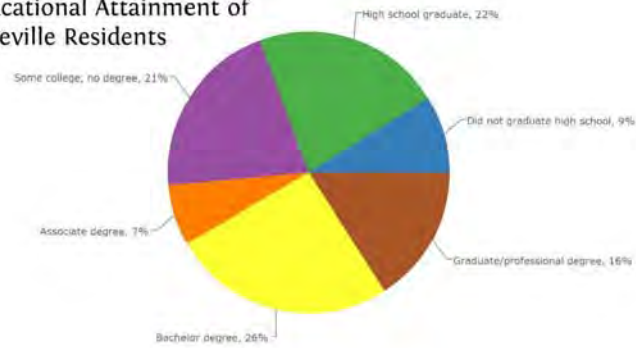
Roseville Median Income (000s)



Sources: US Census Bureau and Metropolitan Council

PAGE 21

Educational Attainment of Roseville Residents



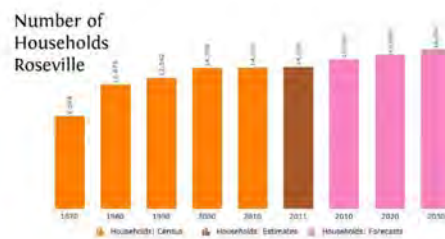
Source: Metropolitan Council, US Census ACS Survey

PRR21

Roseville Demographics

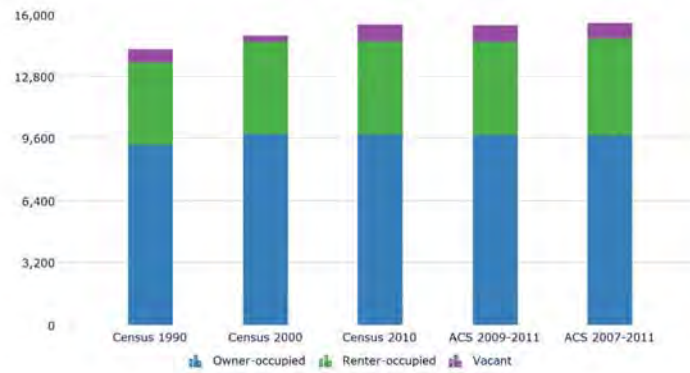
	2000	2010	% change
Total Population	33,690	33,660	-0.09%
Median Age	41.0	42.1	2.68%
Male	46.50%	47.10%	1.29%
Female	53.50%	52.90%	-1.12%
<18	18.20%	18.60%	2.20%
65 and older	20.30%	20.20%	-0.49%
75 and older	11.10%	11.30%	1.80%
< 10	9.60%	10.30%	7.29%

PRR21



Sources: US Census Bureau and Metropolitan Council

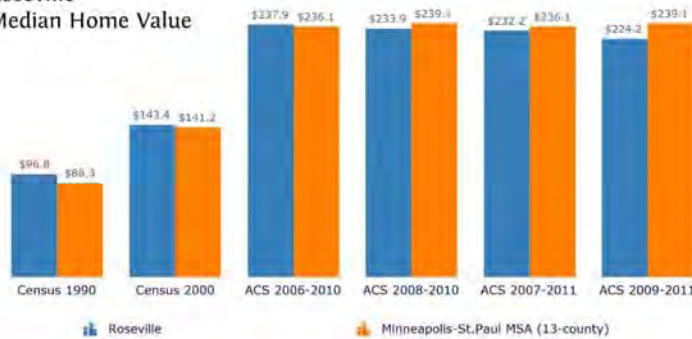
Roseville Housing Tenure



Sources: US Census Bureau and Metropolitan Council

PRIZI

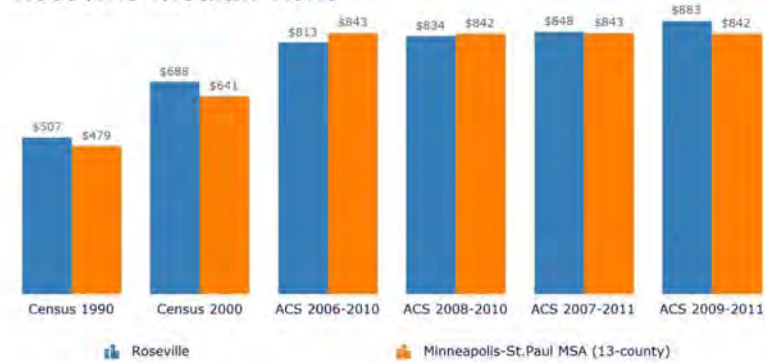
Roseville Median Home Value



Sources: US Census Bureau and Metropolitan Council

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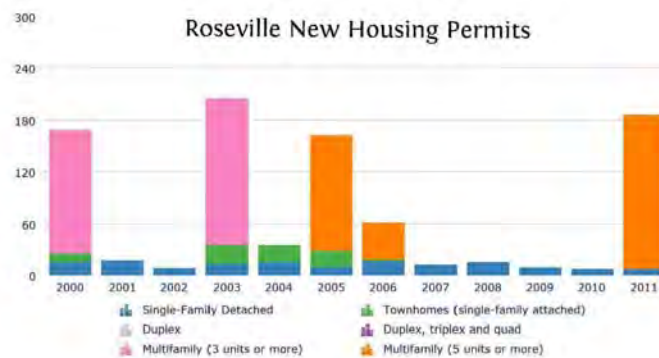
Roseville Median Rent



Sources: US Census Bureau and Metropolitan Council



Roseville New Housing Permits



Sources: US Census Bureau and Metropolitan Council



City of Roseville
Land Use Guidance
for the Dale Street site

Property History
Fire Station
Comprehensive Plan and Zoning



The original house on the property was built in 1906.

In 1912, Veterinarian Arnold Fiest purchased the property and ran his practice for many years.

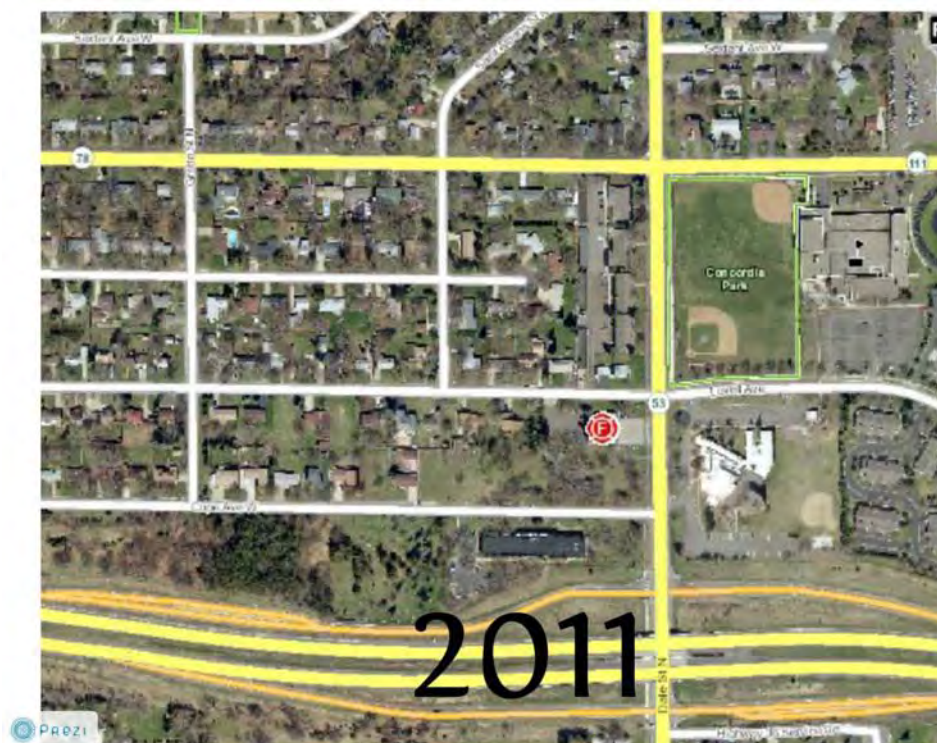
In 1919, Dr. Fiest started the pet cemetery, located on the south side of Cope Ave.

The O'Neil family purchased the property in the 1950s and owned it until recently.











Dale Street Fire Station

Current fire station built in 1976.

Houses main first response equipment and personnel.

Will no longer be needed once the new fire station on the City Hall campus is completed in Fall of 2013.

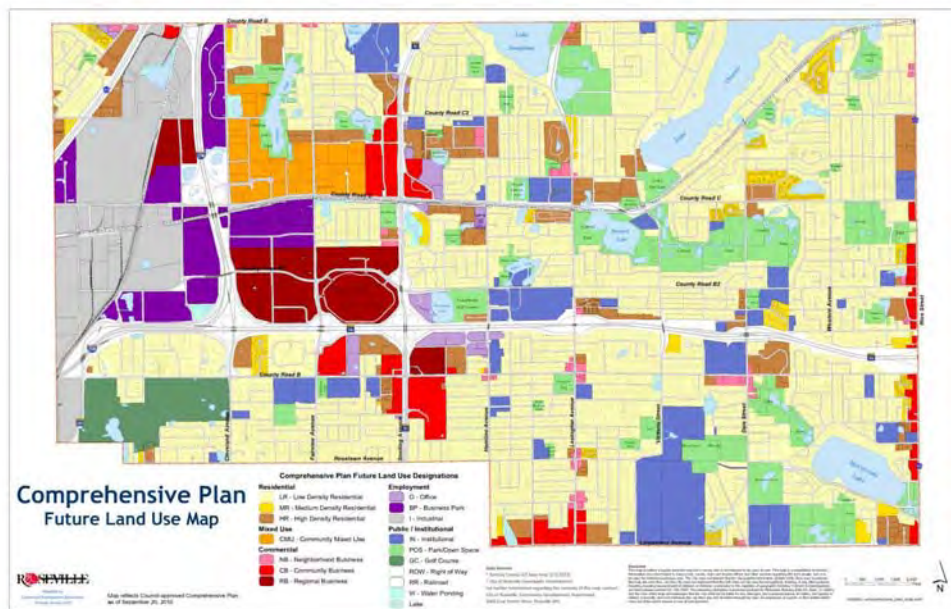


Land Use Guidance

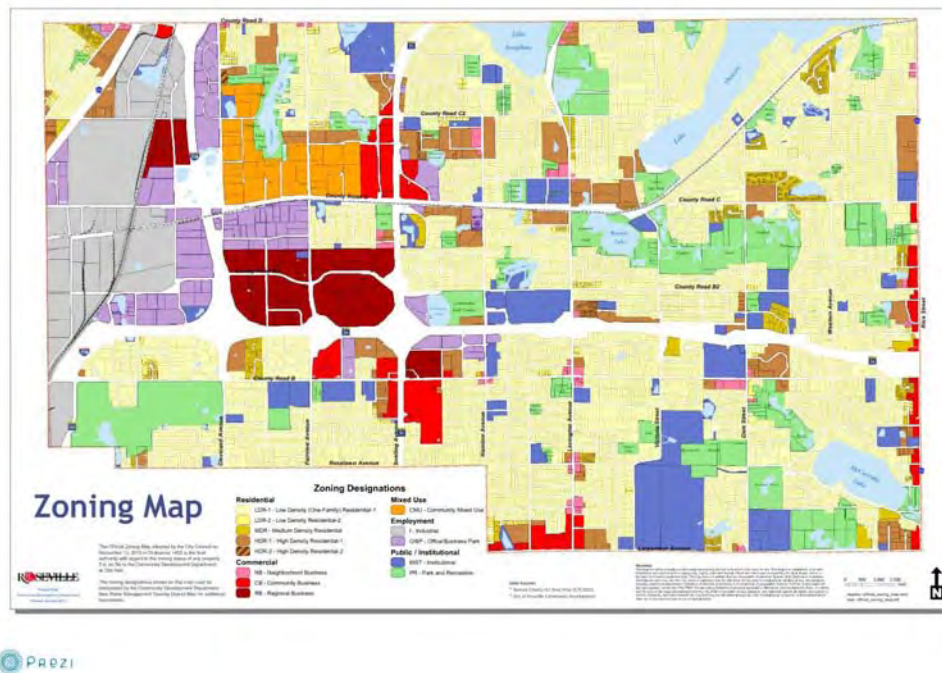
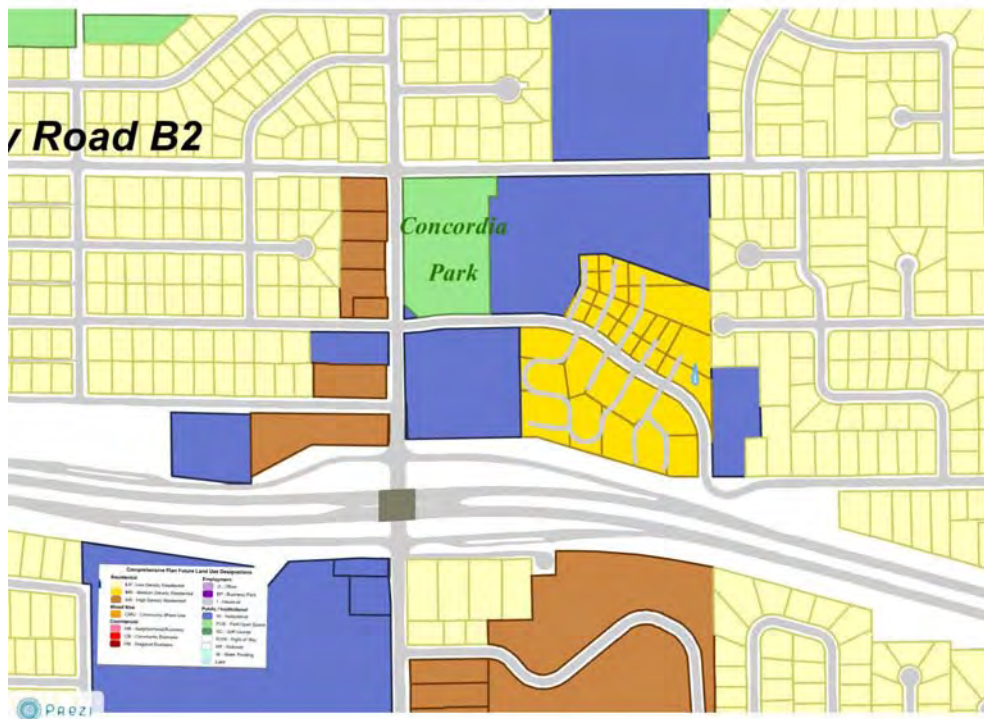
What regulatory documents determines how the property is developed?

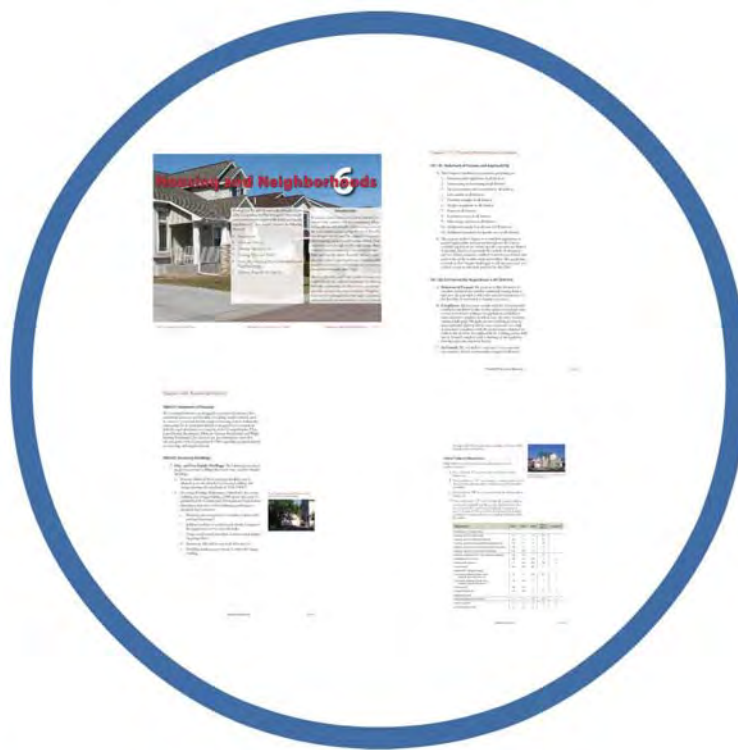
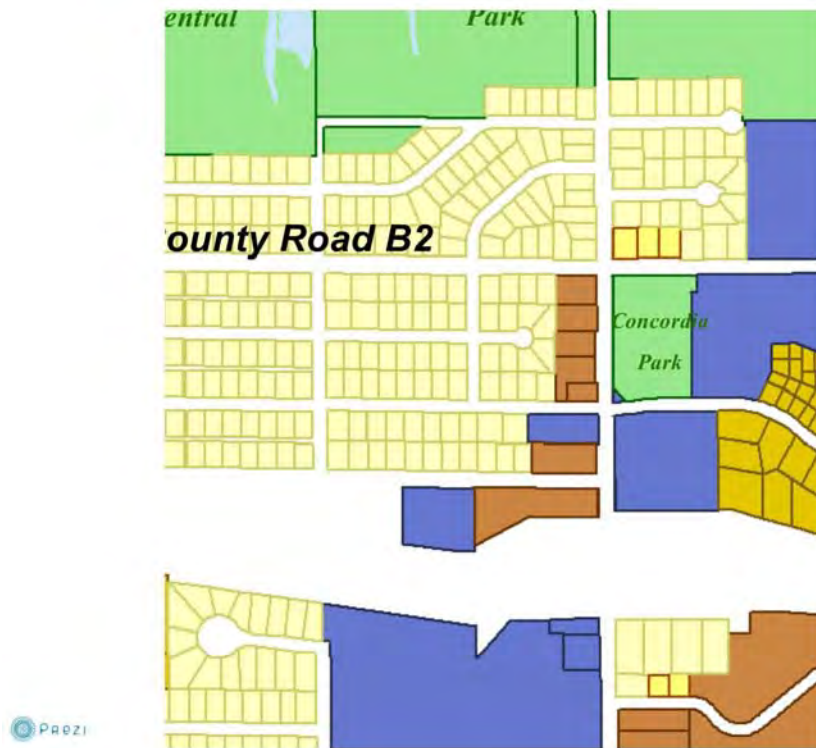
- Roseville Comprehensive Plan
- Zoning Code
 - Use
 - Density
 - Design
 - Green Space/Landscaping
 - Stormwater Management
 - Public Road Access
 - Utilities

PREZI



PREZI

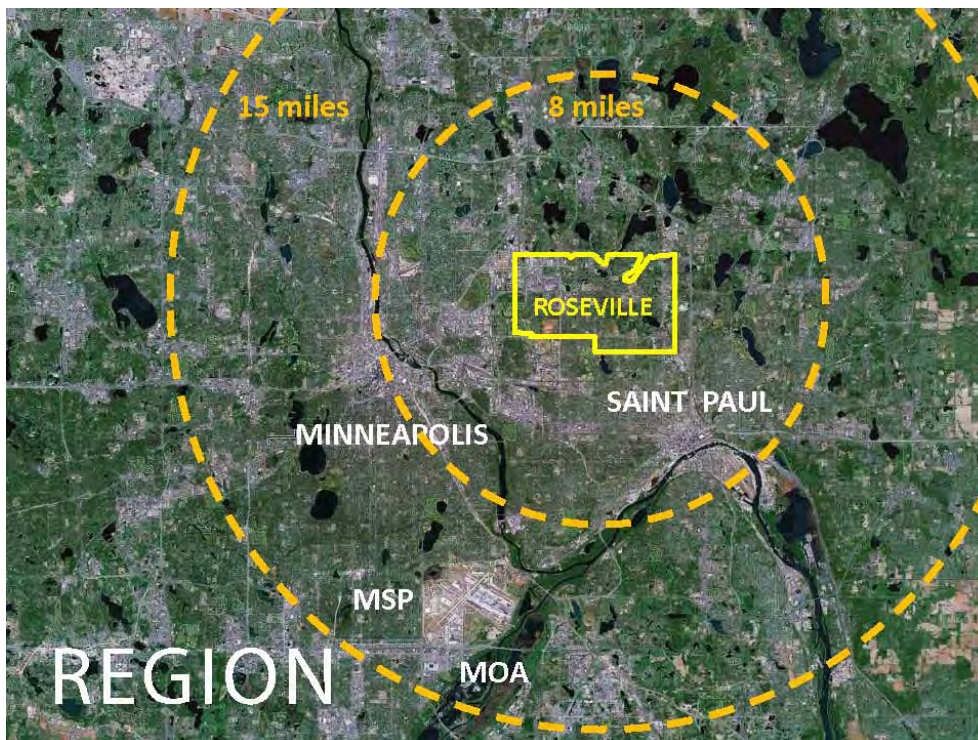


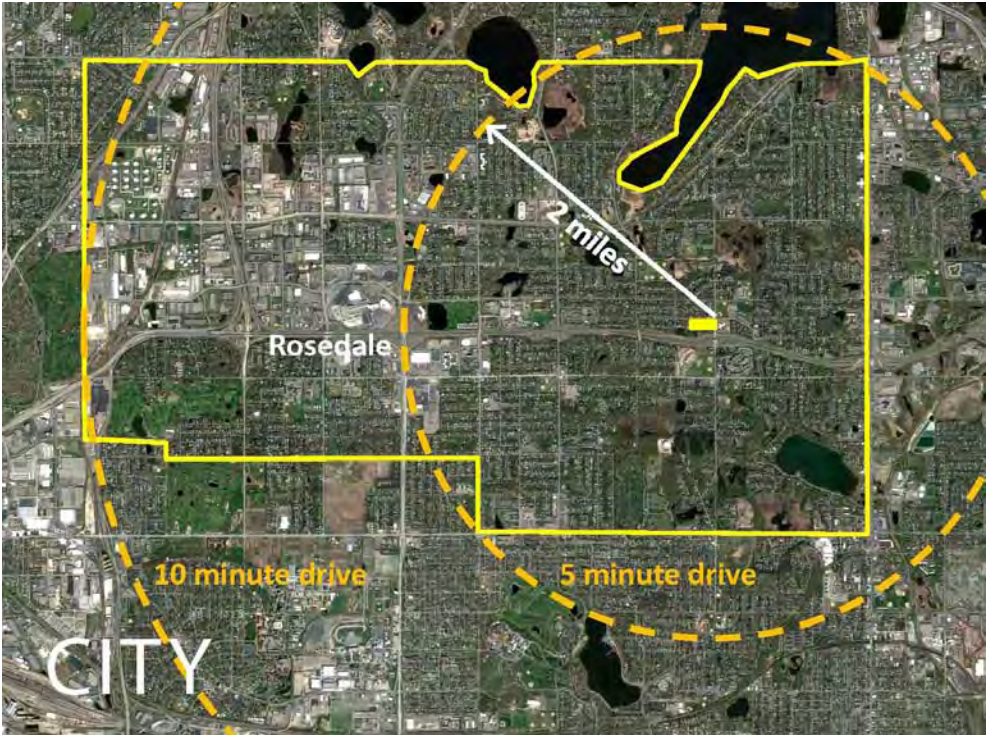


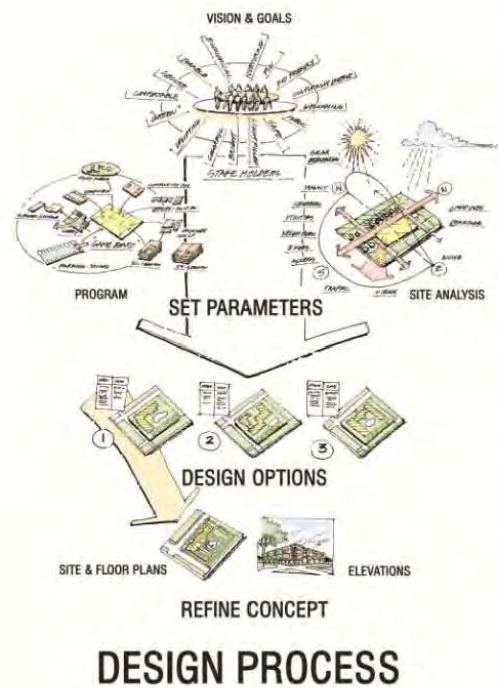


SUSTAINABLE DEVELOPMENT

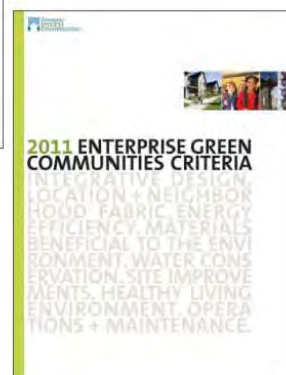
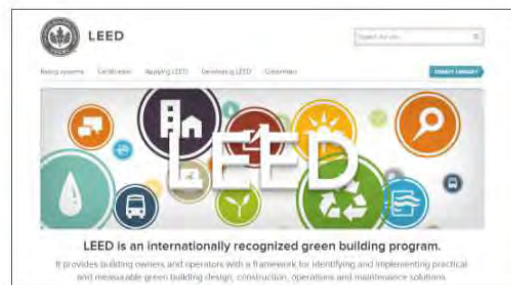
A pattern of economic growth in which resource use aims to meet human needs while preserving the environment so that these needs can be met in the present and the future.







VISION & GOALS



CERTIFICATIONS

101.3 ENTERPRISE GREEN COMMUNITIES CRITERIA CHECKLIST

(N) = Not Required
(P) = Mandatory (Points = 1 point)

4. WATER CONSERVATION

4.1 Water-Conserving Fixtures
Install all or small water-conserving fixtures in all units and any common facilities with the following specifications: Toilets—1.28 gpf, Urinals—0.5 gpf, Showers/Baths—2.0 gpm, Kitchen Faucets—2.0 gpm, Bathroom Faucets—1.5 gpm.

4.2 Advanced Water-Conserving Appliances and Fixtures
Install all or small water-conserving fixtures in all units and any common facilities with the following specifications: Toilets—1.2 gpf, Showers/Baths—1.5 gpm, Kitchen Faucets—1.5 gpm, Bathroom Faucets—0.5 gpm. Select any, or all, of the options:
• Toilets (2 points)
• Showers/Baths (2 points)
• Faucets—kitchen and bathroom (2 points)

4.3 Water Reuse
Irrigate, cool, and/or clean exterior and/or interiors to meet a portion of the project's water needs:
• 30% reuse (2 points)
• 50% reuse (3 points)
• 80% reuse (4 points)

5. ENERGY EFFICIENCY

5.1a Building Performance Standard: Single Family and Multifamily (Three stories or fewer)
(New Construction only)
Certify the project under ENERGY STAR New Homes.

5.1b Building Performance Standard: Multifamily (Four stories or more)
(New Construction only)
Demonstrate compliance with EPA's Multifamily High-Rise program (MHRP) using either the prescriptive or the performance pathway.

5.1c Building Performance Standard: Single Family and Multifamily (Three stories or fewer)
(Renovation and Midrise Renovation only)
Demonstrate that the final energy performance of the building is equivalent to a Home Energy Rating System (HERS) index of 65.

5.1d Building Performance Standard: Multifamily (Four stories or more)
(Renovation and Midrise Renovation only)
Demonstrate that the final energy performance of the building is equivalent to ASHRAE 90.1-2007.

5.2 Additional Reductions in Energy Use
Improve whole-building energy performance by percentage increment above baseline building performance standard for additional points.

5.3 Sizing of Heating and Cooling Equipment
Sizing heating and cooling equipment in accordance with the Air Conditioning Guidelines of America (ACCA) Manuals, Parts 1 and 6, or ASHRAE Handbook.

5.4 ENERGY STAR Appliances
If providing appliances, install ENERGY STAR labeled kitchen washers, dishwashers, and refrigerators.

SUMMARY MATRIX

The 20 Imperatives of the Living Building Challenge:

Follow down the column associated with each Typology to see which imperatives apply.

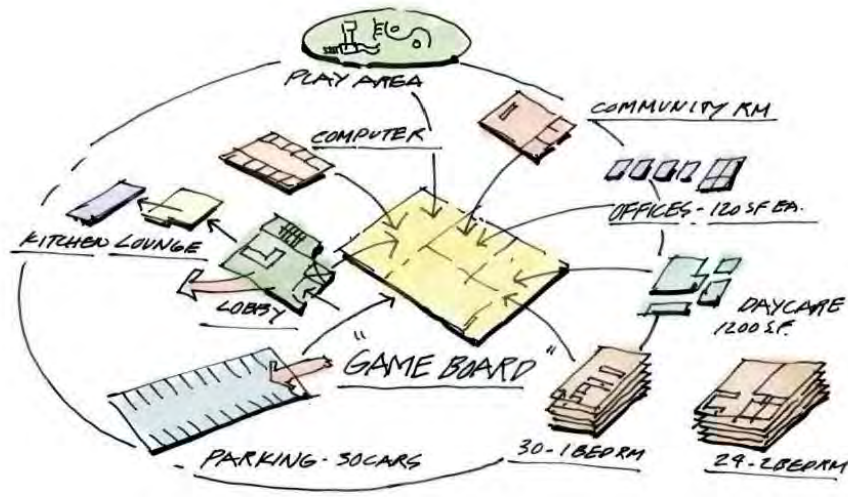
Imperative omitted from Typology

Scale: Solutions beyond project footprint are permissible

	NEIGHBORHOOD	BUILDING	LANDSCAPE + INFRASTRUCTURE	RENOVATION	
SITE					LIMITS TO GROWTH
					URBAN AGRICULTURE
					HABITAT EXCHANGE
					CAR FREE LIVING
WATER					NET ZERO WATER
					ECOLOGICAL WATER FLOW
ENERGY					NET ZERO ENERGY
HEALTH					CIVILIZED ENVIRONMENT
					HEALTHY AIR
					BIOPHILIA
MATERIALS					RED LIST
					EMBODIED CARBON FOOTPRINT
					RESPONSIBLE INDUSTRY
					APPROPRIATE SOURCING
EQUITY					CONSERVATION + REUSE
					HUMAN SCALE + HUMANE PLACES
					DEMOCRACY + SOCIAL JUSTICE
BEAUTY					RIGHTS TO NATURE
					BEAUTY + SPIRIT
					INSPIRATION + EDUCATION

Living Building Challenge® 2.0

13



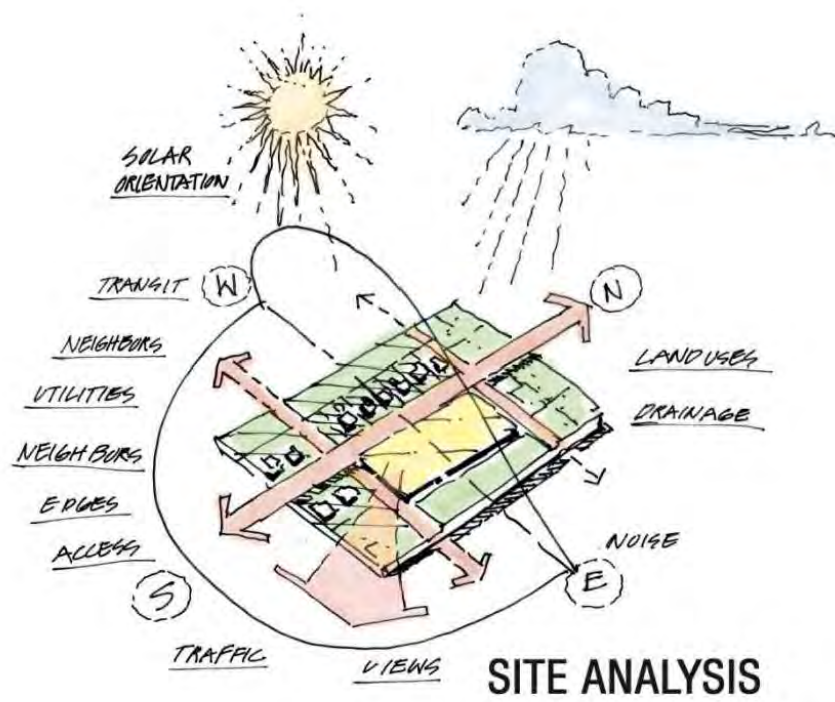
PROGRAM





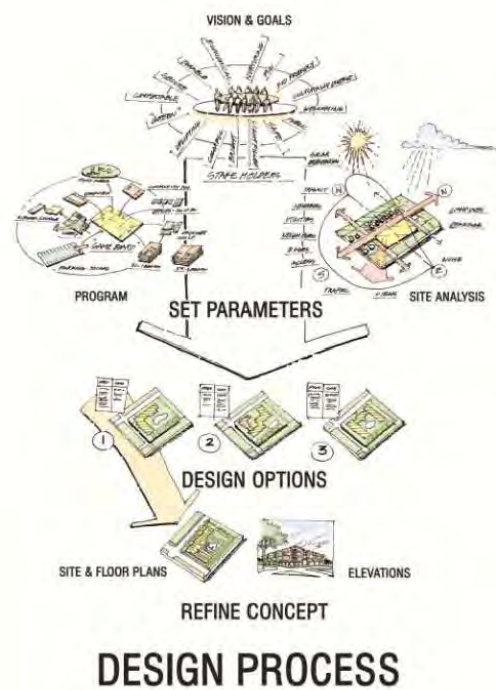














Attachment D. Summary of Small Group Discussion Questions (Workshop I)

Roseville / Dale Street Fire Station Corridor Development Initiative

Small group questions

1. What makes this area interesting or unique?

- Central Park (++++)
- Access to freeways (+++)
- Schools and churches (++)
- Pet cemetery – visited by tour buses (++)
- Pine forest area between Cope and Hwy 36 – quiet buffer and peaceful (++)
- Rosedale / RAHS access (++)
- Quiet (++)
- Family friendly (++)
- Well kept-up homes / yards
- Larger lot size gives positive character
- Mix of developments – church, park, townhome, single family
- Green space on Cope
- Public schools, private schools
- Nothing commercial
- High traffic area
- Challenge to use property
- Proximity to Hwy 36 and Dale Street
- Easy access to St. Paul and Minneapolis
- Quiet cul-de-sac on Cope
- Proximal to three good schools and high school, walkable to schools and parks
- Concordia Academy
- Central Park Elementary
- We live here
- Parks
- City Fire and Police needs
- Maintenance of the streets and roads
- Neighborhood wants to stay

2. What could be accomplished through development that would improve/enhance the area?

- Great space for young families – drawing new families – positive connection with parks and schools (++)
- Walking space – pathway connections (++)
- Move trail back from road for sufficient snow storage, space from fast cars

- Community garden
- Rain gardens
- Open space for pets / dog park area
- Trout farm in the middle
- Putting greens (public area)
- Total green space
- Could it reduce speed of traffic – reduce concern with street being a cut through
- Chance to improve Dale Street – be pedestrian friendly, safer accessibility to schools, and homes
- Improve public transit
- Corner store, coffee, community gathering space – not a Super America convenience store
- Twin homes across from Concordia – quiet, well built, affluent homeowners
- Grocery, Laundromat, coffee shop, community gathering space within walking distance
- No grocery store
- Like it the way it is
- Realistic higher density housing
- Single level homes – side by side (town homes)
- Senior housing
- Town homes with green space
- Single family housing

3. What concerns for the area do you have as future development occurs?

- Maintaining property values (+++)
- Not losing close, quiet single family neighborhood feeling – large lot spaces
- Maintain property values – no section 8 housing
- Save trees (++)
- Loss of trees on O'Neil property
- Increased traffic (++)
- Working with Roseville and Ramsey Council on access point coming off of Dale Street – left turns off of north bound Dale or east bound Lovell to north bound Dale is dangerous
- Traffic / turn lanes
- Dale Street is busy – difficult access
- Hwy 36 plans
- High density (++)
- Control height of buildings – transition from higher on Dale Street and lower to the west
- High-rise or low-income housing
- Height of buildings

- Concern about density
- New development too tall for community
- No big ugly building
- Unique – not cookie cutter development
- Safety (++)
- Noise
- Lack of privacy
- Resident parking
- Parking
- Changing lot size
- Ownership of housing, not rental
- Non-rental
- More modern than 1950's ramblers
- Maximize sustainable building protocols, consider rain gardens, PV panels, nice landscaping, good design
- Mixed use
- Commercialization
- No commercial
- Lower income
- No low income housing
- Mistrust of City's ability or willingness to protect city residents
- What are the needs in the community? Senior housing
- Storage
- Looks like it fits
- Regain green space
- Landscaping
- No need for a "gateway" sign

4. Are there specific housing needs that this site could accommodate?

- Underground parking lot – no big surface parking lot (++)
- Town homes (++)
- Town homes – senior citizens
- Twin homes (multigenerational, accessible / universal design)
- Families
- Housing for young families
- Market-rate housing – home ownership
- Single family
- Senior housing
- Senior medium / low density
- No more senior housing
- Something I would like to move into
- Solar, green, environmentally sustainable

- Lower level with street level businesses facing Dale Street available to the community – upper level higher density housing
 - Medical minute clinic as part of median density building with coffee shop
 - Higher end
 - Keep high demand area
 - Continue to access the available pathway to the park
 - Bike way paths
5. What additional information would you like to have in order to assess the opportunities for housing for the Dale Street Station site?
- Information on the HRA
 - Housing needs in Roseville
 - What is density of existing high-density housing?
 - Like idea of transition – starting with single family and moving up in density
 - Adding green space transition
 - What can we learn from other cities (increase in traffic, police / public safety, what transitional pieces work bet in fitting with single family neighborhoods)
 - Impact on taxes – for home owners that exist / value of existing homes
 - What does multifamily additions do to single family home property values?
 - Written list of known limitations
 - Layout of concepts
 - Developer input
- Model mock-ups of development plans showing traffic flow
 - Reconstruction of Dale Street / Hwy 36 overpass – details
 - County plans for Dale Street? Widen??
 - Addition to public stations or transportations to site
 - Plans for Dale Street
 - Dale Street improved / traffic flow
 - Storm sewer that freezes on Cope across from pet cemetery – how will growth impact this?
- Are there development plans for Central Park / Harriet Alexander Nature Center / Wildlife rehab?
 - Collateral damage during construction
 - Building noise, dust
 - Saving trees
 - Side way to B-2 plans?
 - Hwy department plans for Pine Woods / Pet cemetery

Attachment E. Workshop II Block Exercise Summary Sheets (April 25, 2013)

DALE STREET FIRE STATION SITE : TABLE A

SCENARIO #1

**DETAILS:**

Affordable Rental Units: 0
 Market Rate Rental Units: 0
 Home Ownership Units: 47
 Total Units: 47
 Average Building Height: 2 Stories
 Levels, Below Grade Parking: 1
 Total Commercial S.F.: 0

Key Ideas (notes from discussion plus further thoughts):
 n/a

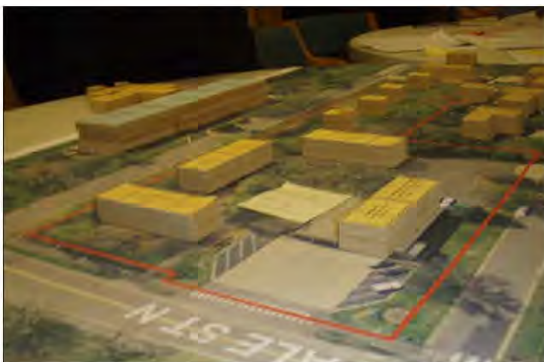
RESULTS:

Total Development Cost: \$17 million
 Sources: \$11 million
 \$5 million gap (30%)
 Home ownership cost \$440,000
 Green space good

CONCLUSION:

Huge financial gap, probably not feasible

SCENARIO #2: FAMILY GREEN

**DETAILS:**

Affordable Rental Units: 0
 Market Rate Rental Units: 0
 Home Ownership Units: 20
 Total Units: 20
 Average Building Height: 2 Stories
 Levels, Below Grade Parking: no
 Total Commercial S.F.: 0

Key Ideas (notes from discussion plus further thoughts):

Central green space for the neighborhood.
 Single family homes next to existing single family homes
 Want to attract young families
 Green space geared towards play areas

RESULTS:

Total Development Cost: \$10 million
 Sources: \$5 million
 \$5 million gap 50%)
 Home ownership cost \$555,000

CONCLUSION:

Huge financial gap, probably not feasible

CORRIDOR DEVELOPMENT INITIATIVE
 DALE STREET FIRE STATION SITE ROSEVILLE
 APRIL 25, 2013

DALE STREET FIRE STATION SITE : TABLE A (PAGE 2)

SCENARIO #3: WE HATE THIS #1



DETAILS:

Affordable Rental Units: 19
 Market Rate Rental Units: 19
 Home Ownership Units: 12
 Total Units: 50
 Average Building Height: 2 Stories
 Levels, Below Grade Parking: 1
 Total Commercial S.F.: 2640

Key Ideas (notes from discussion plus further thoughts):

We don't like it much (we hate it). Group tried to maximize density. 8 units of pocket housing/cottage.
 Don't make it look commercial.
 Large green space.

RESULTS:

Total Development Cost: \$17 million
 Sources: \$13 million
 \$4 million gap (20%)
 Green space good

WITH TIF FUNDING:

Total Development Cost: \$17 million
 Sources: \$15 million
 \$2 million gap (11%)
 Home ownership cost \$410,000

CONCLUSION:

Could possibly be feasible

SCENARIO #2: WE HATE THIS #2



DETAILS:

Affordable Rental Units: 25
 Market Rate Rental Units: 25
 Home Ownership Units: 0
 Total Units: 50
 Average Building Height: 2 Stories
 Levels, Below Grade Parking: 1
 Total Commercial S.F.: 2640

Key Ideas (notes from discussion plus further thoughts):

All rental units. Large green space, 8 cottages

RESULTS:

Total Development Cost: \$18 million
 Sources: \$14 million
 \$4 million gap (20%)
 Green space good

WITH TIF FUNDING:

Total Development Cost: \$18 million
 Sources: \$16 million
 \$2 million gap (10%)
 Home ownership cost: n/a (all rentals)

CONCLUSION:

Could possibly be feasible

CORRIDOR DEVELOPMENT INITIATIVE
 DALE STREET FIRE STATION SITE ROSEVILLE
 APRIL 25, 2013

DALE STREET FIRE STATION SITE : TABLE B

SCENARIO #1: SARA ISLES


DETAILS:

Affordable Rental Units: 0
 Market Rate Rental Units: 0
 Home Ownership Units: 30
 Total Units: 30
 Average Building Height: 1.5 Stories
 Levels, Below Grade Parking: 1
 Total Commercial S.F.: Community center

Key Ideas (notes from discussion plus further thoughts):

Keep the trees on Lovell. Two story row houses with a community center.

RESULTS:

Total Development Cost: \$12 million
 Sources: \$7 million
 \$5 million gap (40%)
 Good green space
 Home ownership cost \$475,000

CONCLUSION:

Huge financial gap, probably not feasible

SCENARIO #2: DARLENA JO


DETAILS:

Affordable Rental Units: 0
 Market Rate Rental Units: 0
 Home Ownership Units: 60
 Total Units: 60
 Average Building Height: 3 Stories
 Levels, Below Grade Parking: 1
 Total Commercial S.F.: 5,000

Key Ideas (notes from discussion plus further thoughts):

Coffee shop at Dale & Lovell
 Driveways with underground parking
 Density on Dale and Cope
 Save the tree by Ken's house

RESULTS:

Total Development Cost: \$21 million
 Sources: \$17 million
 \$3 million gap (15%)
 Home ownership cost \$390,000

CONCLUSION:

Could be feasible, worth playing around with

DALE STREET FIRE STATION SITE : TABLE B (PAGE 2)

SCENARIO #3: MIKE'S MAN CAVE



DETAILS:

Affordable Rental Units: 0
 Market Rate Rental Units: 0
 Home Ownership Units:
 Total Units:
 Average Building Height: Stories
 Levels, Below Grade Parking:
 Total Commercial S.F.: 5,000

Key Ideas (notes from discussion plus further thoughts):

Four story building at the corner of Cope and Dale with first floor commercial (possibly clinic and/or small business like coffee shop)

RESULTS:

Total Development Cost: \$17 million
 Home ownership cost \$400,000

CONCLUSION: With a gap of over 20%, this development is likely not feasible. However, the scenario was also run with TIF dollars included which resulted in a smaller gap and improved feasibility.

SCENARIO #4: ROBERT'S OUT OF SQUARE



DETAILS:

Affordable Rental Units: 18
 Market Rate Rental Units: 18
 Home Ownership Units: 17
 Total Units: 53
 Average Building Height: 3 Stories
 Levels, Below Grade Parking: 1
 Total Commercial S.F.: 0

Key Ideas (notes from discussion plus further thoughts):

Break up apartment massing
 Align townhomes on angles
 Stormwater management in front
 Density along cope across from existing apartments
 Curved drives like Concordia Meadows

RESULTS:

Total Development Cost: \$17 million
 Sources: \$13 million
 \$4 million gap (20%)
 Home ownership cost \$400,000

WITH TIF FUNDING:

Total Development Cost: \$18 million
 Sources: \$15.5 million
 \$2 million gap (11%)

CONCLUSION:

Could be feasible, worth playing around with

CORRIDOR DEVELOPMENT INITIATIVE
 DALE STREET FIRE STATION SITE ROSEVILLE
 APRIL 25, 2013

DALE STREET FIRE STATION SITE : TABLE C

SCENARIO #1: LOVELL GARDENS



DETAILS:

Affordable Rental Units: 0
Market Rate Rental Units: 0
Home Ownership Units: 36
Total Units: 36
Average Building Height: 1.5 Stories
Levels, Below Grade Parking: 1
Total Commercial S.F.: 0

Key Ideas (notes from discussion plus further thoughts):

Single story townhomes along Lovell Avenue, Two story townhomes along Cope Avenue. Large courtyards and shared green space.

RESULTS:

Total Development Cost: \$14 million
Sources: \$9 million
\$15 million gap (30%)
Home ownership cost \$440,000

CONCLUSION:

Huge financial gap, probably not feasible

SCENARIO #2: COPE TOWNHOMES



DETAILS:

Affordable Rental Units: 0
Market Rate Rental Units: 0
Home Ownership Units: 42
Total Units: 42
Average Building Height: 2 Stories
Levels, Below Grade Parking: 1
Total Commercial S.F.: 0

Key Ideas (notes from discussion plus further thoughts):

Two story townhomes along Cope Avenue, single story along Lovell Avenue.

RESULTS:

Total Development Cost: \$15 million
Sources: \$10 million
\$5 million gap (33%)
Home ownership cost \$415,000

CONCLUSION:

Huge financial gap, probably not feasible

DALE STREET FIRE STATION SITE ; TABLE C (PAGE 2)

SCENARIO #3: WOW! LOTS OF HOMES!



DETAILS:

Affordable Rental Units: 0
 Market Rate Rental Units: 0
 Home Ownership Units: 76
 Total Units: 76
 Average Building Height: 3-4 Stories
 Levels, Below Grade Parking: 1
 Total Commercial S.F.: 0

Key Ideas (notes from discussion plus further thoughts):

Increased density to see if they could come closer to breaking even

RESULTS:

Total Development Cost: \$25 million
 Sources: \$19 million
 \$6 million gap
 Home ownership cost \$275,000

WITH TIF FUNDING:

Total Development Cost: \$25 million
 Sources: \$19 million
 \$3 million gap (13%)

CONCLUSION:

May be worth exploring further.

SCENARIO #4: DEAN GALVIN INSPIRATION



DETAILS:

Affordable Rental Units: 0
 Market Rate Rental Units: 26
 Home Ownership Units: 26
 Total Units: 52
 Average Building Height: Stories 3
 Levels, Below Grade Parking: 1
 Total Commercial S.F.: 5,000

Key Ideas (notes from discussion plus further thoughts):

Four story building at the corner of Cope and Dale with first floor commercial (possibly clinic and/or small business like coffee shop)

RESULTS:

Total Development Cost: \$16 million
 Home ownership cost \$440,000

CONCLUSION: Feasible! The financing gap for this building was estimated at just under 20%.

If TIF was included it brought the gap down to less than 10%.

Attachment F. Summary of Findings of the Housing Update for Roseville, MN (Maxfield Research)



April 11, 2013

Ms. Jeanne Kelsey
Roseville HRA
2660 Civic Center Drive
Roseville, MN 55113

RE: Summary of Findings of the Housing Update for Roseville, Minnesota

This is a brief summary of some of the key findings of the most recent Housing Assessment update for Roseville, Minnesota.

Demographic Findings

From 2000 to 2010, Roseville experienced a small population decrease of only -30 people (0.1%); this has been typical of first ring suburbs in the Twin Cities that are largely fully-developed and whose populations are generally aging. As of 2013, Roseville is estimated to have 34,540 people, an increase over 2010 (33,660 people).

Roseville gained 25 households between 2000 and 2010, indicating that there has been household growth despite the population decline. Household sizes are generally becoming smaller; fewer people are living in each household. As of 2013, Roseville is estimated to have 15,000 households, an increase from 2010 (14,623 households).

Between 2000 and 2010, the age groups that experienced the most significant numerical growth were the 55 to 64 age group (733 people) and those age 85 or older (320 people). Smaller increases also occurred among the age group 25 to 34 (295 people), 45 to 54 (261 people) and those under 18 (114 people). Between 2010 and 2020, the greatest growth is forecast to occur among people ages 55 and older.

The median household income in Roseville is estimated at \$57,750 as of 2013. Between 2013 and 2018, the median household income is expected to increase to \$70,910, a projected annual average increase of 4.0% per year.

As of 2010, 67% of households in Roseville owned their housing and 33% rented their housing. This is very similar to the Twin Cities Metro Area as a whole where 70% owned their housing and 30% rented as of 2010.

Household types are experiencing the most significant shifts over the past ten years. The number of married couples with children continues to decrease throughout the Metropolitan Area. In Roseville, married couple families with children decreased by -288 households over the decade while the number of households living alone increased by 248. Other family households, primarily single-parent

households, increased by 261 households during the same period. These trends are very similar to those in other nearby communities.

Outside of the City of St. Paul, Roseville has a significant number of jobs. As of 2010, employment was estimated at 35,104 jobs. As of 2012, employment is estimated at 37,043 jobs, an increase of 1,939 jobs over the two-year period. The number of jobs in Roseville as of 2005 was estimated at 37,887 jobs, pre-recession. The current employment figure shows that Roseville has nearly recovered all of the jobs that were lost since 2005.

Roseville is centrally located within the Twin Cities Metropolitan Area and commuting data reflects this. An almost equal number of Roseville residents commute to Minneapolis (3,299) or St. Paul (3,023) for work. Another 4,169 people commute to other areas of the Metro.

Current Market Situation

The estimated median home value in Roseville as of 2012 was \$232,200 compared to \$150,000 for the Twin Cities Metro Region. The range of home sales in Roseville in 2012 was \$65,000 to \$587,000 for single-family homes and \$29,000 to \$574,000 for multifamily homes. Again, these ranges generally represent older homes. The average age of single-family homes that recently sold in Roseville was 1959 and 1982 for multifamily homes. New construction would have home values toward the higher end of these ranges. New home construction would have prices that are likely to exceed \$250,000 for both single-family and multifamily.

Between 2000 and 2012, Roseville added 597 owned housing units and 319 rental units.

Approximately 38% of the City's existing land (3,339 acres) is residential with the majority of that land occupied by single-family detached residences (88%). Multifamily housing accounts for 3.1% (279 acres) of the existing land supply.

There are fourteen vacant parcels that are currently zoned for high-density uses (12+ units per acre). Three of the fourteen are more than four acres in size.

- 1) SW Corner of Dale Street N and County Road C West – 4.5 acres
- 2) SW Corner of Oxford Street N and Woodhill Drive – 4.54 acres
- 3) South of County Road D West and east of Old Highway 8 – 8.60 acres

Multifamily housing may occur in the Mixed Use Districts, which total 31.7 acres or by rezoning land that would be attractive for the development of multifamily housing.

Townhomes or twinhomes are most likely to be located within Medium Density Residential Districts. There are 19 vacant parcels with a total of 6.06 acres available. Some larger parcels in Low Density Residential Districts could also be considered for townhomes or twin homes.

The 4th Quarter 2012 rental vacancy rate in Roseville was 3.3%, indicating some pent-up demand for additional rental units in Roseville. There have not been any significant large scale rental developments in Roseville since the Lexington was constructed in the 1990s. The average rental rate for Roseville as of 1st Quarter 2013 was \$880 per month. This figure reflects primarily older apartment developments.

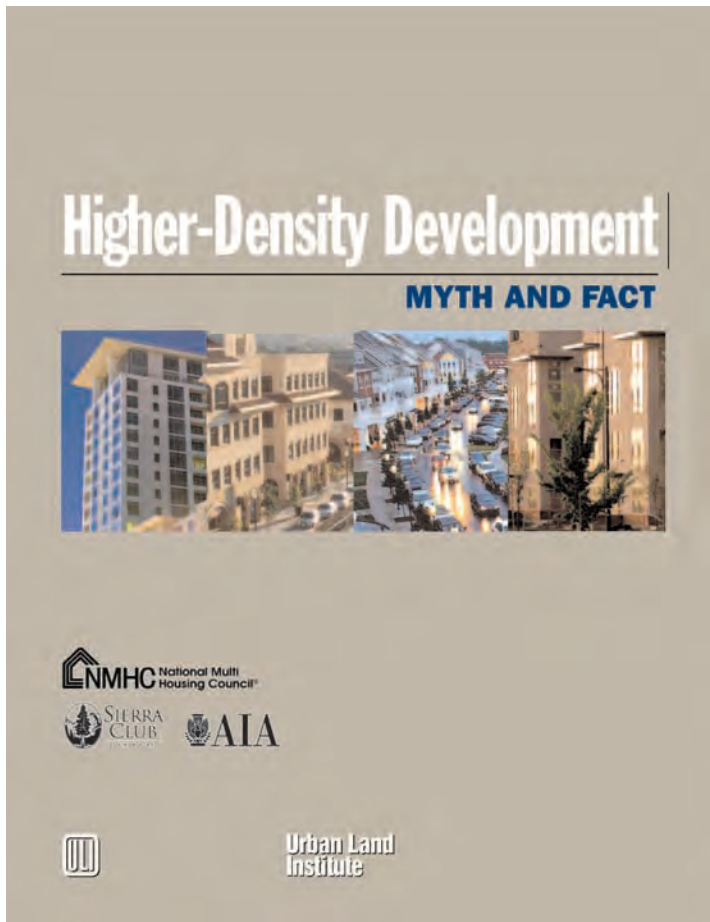
Ms. Jeanne Kelsey
Roseville HRA

April 11, 2013
Page 3

New construction would require monthly rents that are substantially higher than this level. New construction market rate rental would most likely have an average rental rate of between \$1,300 to \$1,500 per month.

Roseville continues to be a highly desirable residential location. It is centrally located within the Twin Cities Metro Area, has significant employment opportunities, abundant retail goods and services and other significant community amenities.

Attachment G. High Density Development: Myth and Fact (NHMC, AIA, Sierra Club)



About NMHC—the National Multi Housing Council

NMHC is a national association representing the interests of the nation's larger and most prominent apartment firms. NMHC advocates on behalf of rental housing, conducts apartment-related research, encourages the exchange of strategic business information, and promotes the desirability of apartment living. One-third of Americans rent their housing, and 15 percent of all U.S. households live in an apartment home.

Doug Bibby, *President*

About Sierra Club

The Sierra Club's members are 700,000 of your friends and neighbors. Inspired by nature, we work together to protect our communities and the planet. The Club is America's oldest, largest, and most influential grass-roots environmental organization.

Larry Fahn, *President*

About AIA—the American Institute of Architects

Since 1857, the AIA has represented the professional interests of America's architects. As AIA members, more than 75,000 licensed architects, emerging professionals, and allied partners express their commitment to excellence in design and livability in our nation's buildings and communities. Members adhere to a code of ethics and professional conduct that assures the client, the public, and colleagues of an AIA-member architect's dedication to the highest standards in professional practice.

Douglas L. Steidl, *President*

About ULI—the Urban Land Institute

ULI—the Urban Land Institute is a nonprofit educational and research institute supported by its members. Its mission is to provide responsible leadership in the use of land to enhance the total environment. ULI sponsors educational programs and forums to encourage an open exchange of ideas and sharing of experiences; initiates research that anticipates emerging land use trends and issues and proposes creative solutions based on that research; provides advisory services; and publishes a wide variety of materials to disseminate information on land use and development. Established in 1936, the Institute has more than 24,000 members and associates from more than 80 countries representing the entire spectrum of the land use and development disciplines.

Richard M. Rosan, *President*

ULI Project Staff

ULI Project Staff	Nancy H. Stewart
Rachelle L. Levitt	<i>Director, Book Program</i>
<i>Senior Vice President, Policy and Practice</i>	<i>Managing Editor</i>
<i>Publisher</i>	
Gayle Berens	Barbara M. Fishel/Editech
<i>Vice President, Real Estate Development</i>	<i>Manuscript Editor</i>
<i>and Practice</i>	
Richard M. Haughey	Betsy Van Buskirk
<i>Director, Multifamily Development</i>	<i>Art Director</i>
<i>Project Director</i>	
<i>Principal Author</i>	Anne Morgan
	<i>Graphic Design</i>
Elam Thomas Sprenkle	Diann Stanley-Austin
Alexa Bach	<i>Director, Publishing Operations</i>
<i>Contributing Authors</i>	

Recommended bibliographic listing:

Haughey, Richard M. *Higher-Density Development: Myth and Fact*. Washington, D.C.: ULI—the Urban Land Institute, 2005.

ULI Catalog Number: N27

International Standard Book Number: 0-87420-941-2

©2005 by ULI—the Urban Land Institute

1025 Thomas Jefferson Street, N.W.

Suite 500 West

Washington, D.C. 20007-5201

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ULI Review Committee

Elinor R. Bacon
President
ER Bacon Development, LLC
Washington, D.C.

Edward T. McMahon
Senior Resident Fellow,
Sustainable Development
ULI—the Urban Land Institute
Washington, D.C.

Maureen McAvey
Senior Resident Fellow,
Urban Development
ULI—the Urban Land Institute
Washington, D.C.

Debra Stein
President
GCA Strategies
San Francisco, California

Representatives of the partners who directed this work:

NMHC
 Doug Bibby, *President*
 Kimberly D. Duty, *Vice President of Communications*
 Michael H. Tucker, *Director of Communications*

Sierra Club
 Neha Bhatt, *Associate Washington Representative*
Challenge to Sprawl Campaign
 Eric Olson, *Associate Washington Representative*
Challenge to Sprawl Campaign

AIA
 David T. Downey, *Managing Director*
AIA Center for Communities by Design

ULI
 Richard M. Haughey, *Director, Multifamily Development*

As this country continues to grow and change, communities are left to figure out where all these new people will live, work, and shop. New markets are emerging for real estate that offers a more convenient lifestyle than is offered by many low-density sprawling communities. New compact developments with a mix of uses and housing types throughout the country are being embraced as a popular alternative to sprawl. At the core of the success of these developments is density, which is the key to making these communities walkable and vibrant.

Unfortunately, in too many communities higher-density mixed-use development is difficult to construct because of zoning and building codes that favor low-density development with segregated uses and because of opposition from the community. This publication looks at several myths surrounding higher-density development and attempts to dispel them with facts to help dismantle the many barriers such developments face.

ULI is proud to have partnered with NMHC—the National Multi Housing Council, Sierra Club, and AIA—the American Institute of Architects on this publication. This convergence of interests highlights the importance each organization has placed on finding a new development pattern that better fits the needs of a growing and changing country.

ULI will continue to provide forums in which all stakeholders can explore and debate issues about growth and development patterns and how properly designed and incorporated density can be used to accommodate new growth. ULI will conduct research, produce well-balanced information, and identify best practices on issues relevant to growth and density. Through these efforts, ULI and its partners hope to play a role in planning a better development pattern for the future.

Harry H. Frampton III
Chair

Myth and Fact

America's changing population is creating demand for new types of homes, offices, and retail outlets. Better solutions are needed to the challenges created by changing demographics, dwindling natural areas, smog and public health issues, shrinking municipal budgets, and traffic congestion. Communities that answer these challenges will develop into great places to live.

America will add roughly 43 million new residents—that's 2.7 million new residents per year—between now and 2020.¹ America is not only growing but also undergoing dramatic demographic changes. The traditional two-parent household with children is now less than a quarter of the population and getting proportionally smaller. Single-parent households, single-person households, empty nesters, and couples without children make up the new majority of American households, and they have quite different real estate needs.² These groups are more likely to choose higher-density housing in mixed-density communities that offer vibrant neighborhoods over single-family houses far from the community core.

The fact is that continuing the sprawling, low-density haphazard development pattern of the past 40 years is unsustainable, financially and otherwise. It will exacerbate many of the problems sprawl has already created—dwindling natural areas and working farms, increasingly longer commutes, debilitating traffic congestion, and harmful smog and water pollution. Local officials now realize that paying for basic infrastructure—roadways and schools, libraries, fire, police, and sewer services—spread over large and sprawling distances is inefficient and expensive.

Most public leaders want to create vibrant, economically strong communities where citizens can enjoy a high quality of life in a fiscally and environmentally responsible manner, but many are not sure how to achieve it. Planning for growth is a comprehensive and complicated process that requires leaders to employ a variety of tools to balance diverse community interests. Arguably, no tool is more important than increasing the density of existing and new communities, which includes support for infill development, the rehabilitation and reuse of existing structures, and denser new development. Indeed, well-designed and well-integrated higher-density development makes successful planning for growth possible.

Density refers not only to high-rise buildings. The definition of density depends on the context in which it is used. In this publication, *higher density* simply means new residential and commercial development at a density that is higher than what is typically found in the existing community. Thus, in a sprawling area with single-family detached houses on one-acre lots, single-family houses on one-fourth or one-eighth acre are considered higher density. In more densely populated areas with single-family houses on small lots, townhouses and apartments are considered higher-density development. For many suburban communities, the popular mixed-use town centers being developed around the country are considered higher-density development.

Most land use professionals and community leaders now agree that creating communities with a mix of densities, housing types, and uses could be the antidote to sprawl when implemented regionally. And across the country, the general public is becoming more informed and engaged in making the tough land use choices that need to be made while understanding the consequences of continuing to grow as we have in the past. Many have also come to appreciate the “place-making” benefits of density and the relationship between higher-density development and land preservation. Media coverage of the topic of growth and development has also evolved. Past media coverage of growth and development issues was often limited to the heated conflicts between developers and community residents. Many in the media are now presenting more thoughtful and balanced coverage, and several editorial boards support higher-density developments in their communities as an antidote to regional sprawl.

Yet despite the growing awareness of the complexity of the issue and growing support for higher-density development as an answer to sprawl, many still have questions and fears related to higher-density development. How will it change the neighborhood? Will it make traffic worse? What will happen to property values? And what about crime? Ample evidence—documented throughout this publication—suggests that well-designed higher-density development, properly integrated into an existing community, can become a significant community asset that adds to the quality of life and property values for existing residents while addressing the needs of a growing and changing population.

Many people’s perception of higher-density development does not mesh with the reality. Studies show that when surveyed about higher-density development, those interviewed hold a negative view. But when shown images of higher-density versus lower-density development, people often change their perceptions and prefer higher density.³ In a recent study by the National Association of Realtors® and Smart Growth America, six in ten prospective homebuyers, when asked to choose between two communities, chose the neighborhood that offered a shorter commute, sidewalks, and amenities like shops, restaurants, libraries, schools, and public transportation within walking distance. They preferred this option over the one with longer commutes and larger lots but limited options for walking.⁴ The 2001 American Housing Survey further reveals that respondents cited proximity to work more often than unit type as the leading factor in housing choice.⁵ Such contradictions point to widespread misconceptions about the nature of higher-density development and sprawl. Several of these misconceptions are so prevalent as to be considered myths.

To some degree, these myths are the result of memories people have of the very-high-density urban public housing projects of the 1960s and 1970s that have been subsequently deemed a failure. Somehow, the concept of density became associated with the negative imagery and social problems of depressed urban areas. The reality

is that complex interrelated factors such as the high concentration of poverty and poor educational and employment opportunities combined to doom the public housing projects. Even very-high-density housing can be practical, safe, and desirable. For example, the mixed-income apartments and condominiums or luxury high rises in New York and Chicago—some of the safest and most expensive housing in the country—prove that density does not equal an unsafe environment.

The purpose of this publication is to dispel the many myths surrounding higher-density development and to create a new understanding of density that goes beyond simplistic negative connotations that overestimate its impact and underestimate its value. Elected officials, concerned citizens, and community leaders can use this publication to support well-designed and well-planned density that creates great places and great communities that people love. With the anticipated population growth and continuing demographic and lifestyle changes, consensus is building that creating communities with a mix of densities, housing types, and uses will be both necessary and desirable.

Higher-Density Development: Myth and Fact is the sixth in a series of Urban Land Institute myth and fact booklets. The series is intended to clarify misconceptions surrounding growth and development. Other topics covered have included transportation, smart growth, urban infill housing, environment and development, and mixed-income housing.

Higher-Density Development: Myth and Fact examines widespread misconceptions related to higher-density development and seeks to dispel them with relevant facts and information. Although the benefits of higher-density development are often understated, so are the detrimental effects of low-density development. The advantages and drawbacks of higher-density development are compared throughout this publication with the alternative of low-density development. In the process, misconceptions regarding low-density development are also addressed.

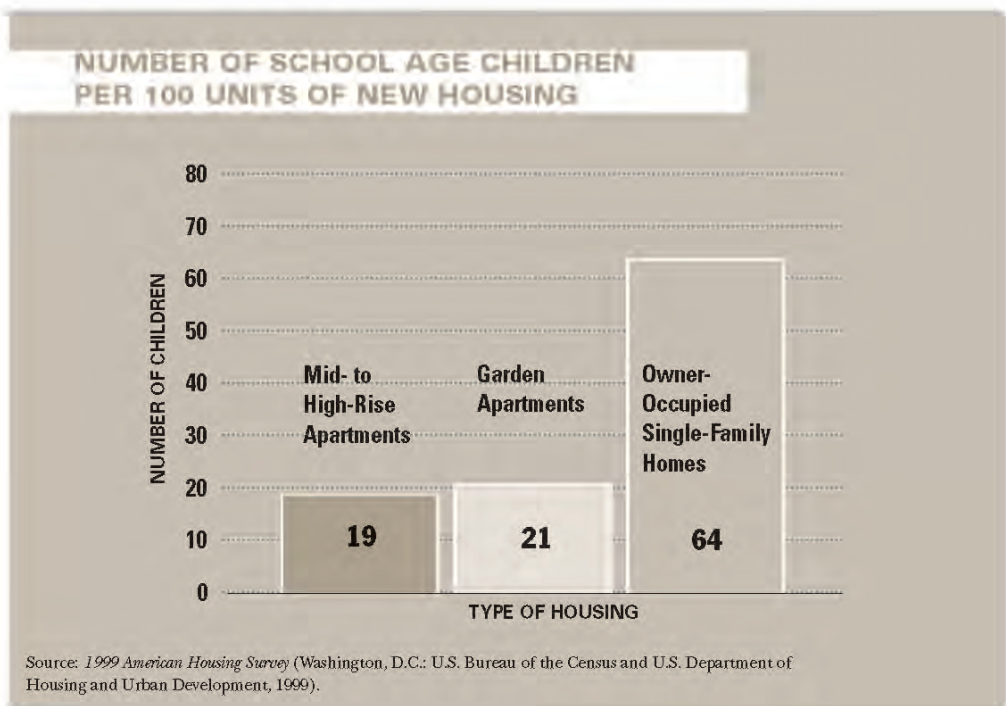
MYTH

Higher-density development overburdens public schools and other public services and requires more infrastructure support systems.

FACT

The nature of who lives in higher-density housing—fewer families with children—puts less demand on schools and other public services than low-density housing. Moreover, the compact nature of higher-density development requires less extensive infrastructure to support it.

Public officials across the country struggle to afford the infrastructure needed to support sprawling development. A recent study analyzing the costs of sprawl estimated that more than \$100 billion in infrastructure costs could be saved over 25 years by pursuing better planned and more compact forms of development.⁶ The issue has transcended political parties and ideologies and has become an issue of basic fiscal responsibility. California's Republican Governor Arnold Schwarzenegger has criticized "fiscally unsustainable sprawl,"⁷ while Michigan's Democratic Governor Jennifer Granholm has noted that sprawl "is hampering the ability of this state and its local governments to finance public facilities and service improvements."⁸



Progressive and conservative groups have identified sprawl as a real problem. Charter of the New Urbanism states that “placeless sprawl” is an “interrelated community building challenge.”⁹ Conservative groups have concluded that “sprawl is in fact a conservative issue” with “conservative solutions” and that “sprawl was in large part created through government intervention in the economy.”¹⁰

Indeed, numerous government policies over the last half century have led to and supported sprawl. Historically, federal spending for transportation has subsidized large-scale highway construction over other modes of transportation. Financing policies from the Federal Housing Administration have promoted suburban subdivisions across the nation. Large lot exclusionary zoning has forced the artificial separation of land uses, leading to large distances between employment centers, housing, and retail. But many government agencies now realize they cannot afford to continue providing the infrastructure and public services that sprawl demands.

Not only do local governments absorb much of the cost of more and more roadways, profoundly longer water and electrical lines, and much larger sewer systems to support sprawling development, they must also fund public services to the new residents who live farther and farther from the core community. These new residents need police and fire protection, schools, libraries, trash removal, and other services. Stretching all these basic services over ever-growing geographic areas places a great burden on local governments. For example, the Minneapolis/St. Paul region built 78 new schools in the suburbs between 1970 and 1990 while simultaneously closing 162 schools in good condition located within city limits.¹¹ Albuquerque, New Mexico, faces a school budget crisis as a result of the need to build expensive new schools in outlying areas while enrollment in existing close-in schools declines.

PROFILE



Located within walking distance of a Washington, D.C., Metro stop, the Market Common provides housing, offices, retail, and restaurants on a ten-acre site that was formerly a parking lot.

The Market Common Clarendon

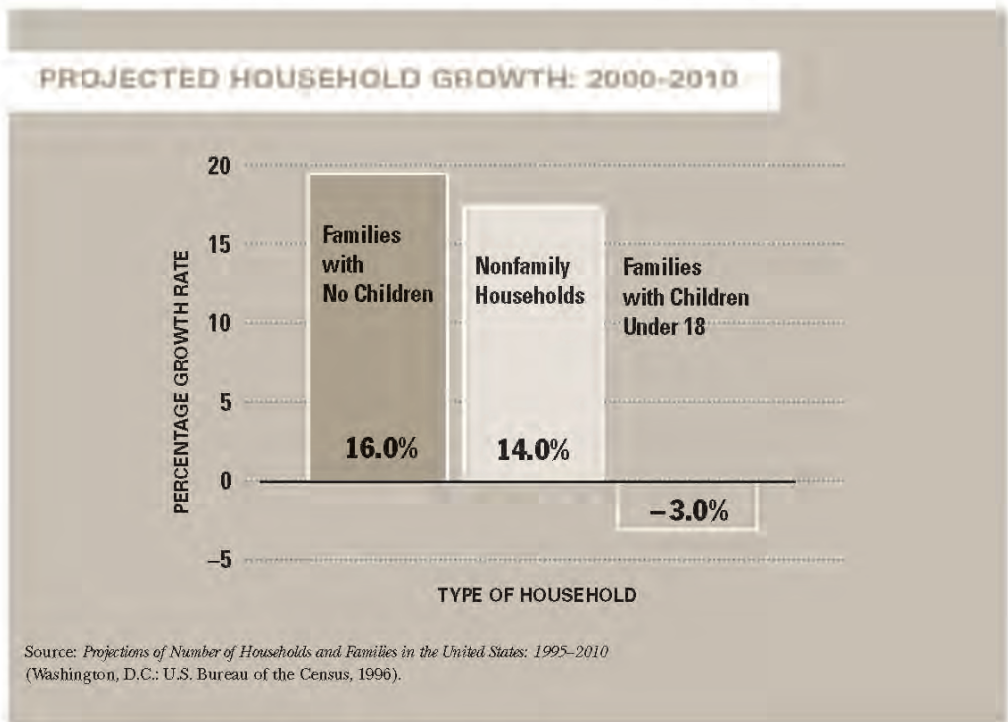
Located on the site of a former parking lot and occupying roughly ten acres of land, the Market Common in Clarendon, Virginia, just outside Washington, D.C., provides 300 Class A apartments, 87 townhouses, 100,000 square feet of office space, and 240,000 square feet of prime retail space. Located within walking distance of the Orange Line of Washington’s extensive subway system, residents can leave their cars parked while they take public transit to work. They can also walk to a Whole Foods grocery store adjacent to the highly successful development. Prominent national retailers occupy the ground level of the building, and structured parking is provided. The compact development form of the Market Common promotes walking, biking, and using public transit over autos. The apartments are attractive to young professionals without children, lessening the impact on the county’s school system. The project is the result of a successful collaboration of McCaffery Interests, Arlington County officials, and citizens of the Clarendon neighborhood; it has spurred new retail, office, and residential construction on neighboring sites.

Unfortunately for local governments, a growing body of evidence shows that sprawling development often does not pay enough property tax to cover the services it requires. A study conducted for a suburban community outside Milwaukee found that public services for an average-price single-family house in that community cost more than twice as much as the property taxes paid by the homeowner.¹²

One reason for the disparity between property tax revenue and the cost of public services is expenditures for public schools. Low-density suburbs and exurban areas generally attract families with more school-age children. In fact, single-family developments average 64 children for every 100 units, compared with only 21 children for every 100 units of garden apartments and 19 children for every 100 units of mid- to high-rise apartments.¹³ The reason is that multifamily housing attracts predominantly childless couples, singles, and empty nesters.

And although apartment renters do not pay property tax directly, apartment owners do. Apartments are also usually taxed at a higher commercial real estate tax rate,¹⁴ so a typical mixed-use development with retail, office, and apartments may subsidize the schools and other public services required by residents of low-density housing in the same community. This phenomenon is further exacerbated because many multifamily developments and retail and office establishments pay for their own trash disposal, shuttle buses, and security.

Reducing the distance between homes, shops, and offices also reduces the cost of public infrastructure. According to one of many studies, “The public capital and operating costs for close-in, compact development [are] much lower than they [are] for fringe, scattered, linear, and satellite development.”¹⁵ And many of these studies do not take into account the advantages created by making public transit



more feasible as well as making delivery of basic services like mail delivery, trash collection, and police and fire protection more efficient.

Another emerging body of research suggests that higher-density development is an important component of economic development initiatives and helps attract new employers. “Information economy” is a term used to define the growing industries based on the economics of the Internet, information goods, and intellectual property. Workers in this field are known as “knowledge workers,” and many believe they are the future of the American economy. These workers are comfortable with the latest technology and, because their skills are transferable, choose their jobs based on the attributes of the town or city where they are located. They seek out vibrant, diverse urban centers that offer access to technology, other knowledge workers, and lifestyle.¹⁶

The economic development game has changed. Employers now follow the workers rather than the other way around. Therefore, communities that focus on providing a high quality of life with the energy and vitality created by urban centers will be much more likely to attract these highly prized, talented, and productive workers than communities of faceless sprawl. Companies that understand the appeal of these communities are making relocation decisions with these workers in mind. Studies have shown that increasing employment density increases labor productivity, generally by reducing commuting times.¹⁷

Thus, introducing higher-density projects into a community will actually increase that community’s revenue without significantly increasing the infrastructure and public service burdens. Blending apartments into low-density communities can help pay for schools without drastic increases in the number of students. Diversifying housing options and adding amenities like shops and offices close by will improve the quality of life and attract businesses and people that will strengthen the community’s economic stability. Increasing density provides a real economic boost to the community and helps pay for the infrastructure and public services that everybody needs.

PROFILE

Highlands’ Garden Village

Built on the site of the Elitch Gardens amusement park in Denver, Highlands’ Garden Village is a walkable, transit-linked community and a financially viable model for environmentally responsible infill development. New York-based developer Jonathan Rose & Companies developed single-family homes, townhouses, seniors’ and multifamily apartments, cohousing, offices, and retail space on the site. At the center, a historic theater and carousel from the original amusement park are being transformed



Highlands’ Garden Village reuses some structures from the amusement park previously located on the site. The compact development, combined with a variety of uses and housing types, uses public infrastructure more efficiently than low-density sprawling development.

into a community performing arts center and a walking labyrinth. Berkeley, California-based Calthorpe Associates designed a plan that put new homes on three sides of a square-shaped village and a commercial “main street” on the fourth. Restaurants, studios, and shops line the street with live/work townhouses and offices above, giving residents the opportunity to live, work, and shop in the same community. The proximity of amenities, location near downtown, and convenience of public bus lines encourage people to walk and reduce travel costs.

MYTH

Higher-density developments lower property values in surrounding areas.

FACT

No discernible difference exists in the appreciation rate of properties located near higher-density development and those that are not. Some research even shows that higher-density development can increase property values.

The precise value of real estate is determined by many factors, and isolating the impact of one factor can be difficult. Although location and school district are the two most obvious determining factors of value, location within a community and size and condition of the house also affect value. Several studies have examined whether multifamily housing has any impact on the value of nearby single-family detached houses. These studies have shown either no impact or even a slightly positive impact on appreciation rates.

PROFILE



HAILE PLANTATION CORPORATION

Haile Plantation

Haile Plantation is a Gainesville, Florida, icon. Although it is denser than surrounding communities, the values of homes in Haile Plantation are often higher than the values of houses in neighboring lower-density communities, because the traditional neighborhood design employed there makes Haile Plantation more desirable and valuable. Beginning with the master plan in 1979, Haile Plantation has been called one of the first new urbanist communities in the country. Developers Bob Rowe and Bob Kramer in conjunction with the Haile Plantation Corporation developed the 1,700-acre site to include more than 2,700 units, ranging from single-family homes to townhouses and garden apartments. The sense of community has only grown with the expansion of the development to include a town center, a village green, trails, civic uses, and offices. Indeed, it is density and diversity that together add value to this popular Florida community.

Homes in Haile Plantation sell for more than neighboring homes because prospective buyers view the traditional neighborhood design as a valuable and desirable amenity.

For instance, one study by the National Association of Home Builders looked at data from the American Housing Survey, which is conducted every two years by the U.S. Census Bureau and the Department of Housing and Urban Development. It found that between 1997 and 1999, the value of single-family houses within 300 feet of an apartment or condominium building went up 2.9 percent a year, slightly higher than the 2.7 percent rate for single-family homes without multifamily properties nearby.¹⁸

Another study, commissioned by the Family Housing Fund in Minnesota, studied affordable apartments in 12 Twin Cities neighborhoods and found “little or no evidence to support the claim that tax-credit family rental developments in [the] study eroded surrounding home values.”¹⁹ And a long-term study by Harvard University’s Joint Center for Housing Studies published in 2003 also confirms that apartments pose no threat to nearby single-family house values, based on U.S. Census data from 1970 to 2000.²⁰

Not only is there compelling evidence that increased density does not hurt property values of nearby neighbors: researchers at Virginia Tech University have concluded that over the long run, well-placed market-rate apartments with attractive design and landscaping actually increases the overall value of detached houses nearby.²¹ They cite three possible reasons. First, the new apartments could themselves be an indicator that an area’s economy is vibrant and growing. Second, multifamily housing may increase the pool of potential future homebuyers, creating more possible buyers for existing owners when they decide to sell their houses. Third, new multifamily housing, particularly as part of mixed-use development, often makes an area more attractive than nearby communities that have fewer housing and retail choices.²²

PROFILE

Echelon at Lakeside

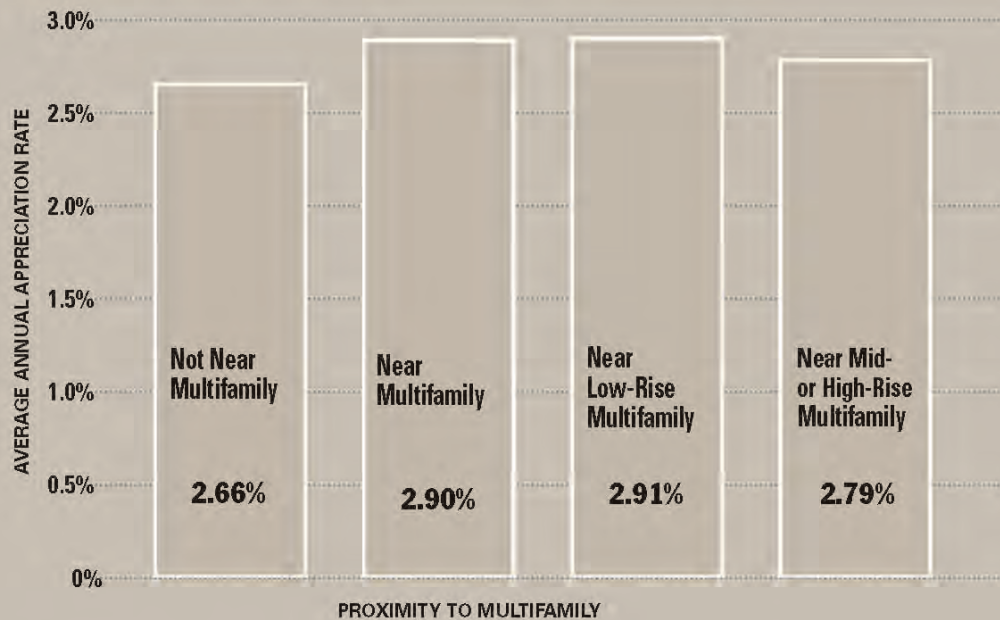
Echelon at Lakeside is the only multifamily development in an upscale, master-planned single-family suburban neighborhood of Lakeside on Preston in Plano, Texas a suburb of Dallas. Florida-based developers Echelon Communities, LLC, overcame initial community opposition from area residents through high-quality innovative design. The award-winning architecture blends seamlessly with the surrounding neighborhood’s traditional style. Larger-than-normal floor plans, individual entries, and attached garages combine to mirror the grand



The award-winning apartments at Echelon at Lakeside were designed to blend with the neighboring luxury homes.

estates in the surrounding communities. Although street elevations make the buildings appear to be one single-family home, they actually house several multifamily units. Memphis-based architects Looney Ricks Kiss used five building types and three building styles. All units include high-quality interior finishes; community amenities include a resort-style pool, fitness facility, clubroom, business and conference center, and full-time concierge.

AVERAGE ANNUAL APPRECIATION FOR SINGLE-FAMILY DETACHED HOMES BY NEARNESS TO MULTIFAMILY BUILDINGS



Source: NAHB computations based on data in the *American Housing Survey*: 1997 and 1999 (Washington, D.C.: U.S. Bureau of the Census and U.S. Department of Housing and Urban Development, 1997 and 1999).

Concerned citizens should use the entitlement process to demand high-quality development in their communities while understanding that density and adjacent property values are not inversely related. Higher-density real estate developers and investors in higher-density real estate need to appreciate the fact that most Americans' wealth is held in their home equity. Therefore, changes in property values can have very real consequences to existing property owners. Likewise, homeowners would benefit from knowing that developers make a substantial financial commitment when investing in new higher-density projects. This investment is an incentive to make the project successful, which can give the community leverage in working with the developer. Such interrelated and overlapping economic interests among these stakeholders make it all the more likely that a mutually beneficial agreement can be reached. Such an agreement can result in a project that enhances the existing community, ensures the appreciation of residents', developers', and the local government's financial interests, and addresses the needs of current and future residents of the community and region.

3 MYTH FACT

Higher-density development creates more regional traffic congestion and parking problems than low-density development.

Higher-density development generates less traffic than low-density development per unit; it makes walking and public transit more feasible and creates opportunities for shared parking.

Most people assume that higher-density development generates more traffic than low-density development and that regional traffic will get worse with more compact development. In fact, the opposite is true. Although residents of low-density single-family communities tend to have two or more cars per household, residents of high-density apartments and condominiums tend to have only one car per household.²³ And according to one study using data from the National Personal Transportation Survey, doubling density decreases the vehicle miles traveled by 38 percent.²⁴

PROFILE

Mockingbird Station

The residents of Mockingbird Station in Dallas, Texas, are far less dependent on their cars, because they have a whole host of amenities at their doorstep. Dallas developer Ken Hughes partnered with Denver-based Simpson Housing Group to create the ten-acre pedestrian-oriented urban village, which includes 216 loft apartments, an eight-screen film center and café, more than 90 shops and restaurants, offices, an enclosed public plaza, and parking, all directly linked to the Dallas Area Rapid Transit (DART) light-rail system. Mockingbird Station provides direct platform access to DART trains, which offer residents an eight-minute commute to Dallas's central business district and a single train connection to the Dallas Convention Center, Reunion Arena, and other downtown entertainment. The new village is also immediately adjacent to the campus of Southern Methodist University and within walking distance of the university's new stadium and sports center. RTKL created architecture reminiscent of historic train stations but with a modern twist to the materials and detailing. Although only limited driving is necessary, a parking garage is provided but placed out of sight and underground. The myriad materials, architectural styles, and amenities create a vibrant transit-oriented community.



Residents of Mockingbird Station can leave their cars in the garage and take an eight-minute train ride to downtown Dallas; they can also walk to shops, offices, and a movie theater.

The reason is that higher-density developments make for more walkable neighborhoods and bring together the concentration of population required to support public transportation. The result is that residents in higher-density housing make fewer and shorter auto trips than those living in low-density housing.²⁵ Condominium and townhouse residents average 5.6 trips per day and apartment dwellers 6.3 car trips per day, compared with the ten trips a day averaged by residents of low-density communities. (A trip is defined as any time a car leaves or returns to a home.)

Increasing density can significantly reduce dependency on cars, but those benefits are even greater when jobs and retail are incorporated with the housing. Such mixed-use neighborhoods make it easier for people to park their car in one place and accomplish several tasks, which not only reduces the number of car trips required but also reduces overall parking needs for the community. But if retail uses are to survive, they must be near households with disposable income. Having those households within walking distance of the shops builds in a market for the stores. One study indicates that in some markets, 25 to 35 percent of retail sales must come from housing close to shops for the shops to be successful.²⁶

PROFILE

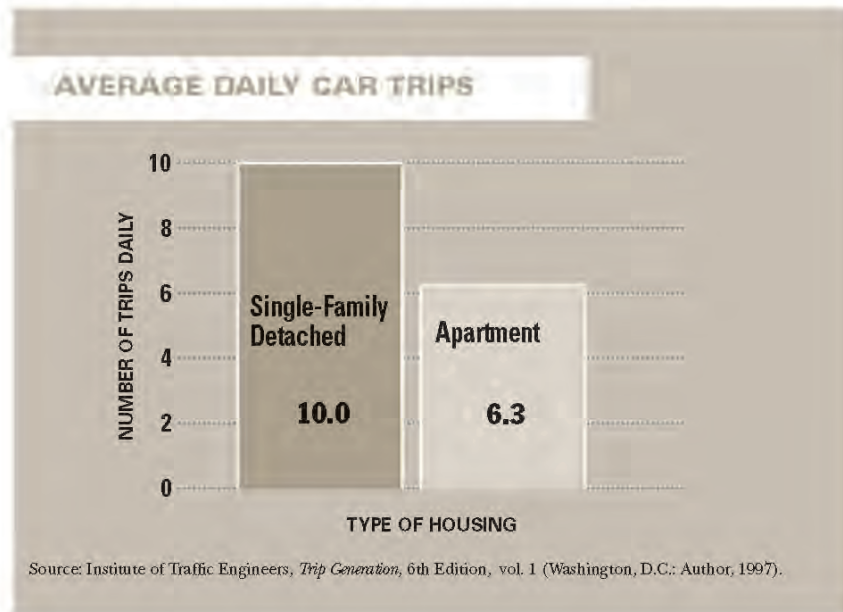
Southwest Station

The Southwest Metro Transit Commission is a small suburban bus system near Minneapolis that serves downtown Minneapolis and numerous other employment and recreation centers, including Minnesota Twins baseball games. The American Public Transportation Association calls it the “best small system in the country.” In an effort to capitalize and expand on the success of the system, the commission has encouraged transit-oriented development at its bus stops. In Eden Prairie, Minnesota, the commission completed a bus depot and five-story parking garage on 22 acres of excess right-of-way. In 2001, it started selling land around the transit complex for retail and residential development. Restaurants, shops, and more than 250 apartments, condominiums, and townhouses soon followed. The new development generated revenue for the commission, new public transit riders, affordable convenient housing, and a suburban lifestyle with the amenities usually afforded only to city dwellers.



The Southwest Metro Transit Commission in suburban Minneapolis runs an award-winning bus system and has encouraged higher-density development around transit stops, like this one at Southwest Station in Eden Prairie, Minnesota.

With a typical family now making more car trips for family, personal, social, and recreational reasons than for commuting to work,²⁷ reducing the number of noncommuting trips takes on greater importance in the battle to reduce traffic congestion and parking problems. A case study in Washington, D.C., found that workers in dense downtown Washington made 80 percent of their mid-day trips by foot while suburban workers made 67 percent of their mid-day trips by car.²⁸ Although a suburban office park would never reach the density levels of a downtown area, planners can still reduce the auto dependency of suburban office workers by using some of the same design techniques. Concentrating density around



suburban offices, allowing and encouraging retail and restaurants in and near the offices, and planning for pedestrian and bike access can all reduce the number of lunchtime car trips required by office workers.

Higher-density mixed-used developments also create efficiencies through shared parking. For example, office and residential uses require parking at almost exact opposite times. As residents leave for work, office workers return, and vice versa. In addition, structured parking becomes feasible only with higher-density developments.

Higher-density development also makes public transit more feasible. When a community that includes residences, shops, and offices reaches a certain threshold of density, public transit-shuttles, bus service, trams, or light rail becomes an option for residents. It is estimated that a minimum density of seven dwelling units per acre is needed to make local bus service feasible with an intermediate level of service.²⁹ Light rail needs a minimum density of nine dwelling units per acre to be feasible.³⁰ When a community can take advantage of these options and increase the transportation choices for residents, relief is greater as total car dependency is further broken. Such choices are impossible for low-density developments.

MYTH

Higher-density development leads to higher crime rates.

FACT

The crime rates at higher-density developments are not significantly different from those at lower-density developments.

People sometimes associate density with crime, even though numerous studies show that no relationship exists between the two. A study in Irving, Texas, using geographic information systems and crime statistics, found no link between crime and density. In fact, it found that single-family neighborhoods are “not all associated with lower crime rates.”³¹ Another study conducted by the University of Alaska found no relationship between housing density and crime in Anchorage.³²

PROFILE

Westminster Place

Although today Westminster Place is a thriving, safe community in midtown St. Louis, it was not always the case. The area, approximately 90 acres, was well known by the St. Louis police department for its high rate of violent crime, which led to the area’s becoming blighted. McCormack Baron Salazar, a St. Louis-based developer, brought the community back through the addition of higher-density mixed-income housing comprising affordable and market-rate units. The master plan included for-sale and rental housing, garden apartments, townhouses, single-family homes, and even an assisted living facility for seniors. A new community pool, a bustling retail center, and a magnet school are included as well. The new plan slowed traffic through the community, added landscaping and street and parking lot lighting, and new “eyes on the street,” making it more difficult for criminals to go unnoticed. The area blossomed into a place where people once again feel safe walking. The success of the community spurred the revitalization of surrounding areas.



Increasing the housing density, adding some market-rate housing, and developing a design that slowed traffic and added additional lighting changed Westminster Place from a crime-ridden neighborhood to a thriving, safe community.

PROFILE

East Village

East Village is a small urban revitalization project on the edge of downtown Minneapolis. Before the project was built, the neglected 2.9-acre site contained several deteriorating rental homes, old commercial buildings, and abandoned surface parking lots. The neighborhood wanted to improve the area and the image of one of the city's oldest neighborhoods, Elliot Park. The developers of the project, Central Community Housing Trust and East Village Housing Corporation, developed the new mixed-income housing and commercial community to encourage a sense of community and ownership. East Village now features community green space, pedestrian paths, and neighborhood businesses. Buildings surround the greenway that leads to Elliot Park, a city park with year-round activities and a community center. Brick, bay windows, and French balconies complement historic buildings in the area. In addition, all buildings have multiple entrances to encourage interaction among neighbors. An underground 350-space parking garage frees up space for landscaped areas. This once neglected area has won two awards for innovation and design and become an exceedingly successful vibrant and safe community.



The additional “eyes on the street” created by the development of East Village in Minneapolis has led to a safer vibrant community.

Arizona researchers found that when police data are analyzed per unit, apartments actually create less demand for police services than a comparable number of single-family houses. In Tempe, Arizona, a random sample of 1,000 calls for service showed that 35 percent originated from single-family houses and just 21 percent came from apartments. Similarly, a random sample of 600 calls for service in Phoenix, Arizona, found that an apartment unit's demand for police services was less than half of the demand created by a single-family house.³³

One reason for the misperception that crime and density are related could be that crime reports tend to characterize multifamily properties as a single "house" and may record every visit to an apartment community as happening at a single house. But a multifamily property with 250 units is more accurately defined as 250 houses. To truly compare crime rates between multifamily properties and single-family houses, the officer would have to count each household in the multifamily community as the equivalent of a separate single-family household. When they do so, many find what the previous studies prove: that crime rates between different housing types are comparable.

Higher-density developments can actually help reduce crime by increasing pedestrian activity and fostering a 24-hour community that puts more "eyes on the street"³⁴ at all times. Many residents say they chose higher-density housing specifically because they felt more secure there; they feel safer because there are more people coming and going, making it more difficult for criminals to act without being discovered. This factor could explain why a ULI study of different housing types in Greenwich, Connecticut, shows that higher-density housing is significantly less likely to be burglarized than single-family houses.³⁵ The relationships among design, management, and security became better understood in the past few decades with the publication of several seminal works, including *Defensible Space: Crime Prevention through Urban Design* by Oscar Newman³⁶ and *Fixing Broken Windows: Restoring Order and Reducing Crime in our Communities* by George Kelling and Catherine Coles.³⁷ Many new higher-density developments include better lighting plans and careful placement of buildings and landscaping to reduce opportunities for crime, contributing to a safer community.

With the emergence of better-quality designs, higher-density mixed-use development is an attractive and safe addition to a community, one that is increasingly attracting a professional constituency seeking safety features. In fact, the luxury segment is one of the fastest-growing components of the multifamily industry.³⁸

5 MYTH FACT

Higher-density development is environmentally more destructive than lower-density development.

Low-density development increases air and water pollution and destroys natural areas by paving and urbanizing greater swaths of land.

Low-density sprawl takes an enormous toll on our air, water, and land. The United States is now losing a staggering 2 million acres of land a year to haphazard, sprawling development.³⁹ More than 50 percent of Americans live in places where the air is unhealthy to breathe,⁴⁰ and childhood asthma and other respiratory diseases are on the rise.⁴¹ Almost half the damage to our streams, lakes, and rivers is the result of polluted runoff from paved surfaces.⁴²

It is inefficient land use, not economic growth, that accounts for the rapid loss of open space and farms. Since 1994, housing lots larger than ten acres have accounted for 55 percent of the land developed.⁴³ This loss of land often causes unexpected economic challenges for rural communities, where farmland, forests, ranchland, and open space tend to be the economic drivers that attract businesses, residents, and tourists. Low-density sprawl compromises the resources that are the core of the community's economy and character. The majority of American homeowners think it is important to stop these trends. In fact, 76 percent of local ballot initiatives related to land conservation passed in November 2004, making \$2.4 billion in funding available for protection of parks and open space.⁴⁴ But purchasing land is only part of the solution and not always an option for financially strapped governments.

Higher-density development offers the best solution to managing growth and protecting clean air and clean water. Placing new development into already urbanized areas that are equipped with all the basic infrastructure like utility lines, police and fire protection, schools, and shops eliminates the financial and environmental costs of stretching those services farther and farther out from the core community. Compact urban design reduces driving and smog and preserves the natural areas that are assets of the community: watersheds, wetlands, working farms, open space, and wildlife corridors. It further minimizes impervious surface area, which causes erosion and polluted stormwater runoff. Two studies completed for the state of New Jersey confirm that compact development can achieve a 30 percent reduction in runoff and an 83 percent reduction in water consumption compared with conventional suburban development.⁴⁵

PROFILE

Prairie Crossing

The developers of Prairie Crossing, George and Vicky Ranney, saved \$1 million in infrastructure costs through environmentally sensitive design. The 677-acre conservation community is located in Grayslake, Illinois, 40 miles northwest of Chicago and one hour south of Milwaukee. The community features 350 acres of open space, including 160 acres of restored prairie, 158 acres of active farmland, 13 acres of wetlands, a 22-acre lake, a village green, and several neighborhood parks. Houses are sited to protect natural features such as hedgerows, native habitat, and wetlands. Designed with colors and architecture inspired by the landscape, every home has a view of open space and direct access to ten miles of on-site walking and biking trails. Wide sidewalks, deep front porches, and rear garages encourage neighbors to meet. The homes were built with U.S. Department of Energy–approved green building techniques. As a result, they are 50 percent more energy efficient than other homes in the Chicago area, and they sell for a 33 percent sales premium. Station Village is the last phase of Prairie Crossing. When complete, it will include residential, retail, and office space, all within walking distance of two commuter train stations. Residents can ride Metra's North Line to Chicago's Union Station or the Central Line to downtown Chicago and O'Hare Airport.

More than half the land at Prairie Crossing was preserved as open space, and homes were built with approved green building techniques.



PRairie Crossing

PROFILE

The Preserve

USS Real Estate originally held a 550-acre tract of land in Hoover, Alabama, but sold 250 acres to the city, intending to create the Moss Rock Nature Preserve. The 680 single-family homes, 50,000 square feet of retail, and 50,000 square feet of office space are concentrated on the remaining 311-acre site. Before development of the Preserve, Hoover was characterized by sprawling conventional development and lacked a town center. The Preserve's future town center is planned to include 34 live/work units, 14 retail units, and two restaurants; at the heart of the community is the village green, an impressive eight-acre park with a town hall, a fitness center, a junior olympic swimming pool, and a kiddie pool. Residents have access to 15 acres of parks and seven miles of trails that connect to award-winning Hoover schools and the newly created Moss Rock preserve.

Clustering development at the Preserve in Hoover Alabama, enabled the creation of the 250-acre Moss Rock Nature Preserve.



Many communities employ techniques such as infill and brownfield development to transform unused, abandoned lots into vibrant, revenue-generating components of the community. Some create direct incentives for higher-density development. The city of Austin, Texas, for example, created a program that rewards developers for locating projects in the city's existing neighborhoods and downtown. Others award points for a variety of attributes, such as transit access, the redevelopment of empty lots, and an increase in pedestrian facilities. By employing standards for factors like open space, dense development, and impact on water quality, communities can facilitate good urban design that preserves natural resources.

Although a well-designed higher-density community offers residents a higher-quality environment, poorly planned sprawl does the opposite. Because low-density sprawl gobbles up so much land through large-lot zoning, it ends up destroying the very thing most people moved there for in the first place—the natural areas and farmland. It forces people to drive longer distances, increasing regional air quality problems. The average American man spends 81 minutes behind the wheel every day, while women average 63 minutes. And surveys show that the time spent driving has been consistently increasing every year.⁴⁶ The national road network, currently at 4 million miles according to the U.S. Department of Transportation, is still growing at an alarming rate, mainly for the purpose of connecting new low-density suburbs back to core communities. Along with the water and air pollution, construction of these highways perpetuates the cycle of sprawl, fragments wildlife habitats, and dries up a community's financial coffers.

Increasing density not only improves air and water quality and protects open space but also redirects investments to our existing towns and cities. It can revitalize existing communities and create more walkable neighborhoods with access to public transit and hiking and biking trails. Pedestrian-friendly higher-density developments offer general health benefits as well. Mixed land uses give people the option to walk and bike to work, shops, restaurants, and entertainment. The convenience of compact communities may help fight diseases related to obesity.⁴⁷ Higher-density communities are vital to preserving a healthy environment and fostering healthy lifestyles.

6 MYTH FACT

Higher-density development is unattractive and does not fit in a low-density community.

Attractive, well-designed, and well-maintained higher-density development attracts good residents and tenants and fits into existing communities.

Higher-density development comes in many forms. Some of the most attractive well-planned modern development is built at a high density. Across America, appealing higher-density mixed-use town centers have been wildly popular with the public. Lushly landscaped boulevards, fountains, and showcase architecture have created a sense of place in areas previously known only for faceless, uninteresting low-density development. The enduring appeal

PROFILE

Post Riverside

Atlanta is often called the poster child for suburban sprawl. However, it is also the home of Post Riverside, a revolutionary new mixed-use pedestrian-oriented community developed by Atlanta-based Post Properties, Inc., and located on the banks of the Chattahoochee River between Atlanta's bustling Buckhead and Vinings communities. As is the trend nationally, 65 percent of all vehicle trips in Atlanta are to run errands, not to commute to work. With offices, shops, and restaurants within walking distance of the apartments, Post Riverside residents depend on autos much less than their neighbors in lower-density areas. In addition, the community is connected to Atlanta's MARTA subway system and the Cobb County transit system. This award-winning 85-acre mixed-use development includes 25,000 square feet of retail space, 225,000 square feet of office space, and 535 apartments, all designed around a gracious town square. For many people, this amenity-rich, low-maintenance lifestyle better suits their needs than a traditional single-family home in a low-density neighborhood.



POST PROPERTIES, INC. PHOTOGRAPH BY STEVE HINDS

Post Riverside in Atlanta demonstrates that higher-density development can be attractive and successful in a community known for lower-density development.

and desirability of older and more gracious higher-density neighborhoods—Georgetown in Washington, D.C., Beacon Hill and Back Bay in Boston, and Lincoln Park in Chicago—attest to the fact that some of the more desirable neighborhoods in America historically have been of higher density than that found in typical outer suburbs.

This return to the design principles of the past is at the core of the new urbanist movement that took hold in the 1990s. The movement grew as many people came to miss the sense of community that was created by the mixed-density and mixed-use communities of the past. They realized that low-density subdivisions isolated their owners not only from pedestrian access to shops and offices but also from their neighbors. The growing sense of social alienation, highlighted in books like Robert Putnam's *Bowling Alone*,⁴⁸ has led many back to the comfort of communities that are a reminder of the places where many of us grew up. These new communities combine the best design ideas of the past with the modern conveniences of today to provide residents with what has been missing from many sprawling areas—a sense of community.

Today's developers, architects, and planners know that to attract customers and to secure zoning approvals and community acceptance, they must produce attractive and innovative properties that complement their surroundings. Design professionals are driven to produce projects that meet users' demands, understand and respond to the context of a site, enhance its neighborhood, and are built to last.⁴⁹ In fact, attendance at a recent American Institute of Architects-sponsored conference on density far surpassed expectations, speaking to the interest among land use professionals in addressing the design issues associated with density.⁵⁰

It is plausible that the high level of citizens' opposition to density may be based on an outdated notion of what higher-density development looks like. A University of North Carolina study revealed that when given a choice between two attractively designed communities, one higher density and the other low density, the majority preferred the higher-density option.⁵¹ Other visual preference surveys confirm that there is an almost universal negative reaction to the visual appearance of commercial strip sprawl and an almost universal positive reaction to traditional town-like communities of the past, communities that almost invariably included a mix of densities and uses.⁵²

PROFILE

The Plaza at the Arboretum

This award-winning mixed-use project in Santa Monica, California, developed by California-based Legacy Partners, achieves a density of 97.5 dwelling units per acre. The attractive seven-story building includes 10,000 square feet of retail space and 350 apartment units ranging from 612 to 1,555 square feet. The architecture firm Meeks and Partners used strong geometric forms to create a playful architectural character that fits nicely in the avant-garde Hollywood studio section of Santa Monica. The development includes a swimming pool, spa, fitness center, and clubhouse.



Higher-density developments like the Plaza at the Arboretum present opportunities to create outstanding award-winning architecture.

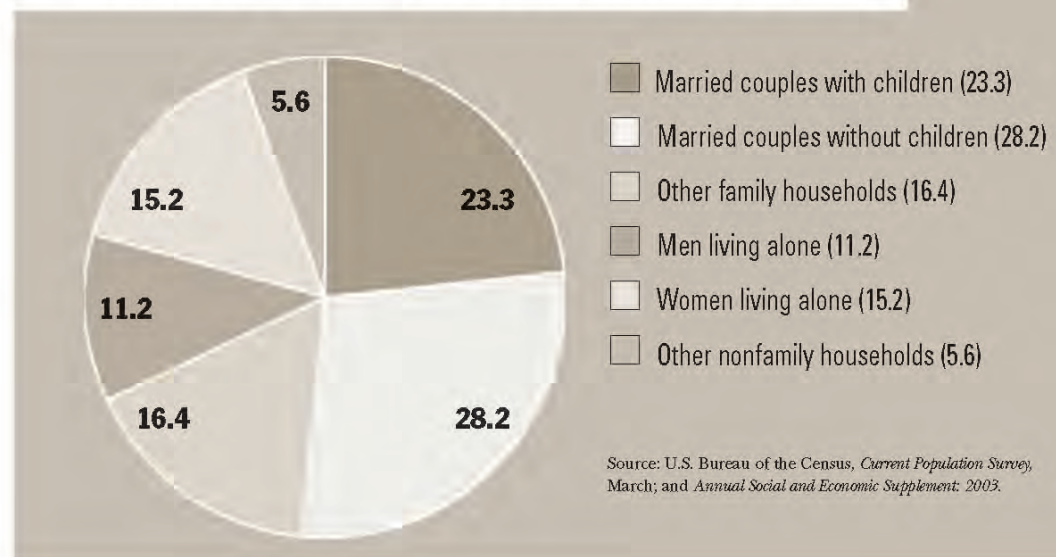
MYTH
No one in suburban areas wants higher-density development.

FACT
Our population is changing and becoming increasingly diverse. Many of these households now prefer higher-density housing, even in suburban locations.

When many of us think of the American Dream, we envision married couples with children living in single-family detached houses in the suburbs. The notion is that the only people who want to live in higher-density areas are those who cannot afford a traditional house with a back yard or who want to live in the middle of the city. Both perceptions are flawed.

This country's population is changing, and so are its real estate preferences. These lifestyle changes have significant implications for suburban development. For the first time, there are more single-person households (26.4 percent) than married-

HOUSEHOLDS BY TYPE: 2003 (PERCENTAGE OF TOTAL)



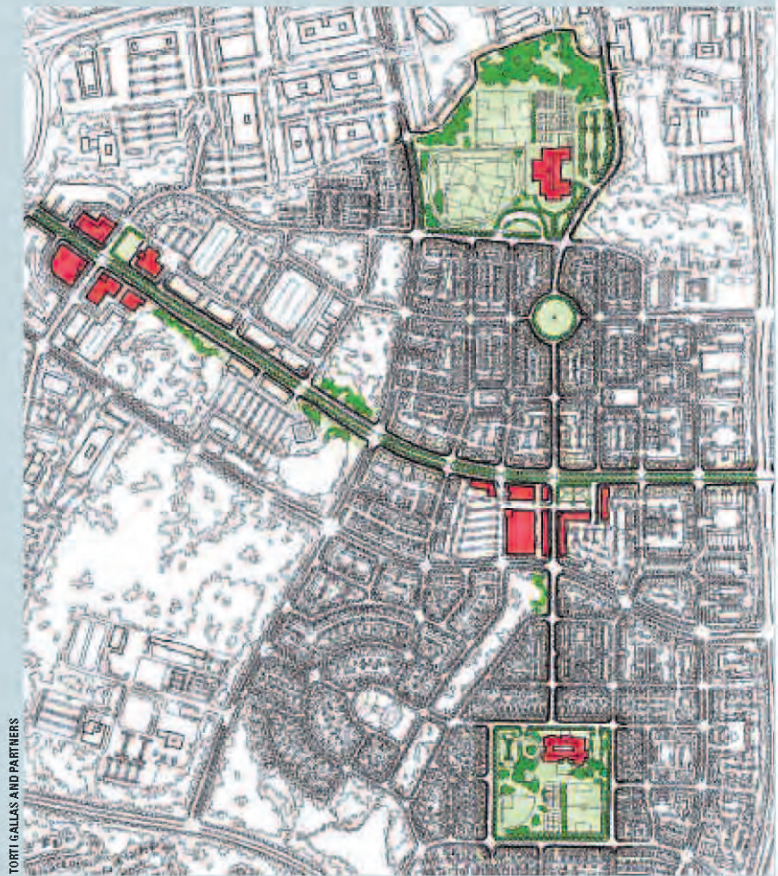
couple-with-children households (23.3 percent).⁵³ The groups growing the fastest, people in their mid-20s and empty nesters in their 50s, are the groups most likely to look for an alternative to low-density, single-family housing.⁵⁴

A growing number of Americans are redefining their American Dream. They are seeking a more convenient and vibrant lifestyle. And while some seek this lifestyle in cities, many others seek the same lifestyle in the suburbs. According to a 2002 study by the National Association of Home Builders, more than half the renters questioned said they wanted to live in the suburbs.⁵⁵ Moreover, a national survey of homebuyers' community preferences found that nearly three-quarters of all

PROFILE

King Farm

This 430-acre community is characterized by the historic architecture of the region but offers an assortment of modern conveniences as well. Developed by King Farm Associates, LLC, King Farm is located in Rockville, Maryland, five miles from the Washington, D.C., beltway, 15 miles from downtown D.C., and walking distance from the Shady Grove Metro station. The neighborhood was designed for pedestrians, but the King Farm shuttle makes getting around even easier. The shuttle runs a complimentary route between the King Farm Village Center, the Metro station, and the Irvington Center, a 90-acre commercial complex next to the Metro. In addition, two types of public bus service are available at King Farm. At the Village Center, 120,000 square feet of retail space is within walking distance from both residential and commercial development. The center also includes 47 loft apartments and a one-acre village green. Watkins Pond and Baileys Common are King Farm's two residential villages. They offer single-family homes, townhouses, condominiums, and luxury apartments intertwined with natural areas. The center of Watkins Pond is a 12-acre city park with tennis and basketball courts, a soccer and softball field, two playgrounds, several picnic areas, benches, and paths.



TORTI GALLAS AND PARTNERS

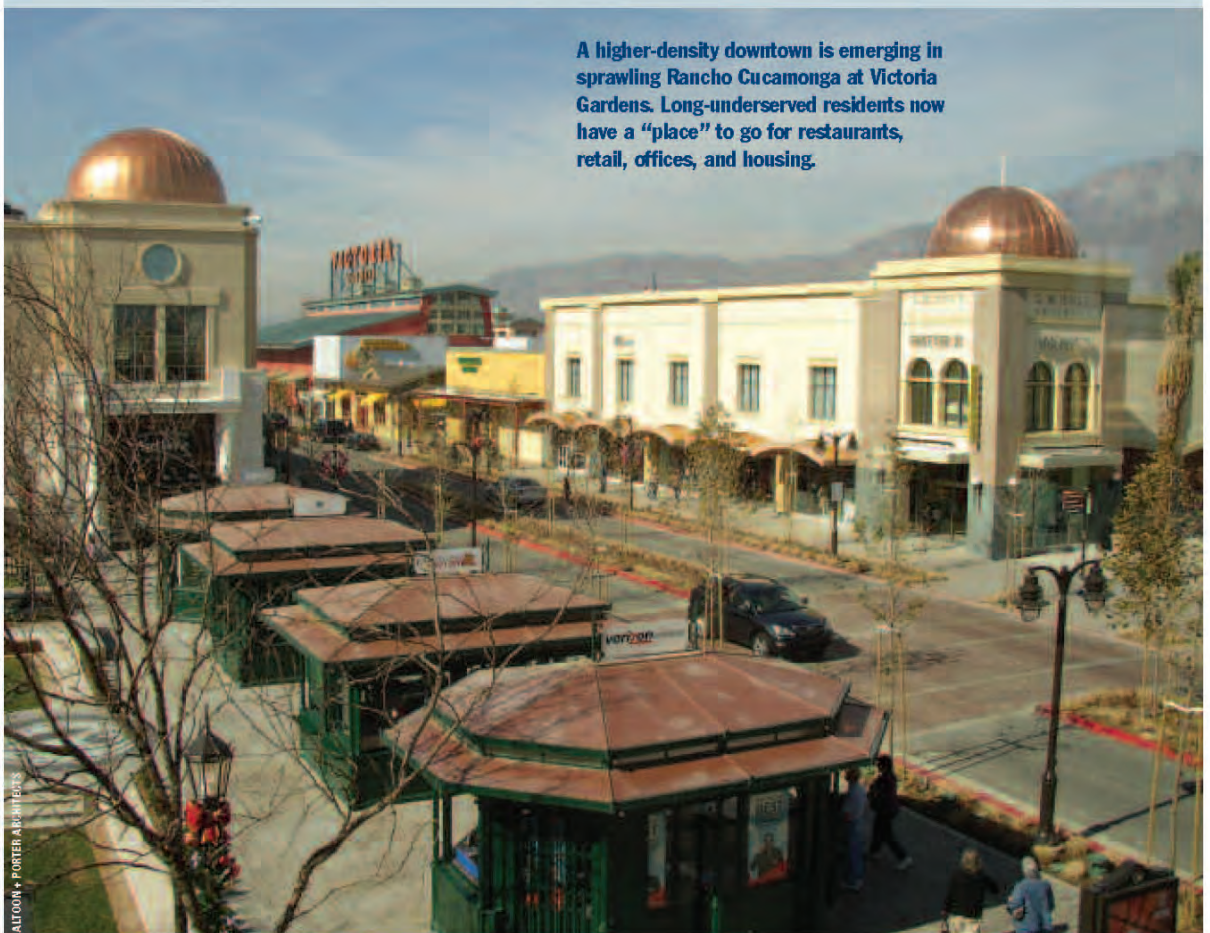
King Farm is a successful higher-density suburban community that integrates housing, retail shops, offices, and public transit.

PROFILE

Victoria Gardens

The city of Rancho Cucamonga, located roughly 60 miles east of Los Angeles in California's Inland Empire, has a rich agricultural history and, more recently, a history of low-density sprawl with no real city center. This situation is changing, however, with the opening of the first phases of a huge new mixed-use development known as Victoria Gardens. The development, designed by L.A.-based architects, Altoon + Porter, and being developed jointly by California-based developers Forest City California and the Lewis Investment Company, will create a vibrant higher-density downtown where none previously existed. Rapidly growing Rancho Cucamonga has been traditionally underserved by restaurants and entertainment options. The long-awaited addition of a "place" in the city has been well received by residents. The 147-acre development will eventually contain 1.3 million square feet of commercial and community space, including retail, entertainment, office, and civic uses with a cultural center and a library. Twenty acres of housing on site will allow people to live within walking distance of all the amenities of Rancho Cucamonga's new downtown.

A higher-density downtown is emerging in sprawling Rancho Cucamonga at Victoria Gardens. Long-underserved residents now have a "place" to go for restaurants, retail, offices, and housing.



buyers prefer to live in a community where they can walk or bike to some destinations.⁵⁶ The 2001 American Housing Survey further reveals that respondents cited proximity to work more often than unit type as the leading factor in housing choice.⁵⁷ These surveys confirm that many people prefer the suburbs but want the amenities traditionally associated with cities, including living close to work.

With the continuing decentralization of cities and the rise of suburban communities with urban-like amenities, many people find that they can live and work in the suburbs with all the attributes of suburbia they desire without giving up walkability and convenience. A recent study confirms that in many regions, more office space is located in suburban locations than downtowns,⁵⁸ providing an opportunity for people to live near their jobs. Communities and developers that have recognized and responded to the dual trends of decentralized offices and a growing desire for a more convenient lifestyle have been rewarded. Well-placed mixed-use, higher-density developments in the suburbs are increasingly popular, creating a new sense of place.

Communities are being developed using the best concepts of traditional communities—smaller lots, a variety of housing types, front porches and sidewalks, shops and offices within walking distance, and public transit nearby. Communities like Celebration in Florida and King Farm in Maryland have been so popular with the homebuying public that past worries over whether the demand exists for them have been replaced by concerns about their rapid price appreciation, putting them out of the reach of all but the highest-income households. Today's real demographic and lifestyle changes are inspiring a return to traditional development styles that offer walkable, bikeable, and more dynamic communities that put residents closer to shops, offices, and parks.

MYTH

Higher-density housing is only for lower-income households.

FACT

People of all income groups choose higher-density housing.

Multifamily housing is not the housing of last resort for households unable to afford a single-family house. Condominiums, for instance, are often the most sought after and highly appreciating real estate in many urban markets. The luxury segment of the apartment market is also rapidly expanding. Most people are surprised to learn that 41 percent of renters say they rent by choice and not out of necessity, and households making more than \$50,000 a year have been the fastest-growing segment of the rental market for the past three years.⁵⁹ Multifamily housing throughout the world has historically been the housing of choice by the wealthiest individuals because of the access and convenience it provides. From Manhattan to Miami to San Francisco, higher-density housing has been prized for the amenity-rich lifestyle it can provide.

Higher-density development can be a viable housing choice for all income groups and people in all phases of their lives. Many financially secure baby boomers, who have seen their children leave the nest, have chosen to leave behind the yard maintenance and repairs required of a single-family house for the more carefree and convenient lifestyle multifamily housing provides. Interestingly, their children, the echo boomers, are entering the age where many will likely live in multifamily housing. Just starting careers, many are looking for the flexibility of apartment living to follow job opportunities. Their grandparents, likely on a fixed income, may also prefer or need to live in multifamily housing as physical limitations may have made living in a single-family house too challenging.

Providing balanced housing options to people of all income groups is important to a region's economic vitality. The availability of affordable multifamily housing helps attract and retain the workers needed to keep any economy thriving. In many American towns and cities, rapidly rising house prices are forcing working families to live farther away from their jobs. In fact, the lack of affordable housing is mentioned as the number one problem facing working families today.⁶⁰

PROFILE

Rollins Square

Rollins Square, a mixed-use development in Boston's South End, is a truly mixed-income community that provides housing for a wide spectrum of people in all income brackets. Twenty percent of the overall units are reserved for people whose income is 30 to 60 percent of the Boston area median income (AMI), 40 percent are for-sale condominiums reserved for working households with incomes 80 to 120 percent of the AMI, and the remaining 40 percent are market-rate units sell-

ing for up to \$750,000. The residences occupy two city blocks and integrate seamlessly into the existing neighborhood. The varying heights and diverse exterior materials give the appearance that the development was constructed over time. Rollins Square was developed by the Planning Office for Urban Affairs, Inc., a nonprofit developer associated with the Archdiocese of Boston.

Rollins Square effectively provides housing for low-, moderate-, and high-income households in one attractive development that is well integrated into the existing community.



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PROFILE

I'On

I'On is a 244-acre master-planned community along the deep-water marshes of Hobcraw Creek in Mount Pleasant, South Carolina. Just six miles east of Charleston, the community features 700 single-family homes, community facilities, and a small-scale commercial area. Vince Graham, principal with the I'On Company, is developing six residential neighborhoods connected by narrow streets, pedestrian corridors, and community spaces. An I'On Guild member, one of 18 builders selected for experience, talent, and financial strength, builds each individual home. The architecture is inspired by classic Lowcountry style with large balconies, deep front porches, and tall windows on even taller homes. Homes now sell for \$685,000 to \$1.7 million. Community facilities include I'On Square, I'On Club, the Creek Club, and the Mount Pleasant Amphitheater. Residents also enjoy easy access to the Cooper and Wando rivers, the Charleston harbor, and the Atlantic Ocean. One neighborhood boat ramp and four community docks are available for crabbing and fishing. Two miles of walking trails are available for residents; a five-acre pond, the Rookery, is a protected nesting site for wading birds. In addition, the public and private schools in Mount Pleasant are some of the best in the area.



Some home prices in the well-planned higher-density community of I'On are approaching \$2 million. The traditional neighborhood design combined with the community amenities made possible by higher densities have made the community one of the most desirable in the Charleston area.

As the problem of affordability worsens, workers on the lower end of the salary scale may move to more affordable cities, leaving a labor shortage in their wake. Such shortages make a region less desirable as an employment center. According to PricewaterhouseCoopers, access to a large and diverse labor pool is the most important factor in making corporate decisions on locations.⁶¹ Communities that do not provide housing for all income groups become less desirable corporate locations.

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Higher-Density Development Myth and Fact

Richard Haughey

No one likes sprawl and the traffic congestion it creates, yet proposals for increasing density in new and existing neighborhoods often are squashed by community fears of public housing, crime, and ugly high rises. *Higher-Density Development: Myth and Fact* dispels these negative connotations, by comparing the advantages and drawbacks of higher- and low-density development. The definition of higher-density development is relative to the community the development is in—it could be single-family homes on smaller lots, or townhouses and apartments in more populated areas. Eight widespread misconceptions about higher-density development are examined and dispelled with well-researched facts and examples of high-quality, compact developments.

Debunk these common myths about density:

- Higher-density development overburdens public schools and other public services and requires more infrastructure support systems.
- Higher-density developments lower property values in surrounding areas.
- Higher-density development creates more regional traffic congestion and parking problems than low-density development.
- Higher-density development leads to higher crime rates.

- Higher-density development is environmentally more destructive than lower-density development.
- Higher-density development is unattractive and does not fit in a low-density community.
- No one in suburban areas wants higher-density development.
- Higher-density housing is only for lower-income households.

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Attachment H. Developer Panel Meeting Notes (Workshops III and IV)

Roseville Dale Street Fire Station

Corridor Development Initiative

Workshops 3 / 4: Developer Panel

May 14 and 28, 2013

King of Kings Church

Panel Members:

Workshop 3

- Mary Bujold, Maxfield Research
- Ron Mehl, Dominion
- Larry Fonnest, Dunn Bros. Coffee

Workshop 4

- Andrew Hughes, Sherman Associates
- Bill Buelow, Greater Metropolitan Housing Corporation (GMHC)

Workshop 3 Discussion

Overview of Roseville Housing Market – Mary Bujold

Mary Bujold, President of Maxfield Research, provided a housing update for Roseville. Some key highlights include:

- Roseville can support new houses that are over the average price (average price of Roseville home is \$232,000). The average home price for the region is \$150,000.
- New home construction would command higher prices that are likely to exceed \$250K for both single family and multifamily.
- Homes for \$300 - \$500K could be sold if amenities are nearby to benefit the site.
- The Median Family household income in Roseville is estimated at \$82,843 as of 2013. The Twin Cities Area Median Family Income (AMI) is \$82,300 in 2013.
- As of 2010, 67% of households in Roseville owned their housing and 33% rented their housing. This is similar to the Twin Cities Metro Area, with 70% ownership and 30% rental.
- The number of households with children continues to decrease, and the number of households living alone continues to increase. These trends are similar to other nearby communities.
- The 4th Quarter 2012 rental vacancy rate in Roseville was 3.3%, indicating some pent-up demand for additional rental units in Roseville. The average rental rate for Roseville as of Q1 2013 was \$880 per month (reflects primarily older apartments). New construction would require monthly rents that are substantially higher (likely to be between \$1300 and \$1500 per month).

For more information, the full summary is available on the City of Roseville web site:

Panel Discussion

Panelists were presented with three opening questions:

Roseville / Dale Station CDI

Workshop 3 / 4: Developer Panel, May 14 and 28, 2013

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1. What is your development expertise?
2. How would you redevelop the Dale Street Fire Station site?
3. What would you consider the greatest challenges and opportunities for the site are?

Larry Fonest, Dunn Bros. Coffee Shop owner

As a business owner, Larry spent nine months looking at properties across the Twin Cities for his coffee shop (located on Dale Street)

Coffee shop businesses need high volume traffic to be successful

The Dale Street Fire Station site is not a good location because it doesn't have the traffic counts needed.

What would you do on the site?

Could be a great community center, staffed by volunteers.

Ron Mehl, Dominion

Dominion provides high quality multi-family affordable housing, independent senior housing, historic preservation, and market rate housing.

What would you do on the site?

- Independent Senior Living
- Affordable townhomes (families with incomes of \$35K - \$40K)
- There are many amenities in the area that would be considered family features.
- A building with an elevator and underground parking would allow for more green space and amenities such as a party room, exercise salons, theater rooms, etc.

Audience question: Why not intergenerational?

- Mostly considering the demographics of Roseville that show that there are a lot of seniors in the area (55 and over). It is often difficult to do intergenerational housing, given the different needs and preferences of younger vs. older residents.
- Housing for Young families: 20 – 30 townhomes, playground, family oriented
- Dominion did a 4 story condominium (ownership) project in New Brighton 7 years ago – they are almost done selling the units. Wouldn't do it again in this market.

Recommend utilizing tax credit programs (section 42, which would restrict rents to 60% AMI, but would reduce risk to developer. Local rents would be the same as publicly supported (affordable) housing.

Mary Bujold, Maxfield Research

Maxfield Research Inc. is a full-service real estate research company that provides comprehensive real estate market information and market feasibility studies. Maxfield has almost 30 years of experience in real estate feasibility and consult on a variety of real estate related issues. Mary is working with the City of Roseville on a housing update.

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What would you do on the site:

Agrees with Ron on the Independent Senior Living or higher density rental housing (market rate and/or affordable). A townhome design could also be viable. Depends on how the units are laid out. A new development should pay attention to the transition between single family and newer higher or medium density housing

Audience questions:

What can we do as a community to attract you (developers) to the site?

What attracts a developer to a community / site?

Things that are of interest to a developer include:

- Demographics
- Crime
- Local services
- Access to freeways
- Jobs

Roseville has what we are looking for.

May take a team of developers to create the vision of what you want (master developer model)

RFP for a master developer – the City would create a plan, shop out the different components to different developers (example: New Hope Kmart site).

Mary Bujold: Build a partnership with a developer to try to put out ideas for what you want, but be open and flexible. Work with a developer to achieve the goals – each side gives some to achieve the goal. Come with good ideas, but remain flexible.

Are mixed income projects possible?

Ron Mehl: Mixed income development can be very successful. One example: Eden Prairie – The Bluffs

What is a community entrepreneur looking for to locate a business?

- Looking for something that complements the area – will bring in more traffic / parking
- Noise factors, hours of operation will also impact the neighborhood
- Would want a quiet neighbor
- Regular hours – good neighbor
- What value-add would that bring to the site and community? If none, why do it?

Price points for market rate rental – smaller household size

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25 – 45/50 yr olds (from adult professionals to smaller families)

Townhome attract 35 – 55/60 yr olds

What are the rent levels for a project that utilizes tax credits (Section 42)?

Ron Mehl: Affordable rental:

- \$927 for 1 bedroom,
- \$1,111 for two bedroom,
- \$1284 for three bedroom

Equivalent to the average market rate rental rates:

- \$927 for one bedroom,
- \$1,111 for two bedrooms,
- \$1318 for three bedrooms
- (\$880 average rent in Roseville)

Affordable housing resources (e.g. tax credits) – requires land use restriction, must keep rents affordable for 15 years. Can fill financial gaps to make project more viable, allow for amenities to be built into the site.

Homeownership – people will pay a premium for new homes, willing to pay more money for updated features. Is it feasible for this site?

Mary Bujold: There are examples in Roseville of new housing at prices that are higher than surrounding prices.

What makes a site desirable for higher value homes?

Amenities

How about a townhome option – blocks of six, mid 2 – low 3?

We need more information on whether this housing product would be viable for the site. (Staff will work to identify a developer that can speak to this option for the May 28th workshop.)

As a community we want to encourage Green / Sustainable development. Would you compromise the green elements in a building to reduce the rents?

Ron Mehl: Developments that use affordable housing resources (Section 42 – tax credits) are required to utilize green building standards. They can achieve that by getting the tax credits to bring the building up to green standards. . Built to last 40 – 50 years.

Audience member: It seems like the people that would be moving into affordable housing would be someone like me (same income range).

Management of rental properties

Boyfriends are a problem. Lease addendum in the lease agreement allows landlord to evict if criminal activity happens by anyone living in the housing unit. Dominion has excellent property management – key to staying high quality housing. Make sure the management is good.

Developers flip properties

Want long-term owners – interested in stabilizing the area.

Is there a difference in upkeep between renter and owner occupied housing?

It all depends on management of property. In some cases, condo / townhome associations did not take care of property, others are well kept. You can't always say that rental is more poorly cared for.

Concern about devaluation of existing property values

Vacant properties do nothing positive for home values. Most values don't go down when new investment happens nearby. Additional value is that land goes back on the tax rolls.

Mary Bujold: 10 years ago Maxfield completed an analysis of the impact of affordable housing located in close proximity to single-family homes, and looked at property values three years prior and 3 years after a development. Property values did not go down – in some cases property values went up.

What is the range of number of units per acre that would be feasible? How do we understand what the financial gap is? What is workable?

Ron Mehl: A rental property may need 30 units per acre, probably four stories. To position for affordable housing resources (tax credits), you typically need a minimum of 70 units.

How many people would that mean?

Senior housing assumes 1.5 people per unit

Smaller downtown unit is usually 1.2 people per unit.

Final words

Mary Bujold: You're on the right track – keep at it, do more work.

Workshop 4 Discussion**Andrew Hughes, Sherman Associates*****Recommended concept for the site***

- Proposed mixed income or affordable rental housing (multifamily rental) for the Dale Street Fire Station site
- Minimum of three stories, perhaps townhomes along Cope
- Would build a playground and green space on the site

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- Doesn't think home ownership is a viable option
- Density would require townhomes – which are difficult to finance in today's market (the market hasn't come back for townhomes yet.)
- Well developed, well built affordable housing is always in demand. The developer can move forward confidently that the demand would be there.

Management and maintenance

- Sherman Associates provides excellent management services for our rental properties. We maintain high standards and well maintained properties.

Additional considerations

- Would do the entire site at once.

Bill Buelow, Greater Metropolitan Housing Corporation

Proposed concept for the site

- Bill lived in Roseville and worked for the Fire Department
- Proposed single family home ownership in a bungalow court concept for the Dale Street Fire Station site. Smaller homes, more density, market single level / two story housing. Affordable workforce housing to market rate.
- High density single family would mean 30 – 50 units on the site. Perhaps a row of townhomes. Two large lots with six homes around a common courtyard and shared garages.
- Would have common areas for kids to play
- Price point would likely be \$240 - \$340K (\$275K average), offering different level of upgrades.
- Senior housing is also an option. Assisted living is a more intense use – not good for this site.

Management and maintenance

- The bungalow court concept would require a home owners association to manage the maintenance of the common spaces, etc.
- The bungalow owners would own the site, and would be responsible for maintenance of the grounds and common areas.

Additional considerations

- Could be phased in – do a portion of the site at a time
- An option would be for GMHC to do the development and turn it over to the City of Roseville for a fee (turn key). The City would then turn around and sell the units, thereby benefitting from any profit, or taking losses if there are price reductions.

Intergenerational Housing

Andrew Hughes: It is difficult to mix family and senior housing in one development because of finance concerns and housing preferences.

Bill Buelow: It's what you would want there. You can create different pods, one for 55 and older and one for families

Would you do slab on grade?

Andrew Hughes: Townhomes would be slab on grade, apartments would have underground parking.

Bill Buelow: Could do both slab on grade or basements.

Traffic concerns

It will be important to manage pedestrian crossings with high school drivers.

Pay attention to pedestrian dependent residents

Density transition

Andrew Hughes: Suggests the multistory building on Dale with an articulate (not hard / flat edge) front. 50 units in apartments, and 20 units in townhomes

Bill Buelow: Bungalow courts would include 30 – 50 units spread throughout the site.

What are the City's goals?

- The City has no expectation about an amount to bring back onto the tax roles.
- The HRA has financial tools that would offset the financial gaps of a project, and would help with lowering density and other components.
- The decision will not be driven by property taxes – we are trying to get to a good development for the community.

Attachment I. Attendance list for the Roseville Dale Street Fire Station CDI workshops

Roseville / Dale Street Fire Station CDI

Workshop Attendance

2013

First Name	Last Name	Organization	Address	Wkshp 1	Wkshp 2	Wkshp 3	Wkshp 4
Kathy	Watson	home owner	651 W Grandview Ave	X	X		X
Michael	Watson		651 W Grandview Ave	X	X		
Rich	Schlueter	home owner	794 Lovell Ave W	X	X	X	X
Joe	Wozniak		718 Sextant Ave	X	X	X	X
Ernie	Willenbring		832 Lovell Ave	X		X	X
Mary	Hartman		660 W Lovell	X	X	X	X
Ken	Hartman		660 W Lovell	X	X	X	X
Joanne	Renford		771 Cope	X	X	X	X
Dean	Renford		771 Cope	X	X	X	
Jill	Attwood		841 Lovell Ave	X	X		X
Graeme	Attwood		841 Lovell Ave	X	X	X	X
Tom	Arnold		831 Cope Ave W	X	X	X	X
George	Marschall		670 Lovell Ave W	X	X	X	X
Cari	Gelle		777 Lovell Ave	X	X	X	X
Randy	Neprash		1276 Eldridge Ave	X			
Sara	Barsel		1276 Eldridge Ave	X	X	X	X
Thomas	Urbanski		712 West Co Rd B2	X	X		X
JoAnn	Urbanski			X	X	X	X
Gail	Westby		480 Lovell Ave	X		X	
Don	Black	retired	457 Woodhill Dr	X	X	X	X
Ila	Black		457 Woodhill Dr	X	X	X	X
John	Lenard		485 Lovell Ave	X			
Darlene	Lenard		485 Lovell Ave	X			
Mark	Gregory		684 Grandview Ave W	X		X	X
Terry	Moses			X	X		
Dan	Roe	Mayor		X			
Tammy	McGehee	City Council Member		X	X	X	X
Dan	Maser	King of Kings Church		X	X	X	X
Dean	Maschka	Roseville HRA		X	X	X	X
Jason	Etten			X	X	X	X
Ken	Sohriakolf		1771 Kent St		X		X
Jodie	Wilson				X		
Bob	Wellness	City Council Member			X		
Linda	Anderson	newspaper			X		
Robert	DeLeo	home owner	280 Minnesota Ave		X		
Linda	DeLeo	home owner	280 Minnesota Ave		X	X	X
Jim	Daire	Planning Commission	2456 Hamline Ave N, Roseville 55113		X	X	
Alan	Quade		292 Minnesota Ave, Roseville 55113		X	X	X
Darleen	Quade		292 Minnesota Ave, Roseville 55113		X	X	X
Dean	Galvin		644 Grandview Ave W		X		
Herb	Dickhudt	King of Kings Church	684 W County Re B2		X	X	X
LaVerne	Dickhudt	King of Kings Church	684 W County Re B2		X	X	X
Tom	Molloy		746 Lovell Ave		X		
Sue	Molloy		746 Lovell Ave		X		
Betty	Thomas		802 Lovell Ave W		X		
Sharon	Leete		801 Lovell Sve W		X		X
Vicki	Lee	Roseville HRA			X	X	X
Judd	Berthiaume		726 Lovell Ave W		X		
Sonja	Berthiaume		726 Lovell Ave W		X		
Josh	Nielsen	Lillie Suburban Newspapers	2515 E 7th Ave, N St. Paul, 55109		X		
Jim	Robinson		111 East Kellogg Ave, St. Paul 55104			X	X
Wayne	DeHaven		2345 N Dale St., Roseville			X	X
Delores	DeHaven		2345 N Dale St., Roseville			X	X
Catherine	McGough		704 Lovell			X	
Steve	Weber		585 Transit Ave, Roseville			X	
Francie	Weber		585 Transit Ave, Roseville			X	

Pauline	Crea		803 W Cope Ave			X	X
Richard	Kimmes	Owner of lot 3 & 4				X	
Rita M.	Zoff		412 Lovell Ave, Roseville 55113				X
Robert M.	Nelson		2589 Fisk St				X
Michelle	Harris		795 Cope				X
Mary Lou	Mohn		325 Co Rd C2W				X
Phyllis	Delisi		787 W Cope Ave				X
Laurie	Bennett		2755 Merrill St				X
Ahi	Bennuri		2755 Merrill St				X
Richard	Johnson		1200 Laurie Rd				X
Marilyn	Maguire		2346 Top Hill Circle, Roseville 55113				X
TOTAL PARTICIPANTS				30	43	36	44
Technical Team							
Barbara	Raye	Center for Policy Planning Performance		X	X	X	X
Todd	Rhoades	Cermak Rhoades Architects		X	X		
Katie	Berger	Kagelmagery			X		
William	Weber	Center for Sustainable Building Research			X		
Alan	Arthur	Aeon			X		
Miranda	Walker	Aeon			X		
Frank	Fitzgerald				X		
Dan	Marckel				X		
Michael	Byrd				X		
William					X		
Sketcher					X		
Ron	Mehl	Dominium				X	
Mary	Bujold	Maxfield				X	
Larry	Fonnest	Dunn Bros				X	
Andrew	Hughes	Sherman Assoc					X
Bill	Buelow	GMHC					X
Gretchen	Nicholls	Twin Cities LISC		X	X	X	X
Jeanne	Kelsey	City of Roseville		X	X	X	X
Pat	Trudgeon	City of Roseville		X	X	X	X
TOTAL TECH TEAM				5	14	7	6
TOTAL PARTICIPANTS + TECH TEAM				35	77	43	50

Attachment J. Workshop evaluation summaries

The Roseville Housing and Redevelopment Authority (RHRA)

Corridor Development Initiative

EVALUATION and FEEDBACK

Tonight's session was the first in a series that will engage Roseville residents in planning for the re-development of the Dale Fire Station site. We would like to know how well the session met its goals. Please complete this form and leave it on the registration table. Your feedback will be used to make improvements throughout the project.

1. What worked well or were good parts of the session for you?
 - **Open, friendly feeling. Allowed for all to be engaged and involved.**
 - **All**
 - **Barb was a great facilitator**
 - **All sessions were well presented and thoughtful. Good discussion questions.**
 - **The Q and A session was good.**
 - **Interacting with people**
 - **All great**
 - **Presentations and discussions**
 - **Lots of input**
 - **We believe all speakers were very well informed and passed on good information.**
 - **Discussions and questions**

2. What could have been improved?
 - **More neighbors**
 - **Nothing**
 - **I missed the first 10 minutes so I could be mistaken but it seemed that some basic facts—how HRA would “guide” development might have been overlooked in the intro.**
 - **Nothing at this time**
 - **Told everything was on the table but based on discussion all single-family houses are not an option. What are the true parameters?**
 - **Broader participation of residents**
 - **No much—very good**
 - **Ok**
 - **Less questions before discussions began**

3. Please rate the following items by putting an “x” or “√” in the appropriate column.

Question	Yes	Some- what	No	No Opinion
1. Do you have a good understanding of the project and what the RHRA is trying to accomplish?	15	7	1	0
2. Do you have a good understanding of the workshop series and the purpose of the CDI program?	15	8	0	0
3. Did you get good information about the regulations and city policies that relate to this site and its redevelopment?	12	6	5	0
4. Did you get good information about the housing	5	11	7	0

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needs for Roseville residents?				
5. Did you get good information about design elements that can provide greater sustainability and address "green" values?	9	11	1	2
6. Do you have a greater understanding of the concerns and hopes your neighbors have regarding re-development of the site?	18	5	0	0
7. Did you have the opportunity to speak and to be heard?	22	0	1	0

8. Would you recommend the next session to your neighbors/colleagues?

(23) Yes	___ No
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Comments: **Excellent**

9. What additional information would you like to have included in the next meeting?

- **Format concept**
- **Greater neighborhood participation**
- **See sheets**
- **See question 5 on discussion sheets**
- **They seem to know what they are doing**
- **Any needs?**

10. How long have you lived or worked in the area?

___ 1-3 Years	___ 4-9 Years	(2) 10-19 Yrs	(19) 20+ Years	___ Not Apply
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* Two people left this question blank/unanswered.

11. What age bracket do you represent?

___ Teen	___ Young Adult	(8) Adult	(14) Senior/Retired
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*1 person left question blank/unanswered.

12. What cultural/ethnic heritage do you represent?

- (5) Caucasian
- (5) White
- Not applicable
- Retired

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13. How did learn about tonight's session?

- On advising group
- Meeting
- Notice
- (2) Mail/Postcard and newspaper
- Community/mail
- (2) Postcard in the mail
- (6) Mailing/Flyer
- MacGroveland LISC project contacted Jeanne Kelsey
- Council
- Internet and Roseville review
- Mail/in paper

14. What had you hoped to get from tonight's session?

- Everything we got
- Idea of what is planned
- Understanding of the situation
- I would have liked more people here and more people's news
- To be able to voice my opinion about how this space will be used
- What was still on the table
- Enlightenment
- Just what I got
- Shared information—very good shared comments
- Information about project
- What's happening when the house and fire station go
- How many entities are involved

15. How satisfied are you overall with tonight's session?

(16) Very Satisfied	(4) Somewhat Satisfied	(1) Somewhat Dissatisfied	__ Very Dissatisfied
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* Two people left question blank/unanswered.

Additional comments:

- 4 out of 10
- Very
- Fine
- Yes
- Very good
- People seem to have the same needs and concerns

The Roseville Housing and Redevelopment Authority (RHRA)

Corridor Development Initiative

EVALUATION and FEEDBACK

This is the second workshop in a four-part series to engage Roseville residents in the establishment of guidelines that the RHRA can use in the redevelopment of the Dale Street Fire Station. The goal of this session was to give you an opportunity to build a development that reflects the values of the community and is also financially feasible.

Through the exercise we hope you had the opportunity to explore design options, address issues such as parking and traffic, and determine how the site can be used to make an overall positive contribution to the community. We would like to know how well the session met its goals. Please complete this form and leave it on the registration table. Your feedback will be used to make improvements throughout the project.

1. What worked well or were good parts of the session for you?
 - Model build, visualizing site impact to our neighborhood more model build time and valuation
 - The simulation with blocks
 - Everything was great
2. What could have been improved?
 - More model build time & valuation
3. Please rate the following items by putting an "x" or "√" in the appropriate column.

Question	Yes	Some-what	No	No Opinion
1. Do you have a better understanding of what the design, traffic, parking, street/eye level elements and other options are for the area?	6	1	0	0
2. Do you have more information about what considerations contribute to a financially viable development?	6	1	0	0
3. Do you have more understanding of what others in the community consider to be important development and design factors?	7	0	0	0
4. Do you have more awareness of the challenges of meeting community goals/values and still achieving sustainable development?	6	1	0	0
5. Did you get an opportunity to explore the goals and ideas you have for the area through the physical use of blocks and financial pro forma?	7	0	0	0

6. Would you recommend the next session to your neighbors/colleagues?

7 - Yes	0 - No
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Comments:

- Too many people missed first session resulting in lost time
 - This exercise facilitates neighborhood understanding of the constraints on developing a particular property expanded time and evaluation for the block exercise would be helpful.
7. What additional information would you like to have included in the next meeting?
- Valuation scenarios
 - County road development-details
8. How long have you lived or worked in the area?
- 60 yrs

☐ 1-3 Years ☐ 4-9 Years ☒ 10-19 Yrs ☒ 20+ Years ☐ Not Apply

9. What age bracket do you represent?

☐ Teen ☐ Young Adult ☒ Adult ☒ Senior/Retired

10. Did you attend the first session?

- 3 (yes)

11. What cultural/ethnic heritage do you represent?

- Caucasian German
- White (2)

12. How did learn about tonight's session?

- Letter
- Newsletter (first session)
- Postcard (for the series)

13. What had you hoped to get from tonight's session?

- Understanding of development process and input
- Input on the development

14. How satisfied are you overall with tonight's session?

☐ Very Satisfied ☒ Somewhat Satisfied ☐ Somewhat Dissatisfied ☐ Very Dissatisfied

The Roseville Housing and Redevelopment Authority (RHRA)

Corridor Development Initiative

EVALUATION and FEEDBACK

Tonight's session included a panel of developers with a variety of backgrounds and expertise. We would like to know how well the session met its goals. Please complete this form and leave it on the registration table.

- What worked well or were good parts of the session for you?
 - Presenters were very/ knowledgeable
 - Good balanced and thoughtful panelists
 - Like the 3 person panel wanted more development people
 - Question & Answer
- What could have been improved?
 - Fourth presenter Gordie Howe to be there
 - Calm
 - More developers; only 2 really had builder viewpoint
 - Maybe more developers brought in; the 3 you had were great, but didn't represent everything
 - When a question is asked have the speaker repeat it so it can be heard or maybe a microphone

3. Please rate the following items by putting an "x" or "√" in the appropriate column.

Question	Yes	Some-what	No	No Opinion
• Do you have a better understanding of the considerations developers use when selecting a site?	5	3		
• Do you have more information about the options developers imagine as possible at the sites being used in this project?	5	1	1	
• Do you understand more how the community can promote itself and its vision to the development community?	4	3		
• Did you get an opportunity to discuss the goals and concerns you have for re-development in this area?	6	2		

4. Would you recommend the next session to your neighbors/colleagues?

9 Yes	_ No
---------	------

5. What additional information would you like to have included in the next meeting?
- Information from housing developers 3-4 _____/ development options that can be discussed
 - More builder viewpoints
 - More developers would like Gordie House to come to hear his view

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Corridor Development Initiative

6. How satisfied are you overall with tonight's session?
- Liked the 3 person panel the best so far would like more experts/developers to hear all ends of the spectrum.

4 Very Satisfied	_4_ Somewhat Satisfied	_1_ Somewhat Dissatisfied	_0_ Very Dissatisfied
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Additional Comments:

- Low density senior or small families. I don't like to see 4-story buildings. Is it feasible for side-by-side home ownership no more than \$300,000? Target the coffee shop etc. This appears to be a small area and tall buildings would look so out of place. I wouldn't want to be living in one of these homes that have been here for so many years and now have a tall apt building up in the block.
- Your mediators did an excellent job of working with a more hostile group who were not interested in hearing the messages delivered by the panelists.
- This has been one sided for some areas.
- Still have the feelings that we will not have the "final " viewpoint its all about the money.

The Roseville Housing and Redevelopment Authority (RHRA) *Corridor Development Initiative*

EVALUATION and FEEDBACK

Tonight's session is the fourth and final meeting in a series designed to help residents in Roseville anticipate and plan for changes that will come from re-development of the fire station site. Please complete this sheet at the end of the session. Your feedback will help us evaluate the success of the project and make improvements as we work with more cities in the future.

1. What was most helpful about tonight's meeting?
 - That hopefully our plans or thoughts would be or will be carried out
 - Recommendations by the group
 - Yes (2)
 - Small group discussion and sharing
 - Intelligent questions. Good input re: zoning HRA rules & city responsibilities
 - Open demeanor of staff
 - Potential for single family residents
 - Hearing new/additional development options going through development objectives as groups
 - Consensus procedure – true listening
 - Communication
 - Good professional starting comments

2. Can you support the recommendations the group developed and approved?

13 Yes	1 No*	1 Mixed**
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* I am against rental development

** checked Yes and No – “very mixed”

3. What did you gain from the project? (i.e. new information, ideas, understanding, relationships, insight etc.)
 - Lots of different ideas about what's good
 - New information
 - Understating
 - Really like bungalow court concept
 - Appreciation for HRA staff and consultants guidance throughout meeting and process
 - How everyone worked together
 - Insight into potential neighbors
 - Chance to be heard
 - Great leadership
4. What worked well during the 4-part series?
 - Communication
 - Ideas were developed and refined each additional session
 - Interaction
 - Constant response to neighborhood
 - Format was inviting and educational
 - Great moderator
 - Everyone's input
 - It got a little wordy
5. What could have been improved to make the project more effective?
 - It was okay
 - Encourage less interruptions by people talking amongst each other
 - Nothing

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6. Would you recommend this type of series/project to other cities?

12 – Yes	0 – No
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Comments:

- Disappointed that no planning commissioners attended any meetings
- I guess you did listen
- Felt my opinion counted-thank you
- Only if the commitment is done with what the community wanted

7. How many sessions did you attend? _____

- 9 – 4 meetings
- 2 – 3 meetings
- 3 – 1 meeting

8. What had you hoped to get from the series of meetings?

- Information. Happy city is seeking neighborhood input
- Quality project that would benefit the citizens of the city
- Idea of how developed
- Have opportunity to discuss
- Learn a new way of getting citizen input
- That the people in charge go through with what the people want
- View of potential new neighbors
- A good outcome – actions and not just words

9. Overall how satisfied are you with the project?

- Barbara was very effective at group management.

6 – Very Satisfied	6 – Somewhat Satisfied	— Somewhat Dissatisfied	— Very Dissatisfied
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10. Do you have any additional comments you would like to make to the RHRA?

- Barbara and Gretchen did a fantastic job of facilitating this process through sometimes challenging situations.
- No
- Thank you, we are fortunate to have the HRA
- It will be interesting to see what happens in the end
- Be sure builders maintain control of development after project is completed - not just selling properties and exiting the responsibility of keeping things working smoothly
- Thank you for these meetings

Attachment K. Description of the Corridor Development Initiative



Corridor Development Initiative

Overview

The **Corridor Development Initiative (CDI)**, coordinated by the **Twin Cities Local Initiatives Support Corporation (LISC)**, is a proactive planning process to assist the planning and development of mixed-use projects, including mixed income, higher density housing along major corridors, with access to transportation options, retail amenities, parks, and job opportunities. CDI fosters an exciting partnership among neighborhoods, city government, and a technical team of development consultants, design experts, and facilitators to connect market opportunities with neighborhood and city goals and raises the level of dialogue around redevelopment issues. In 2007 the Corridor Development Initiative received the American Planning Association's **National Planning Excellence Award for a Grassroots Initiative**.

"The Initiative shows the importance of getting residents meaningfully engaged in shaping the future of their neighborhoods," said APA Awards Jury Chair Carol Rhea, AICP. "Any community looking for a new way to resolve controversial neighborhood redevelopment and infill issues should consider using this as a model," she said.

The heart of the program involves an interactive block exercise facilitated by a neutral team of design and development experts from the Initiative's technical team. Through this hands-on educational workshop residents, neighborhood leaders, and other participants develop their own housing or mixed-use development proposals and test them to see whether they are financially viable. As a result, participants learn about cost factors and other considerations developers must address when putting together a proposal.

"The Corridor Development Initiative pulls citizens out of the reactionary role that they play in community development decisions, and into a proactive role where they play an active part in directing development for their community," said Gretchen Nicholls, Program Officer at Twin Cities LISC and Corridor Development Initiative Coordinator. "It models a new way to engage cities and communities by raising the level of dialogue around redevelopment issues, and setting the stage for future development. People come to realize how density and affordable housing become tools for creating a viable development project," she said.

Through the Initiative's consensus approach, said Minneapolis Mayor R.T. Rybak, citizen energy is harnessed "to build communities far stronger than anything government can do alone." The Corridor Development Initiative is used in both urban and suburban cities throughout the Twin Cities metropolitan area, and is being replicated in other cities nationally.

For more information contact:

Gretchen Nicholls
Twin Cities LISC / Corridor Development Initiative
651-265-2280
gnicholls@lisc.org

Videos and testimonials are available at: www.corridordevelopment.org

Attachment L. Announcement / publicity flyer for the Dale Street Fire Station CDI workshops

HELP GUIDE FUTURE REDEVELOPMENT OF THE DALE FIRE STATION!

The Roseville Housing and Redevelopment Authority (RHRA) invites you to an exciting conversation about how to guide future housing development for the site. With support from a team of design and development experts, community members will participate in a series of workshops to explore what's possible for the site

MARK YOUR CALENDARS! *We encourage attendance at all four events.*

WORKSHOP I: GATHERING INFORMATION

Thursday, April 11, 2013 6:30 – 8:30 pm

What has been learned about current housing needs in the community? What are the concerns about future development, and what do we want to achieve?

WORKSHOP II: DEVELOPMENT SCENARIOS – THE BLOCK EXERCISE

Thursday, April 25, 2013 6:30 – 8:30 pm

Join your neighbors in an interactive workshop to create feasible development scenarios for the Dale Fire Station site. Design and development experts will be on hand to share ideas and insights.

WORKSHOP III: DEVELOPER PANEL

Tuesday, May 14, 2013 6:30 – 8:30 pm

Explore development opportunities and challenges with a panel of developers, market consultant and city representatives to build a strategic road map for the future of Dale Fire Station.

WORKSHOP IV: FRAMING THE RECOMMENDATIONS

Tuesday, May 28, 2013 6:30 – 8:30 pm

Contribute to the creation of development recommendations for Dale Fire Station, which will be submitted to the RHRA and City Council.



For more information, contact:

Jeanne Kelsey
City of Roseville
651-792-7086
Jeanne.kelsey@ci.roseville.mn.us

Gretchen Nicholls
TC LISC
651-265-2280
gnicholls@lisc.org

**ALL WORKSHOPS HELD AT
KING OF KINGS CHURCH, 2330 DALE STREET, ROSEVILLE**

ALL EVENTS ARE FREE AND OPEN TO THE PUBLIC

Childcare and translation services will be provided by request only. Please RSVP to Gretchen Nicholls at 651-265-2280 one week in advance of each workshop if you would like to reserve childcare or translation services.

WWW.CITYOFROSEVILLE.COM/DALEFIRESTATION

Sponsored by:
The RHRA and Twin Cities LISC/Corridor Development Initiative
Funding provided by the McKnight Foundation and RHRA.

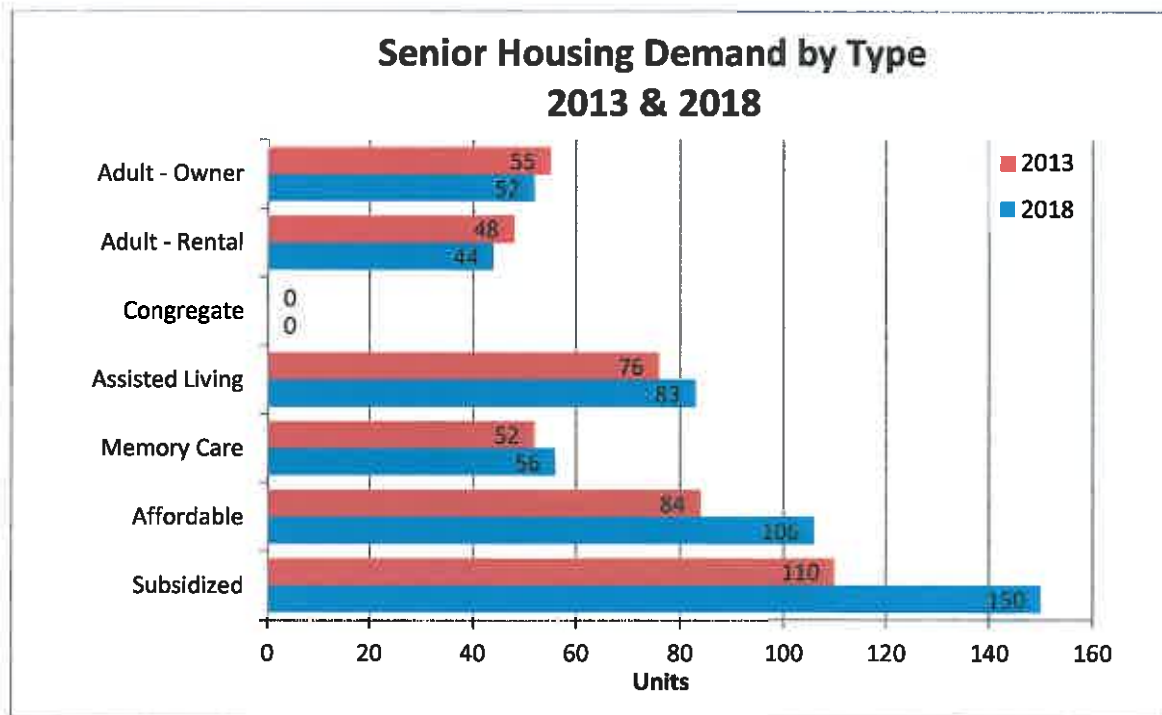
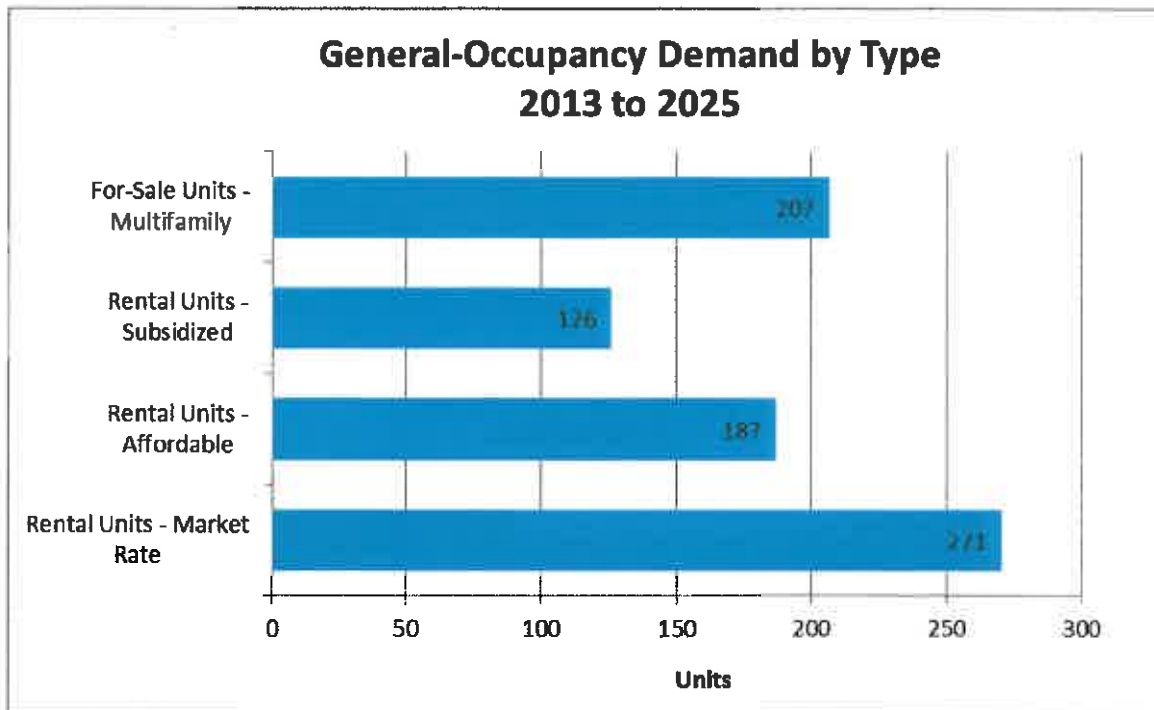
RECOMMENDATIONS AND CONCLUSIONS

Introduction/Overall Housing Recommendations

This section summarizes demand calculated for specific housing products in Roseville and recommends development concepts to meet the housing needs forecast for the City. All recommendations are based on findings of the *Comprehensive Housing Market Analysis*. The following table and charts illustrate calculated demand by product type. It is important to recognize that housing demand is highly contingent on projected household growth; household growth could be higher with available land for development and increased densities.

TABLE H-1 SUMMARY OF HOUSING DEMAND CITY OF ROSEVILLE March 2013		
Type of Use	2013-2025	
General Occupancy		
Rental Units - Market Rate	271	
Rental Units - Affordable	187	
Rental Units - Subsidized	126	
For-Sale Units - Multifamily	207	
Total General Occupancy Supportable	791	
	2013	2018
Age-Restricted (Senior)		
Market Rate		
Adult Few Services (Active Adult)	103	96
Ownership	55	52
Rental	48	44
Congregate	0	0
Assisted Living	76	83
Memory Care	52	56
Total Market Rate Senior Supportable	231	235
Affordable/Subsidized		
Active Adult - Subsidized	110	150
Active Adult - Affordable	84	106
Total Affordable Senior Supportable	194	256
Note: Due to limited land availability, not all of the demand may be able to be developed in Roseville		
Source: Maxfield Research Inc.		

RECOMMENDATIONS AND CONCLUSIONS



RECOMMENDATIONS AND CONCLUSIONS

Housing Opportunity Sites

The City of Roseville has identified 22 sites that could be redeveloped into housing. The map on the following page shows the location of each site, current use, total acres, and supported density.

Given the land supply in the City of Roseville, there is a limited number of locations throughout the City that could suffice for future housing development. All of the sites have their strengths and weaknesses related to future development/redevelopment of housing. Table H-2 provides a matrix of analysis for each opportunity site. Based on the analysis, Maxfield Research Inc. recommends potential uses and timeframes. Table H-3 provides more detailed data from Table H-2.

Although each of the property locations would be suitable for future housing development, new housing development will be, in part, driven by land acquisition costs. Simply put, the more the developer pays for the land, the more revenue per unit will be needed to cover development costs.

Redevelopment Priorities

Market Rate Rental

Maxfield Research Inc. recommends that a top priority should be to develop a market rate rental development. Our competitive inventory identified that no new market rate general occupancy rental product has been added to the City for about 25 years. Due to the age and positioning of the existing rental supply, a significant portion of units are priced at or below HUD guidelines for fair market rents (see Table D-2), which indirectly satisfies demand from households that income-qualify for financially assisted housing. As a result, a limited portion of the existing rental stock actually caters to those who desire newer contemporary market rate rental housing.

Market rate multifamily rental housing is one of the few bright spots in the real estate industry today; here locally in the Twin Cities Metro Area and nationally. The downturn in the housing market and the overall economic slowdown initially created an increased demand for rental housing. With increased home buying due to the tax credit and subsequent increased unemployment, vacancy rates climbed during the 4th Quarter of 2009 and remained relatively high until the 1st Quarter 2010. However, as of 2nd Quarter 2010, vacancy rates have decreased and rental traffic has increased according to property managers and leasing personnel. Employment activity in the area is expected to slowly increase as the recovery strengthens. As of 4th Quarter 2012, the vacancy rate Metro wide was 2.9% and 3.3% in Roseville. A vacancy rate under 5.0% indicates pent-up demand.

Housing Opportunity Sites

Prepared by
Community Development Department
April 2013

RECOMMENDATIONS AND CONCLUSIONS

TABLE H-2
HOUSING OPPORTUNITY SITES
CITY OF ROSEVILLE
March 2013

Map Number	Acres	Current Zoning	Current Use	Surrounding Uses	Strengths	Weaknesses	Recommended Use	Timing
1	8.6	HDR-1	Mostly wooded vacant parcel	Industrial uses to the east, Rose 8 Estate apartments to the south, townhomes and commercial uses to the west and Bramante's Apartments and commercial uses to the north.	Immediately available for development, large acreage with only one owner.	Incompatible industrial land uses to the east, noise and traffic along New Brighton Blvd.	Affordable rental development	2014+
2	2.7	HDR-1	Three-single family homes	Roseville Commons Condos to the east, townhomes and Executive Manor Condos to the south, single-family homes to the north, townhomes to the west.	Surrounded by other high-density residential uses, easy access to New Brighton Blvd. Immediately available for development. Asking price of \$495,000.	Land has been on the market for two years with few interested parties.	Affordable or market rate rental development	2014+
3	5.0	LDR-1	Mostly wooded area with one single-family home and pond	Single-family homes to the east and west, I-35W to the north, and Midland Hills Country Club to the south.	Located in an established neighborhood, lack of land available for single-family homes.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 15 to 20 single-family homes.	2015+
4	2.2	LDR-1	Mostly wooded area with one single-family home	Ferris Woods townhome subdivision to the east, Midland Grove condos to the north, single-family homes to the south.	Located adjacent to existing upper-end townhome subdivision.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 10 to 12 upper-end townhomes.	2015+

CONTINUED

RECOMMENDATIONS AND CONCLUSIONS

TABLE H-2 Continued HOUSING OPPORTUNITY SITES CITY OF ROSEVILLE March 2013							
Map Number	Acres	Current Zoning	Current Use	Surrounding Uses	Strengths	Weaknesses	Recommended Use
5	6.1	HDR-1	Three industrial buildings with CPI Card Group, Brede Exposition Services, and Interim Healthcare.	Langton Lake to the west, industrial uses to the east and south, single-family homes to the north.	Adjacent to Langton Lake. Could be redeveloped with Site #6 for the largest site in the City.	Incompatible industrial land uses to the east and south. Multiple owners must sell to assemble land.	Mixed use development with multifamily housing, retail and commercial uses.
6	12.2	HDR-1	Two warehouse buildings with Color Technologies, Warner Tech-care, Bridging with Hope, and Industrial Custome Products.	Industrial uses to the west and south, Oasis Park and single-family homes to the north, commercial uses to the east.	Could be redeveloped with Site #5 for the largest site in the City. Close proximity to retail center and Byerly's Grocery along Lincoln Drive.	Incompatible industrial land uses to the west and south. Multiple owners must sell to assemble land.	Mixed use development with multifamily housing, retail and commercial uses.
7	3.3	LDR-1	Vacant parcel owned by the Roseville Public School District	Grove Park to the north, single-family homes to the west, south, and east.	Adjacent to Grove Park, located in an established neighborhood.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 10 to 12 single-family homes.
8	3.9	HDR-1	Hamline Shopping Center	Roseville Covenant church and single-family homes to the north, Hamline House condos and Presbyterian Homes offices to the east, Hamline Terrace Apartments and Terrace Park Apartments to the south, and Centennial Commons to the west.	Surrounded by other high-density residential uses.	Existing tenants must relocate. Cost of demolishing or rehabbing building may be expensive.	Mixed use development with multifamily housing, retail and commercial uses.

CONTINUED

RECOMMENDATIONS AND CONCLUSIONS

TABLE H-2 Continued HOUSING OPPORTUNITY SITES CITY OF ROSEVILLE March 2013							
Map Number	Acres	Current Zoning	Current Use	Surrounding Uses	Strengths	Weaknesses	Recommended Use Timing
9	10.4	HDR-1	Specialty Lab, MIDC Distribution Center, Albrecht Company, United Rental.	Single-family homes to the north, Rosepointe Senior Living and Pohachontas Park to the south, office space to the east.	Highly visible from County Road C. Close proximity to several retail centers and Rosedale Mall.	Multiple owners must sell to assemble land.	Mixed use development with multifamily housing, retail and commercial uses 2025+
10	6.2	MDR	Tom Hurias Greenhouses	Single-family homes to the east and south. Snelling Avenue to the west. Commercial uses to the north.	Highly visible as it is located on a high traffic corner of Snelling Avenue and County Road C.	Land has been with family since 1935. Owners may not be willing to sell.	Mixed use development with multifamily housing, retail and commercial uses 2025+
11	2.0	HDR-1	Vacant parcel	Rosemall Apartments to the north, single-family homes to the east and south, TCF Bank and SuperTarget to the west.	Close proximity to retail centers and public library.	Small parcel. Due to economies of scale, might not be able to justify cost of development with the number of units able to be built.	Up to 48 affordable rental units. 2014+
12	9.9	HDR-1	Single-family homes and wetland area	Single-family homes to the north, Parkview Estates to the east, Central Park to the south, Roseville City Offices and Skating Center to the west.	Surrounded by other high-density residential uses.	Wetland area reduces the number of buildable acres on parcel.	multifamily rental or owner housing 2017+

CONTINUED

RECOMMENDATIONS AND CONCLUSIONS

TABLE H-2 Continued HOUSING OPPORTUNITY SITES CITY OF ROSEVILLE March 2013								
Map Number	Acres	Current Zoning	Current Use	Surrounding Uses	Strengths	Weaknesses	Recommended Use	Timing
13	5.9	HDR-1	Vacant parcel	Golden Living Center to the north, single-family homes to the east, Bennett Lake to the south, Parkview Estates to the west.	Immediately available for development.	Owned by Roseville school district. May use land for educational expansion.	multifamily rental or owner housing	2025+
14	4.9	LDR-1	Mostly wooded vacant parcels	Westwood Village Townhomes and Ramsey Square Condos to the east, single-family homes to the south and west.	Located in an established neighborhood, lack of land available for single-family homes.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 15 to 20 single-family homes.	2015+
15	4.5	HDR-1	Mostly wooded vacant parcel	Ramsey Square Condos to the north, Central Park to the east and south, American Legion Park and Rosetown Ridge Townhomes to the west.	Scenic views of Central Park and surrounded by other high-density residential uses.	Is the owner willing to sell?	Market rate rental development	2014+
16	1.4	HDR-1	Vacant parcel	Single-family homes to the north, and south, commercial uses to the east, Roseville Baptist Church to the west.	Immediately available for development. Land sold in April with asking price of \$135,000.	Small parcel. Due to economies of scale, might not be able to justify cost of development with the number of units able to be built.	Market rate rental development	2014+
CONTINUED								

RECOMMENDATIONS AND CONCLUSIONS

TABLE H-2 Continued HOUSING OPPORTUNITY SITES CITY OF ROSEVILLE March 2013							
Map Number	Acres	Current Zoning	Current Use	Surrounding Uses	Strengths	Weaknesses	Recommended Use Timing
17	3.4	LDR-1	Mostly wooded area with one single-family home	Single-family homes to the south, Highway 36 to the north.	Located in an established neighborhood, lack of land available for single-family homes.	Noise from traffic along Highway 36.	Approximately 10 to 15 single-family homes. 2017+
18	5.2	LDR-1	Vacant parcels	Surrounded by single-family homes.	Located in an established neighborhood, lack of land available for single-family homes.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 10 to 15 single-family homes. 2017+
19	1.4	HDR-1	Vacant parcels platted for townhomes	Single-family home to the north and west, Hilltop Apartments to the east, McCarron Condos and Military Recruiting Center to the south.	Surrounded by other high-density residential uses. Already platted for townhomes.	Development has been stalled since 2005.	10 entry-level townhomes. 2014+
CONTINUED							

RECOMMENDATIONS AND CONCLUSIONS

TABLE H-2 Continued HOUSING OPPORTUNITY SITES CITY OF ROSEVILLE March 2013							
Map Number	Acres	Current Zoning	Current Use	Surrounding Uses	Strengths	Weaknesses	Recommended Use Timing
20	4.9	MDR	Mostly wooded area with one single-family home	McCarrons Lake to the north, single-family homes to the east and west, apartments to the south.	Convenient access to McCarrons Lake and Trout Creek Trail.	Is the owner willing to sell?	Up to 60 townhomes 2020+
21	0.5	HDR-1	One single-family home	Greenhouse Village to the north and west, single-family homes to the east and south.	Owned by Greenhouse Village. Available land to expand.	Small parcel. Due to economies of scale, might not be able to justify cost of development with the number of units able to be built.	Additional senior units associated with the Greenhouse Village 2018+
22	3.0	HDR-1	Fire station and vacant parcels	Karie Dale Apartments and single-family homes to the north, King of Kings Lutheran School and Concordia Academy to the east, Rosetree Apartments to the south, and single-family homes to the west.	Owned by Roseville HRA. Potential flexibility in selling price.	L-shaped parcel. May be difficult to develop western portion of site with single-family home immediately north.	Mixed-income general occupancy rental development. 2013+

Source: Maxfield Research Inc.

RECOMMENDATIONS AND CONCLUSIONS

Apartment development is also at a 20-year high in the Twin Cities, with numerous projects either under construction or in the development pipeline. The majority of new planned development is in the Uptown neighborhood or in Downtown Minneapolis. New rental properties recently completed or under construction in the Twin Cities are charging rents (on average) from \$1.35 per square foot to \$2.20 per square foot, depending on the location of the property. Most of the new rental development that has occurred or is currently being developed in the Twin Cities is located in Downtown Minneapolis, Downtown St. Paul, Southwest Minneapolis, near the University of Minnesota, or in popular suburban communities such as St. Louis Park, Bloomington, and Edina.

The average rent per square foot at new urban properties is approximately \$1.70 per square foot, while ranging from about \$1.55 to \$2.30. New properties in Downtown Minneapolis and the Uptown neighborhood are averaging about \$1.80 to \$2.30 per square foot. New suburban properties are charging between \$1.30 and \$1.45 on average; some of these properties are located in second- and third-tier suburban communities, such as Lakeville, Woodbury and Minnetonka. A project in Roseville would fall within the aforementioned price per square foot range for suburban communities, approximately \$1.30 to \$1.45 per square foot.

Site #15 should be a top priority site for market rate rental units. The Site would be able to capitalize on scenic views of Central Park and have high visibility along County Road C W. With 4.5 acres and a maximum density of 24 units per acre, the Site could accommodate up to 108 units.

Site #22 should also be a top priority site as it is already owned by the Roseville HRA. We recommend a mixed-income rental development with approximately 20% of the units affordable to households earning at or below 60% AMI. With 3.0 acres and a maximum density of 24 units per acre, the Site could accommodate up to 72 units. However, since the parcels form an L-shape lot, we recommend either developing just the eastern side along Dale Street with outdoor amenities to the west, or a step-up of building height from west to east to create a buffer between the existing single-family homes to the north and the new development.

Site #16 could also be another potential short-term opportunity. The site was listed for \$135,000 and advertised as a prime location for apartments and was sold on April 2, 2013. According to the selling agent, the buyer wanted to build eight townhome units, but is in conversations with the City on constructing apartment units. With 1.4 acres and a maximum density of 24 units per acre, the site could accommodate up to 33 units.

Other potential sites for market rate rental units include sites #5, #6, #9, and #12. However, these sites may be more difficult to develop because they consist of multiple parcels with multiple owners and/or there is an existing use on site and the existing users would need to sell and relocate.

RECOMMENDATIONS AND CONCLUSIONS

Affordable Rental

There is also strong demand for affordable rental units. Between 2013 and 2025, there is demand for 187 affordable rental units. Much of the existing rental stock that functions as affordable housing is in multistory buildings with a higher percentage of smaller unit types, which often cannot comfortably accommodate family households. New affordable units would attract many existing Roseville residents residing in older market rate properties seeking larger unit sizes and more modern unit and building amenities. In addition, affordable housing will be attractive to households from outside Roseville who seek to reside in a community with close proximity to employment, shopping, and schools.

Aeon recently constructed *Sienna Green II*. The majority of the units were two-bedroom and three-bedroom units to better accommodate family households. The development has performed well and has been fully-occupied since it opened in August 2012.

Although there is demand for approximately 187 affordable units between 2013 and 2025, we recommend phasing the units with no more than 80 to 100 units in the short-term. We recommend an affordable family rental development in either a traditional three-story building with a unit mix weighted towards larger unit sizes or two- and three-bedroom townhomes/rowhomes. Affordable rental townhomes have been found to be very popular throughout other markets similar to Roseville.

Monthly rents would have to be in accordance with maximum gross rent set by HUD and MHFA. See Table D-2 for the 2012 income limits and maximum gross rents in Ramsey County.

Site #1, #2 and #11 are currently vacant and could be ready for development in the short-term. Parcel 05.29.23.32.0002 of Site #2 is currently for sale with an asking price of \$495,000. The second parcel is also for sale but it is not actively on the market. According to the listing agent, the property has been on the market for about two years. There have been several conversations with potential buyers, but nothing has come to fruition.

Site #11 would be more advantageous than Site #1 for affordable rental units as it is in close proximity to several retail centers and is within walking distance to the Roseville Public Library. The library would be a strong asset for potential asset for potential families living on the site. In addition, bus route 65 travels along County Road B W into Downtown St. Paul. With 2.0 acres and a maximum density of 24 units per acre, the Site could accommodate up to 48 units. ■■

RECOMMENDATIONS AND CONCLUSIONS

Subsidized Rental

With new rental housing units added the City of Roseville, there may be increased occupancies among the existing rental stock, particularly among older properties that are unable to compete with newer, contemporary market rate properties. According to Metro HRA, 266 Section 8 housing vouchers are being utilized in the City. We recommend working with landlords to encourage greater acceptance of Section 8 vouchers for properties that meet the voucher payment standards.

For-Sale Single Family Housing

As a first-tier suburb in the Twin Cities Metropolitan Area, the City of Roseville has a very limited amount of vacant land. Should the land supply be greater in the City, we acknowledge that demand for single-family housing would be very strong.

Based on the current zoning, single-family housing could only be located on Sites #3, #4, #7, #14, #17, and #18, for a total of 24 acres. Based on the density of up to four units per acre, up to 96 single-family homes could be built. However, due to the limitations of land availability, we recommend that the City optimize some of the low-density residential parcels and rezone as HDR-2 to permit townhome/twin home types. More discussion about for-sale multifamily housing is provided in the next section.

Due to the age, quality and price of Roseville's existing housing stock, most of the existing housing stock appeals to and meets the housing needs of entry-level homeowners. Homeowners who desire move-up and executive housing, which is typically priced at \$350,000 and above, have likely been forced to relocate to adjacent communities, including Arden Hills, New Brighton, Moundsview, Shoreview and North Oaks, since modest housing product in this price range is available in the City. We believe there is an opportunity to offer higher-amenity homes that would be attractive to households in the existing resident base who desire to continue to reside in the City but find that little housing is available to meet their preferences. For instance, all of the 26 lots in *Josephine Woods* sold within one year with home prices ranging from about \$450,000 to \$560,000.

For-Sale Multifamily Housing

Based on the availability of land, demographics of the resident base and forecast trends, we find demand for 217 new attached multifamily housing units between 2013 and 2025. These attached units could be developed as townhomes, twin homes or a combination of the two housing products. Due to the continued downturn in the new construction condominium market, we do not recommend a condominium component through 2016.

The following provides additional details on the target market and development recommendations for each for-sale multifamily housing product recommended.

RECOMMENDATIONS AND CONCLUSIONS

- **Side-by-Side and Back-to-Back Townhomes** – This housing product is designed with four or more separate living units and can be built in a variety of configurations. With the relative affordability of these units and multi-level living, side-by-side and back-to-back townhomes have the greatest appeal among entry-level households without children, young families and singles and/or roommates across the age span.

Households typically choose this housing product for the maintenance-free lifestyle and relative affordability for new construction housing. Although a primary reason for attached multifamily housing is affordability, we recommend that attention be placed on the visual and structural quality of housing as well as its compatibility with the architecture of surrounding homes.

- **Twinhomes and One-Level Townhomes** – By definition, a twin home is basically two units with a shared wall with each owner owning half of the lot the home is on. Some one-level living units are designed in three- or four-unit buildings in a variety of configurations. The swell of support for twinhome and one-level living units is generated by the aging baby boomer generation, which is increasing the numbers of older adults and seniors who desire low-maintenance housing alternatives to their single-family homes but are not ready to move to service-enhanced rental housing. Housing products designed to meet the needs of these aging Roseville residents, many of whom desire to stay in the City if housing is available to meet their needs, will be needed into the foreseeable future.

We recommend that development of twinhomes and one-level townhomes be comprised of a lesser percentage of homes priced between \$250,000 and \$275,000 as well as a higher percentage priced above \$300,000. Many seniors will move to this housing product with substantial equity in their existing single-family home and will be willing to purchase a nicer, more efficient home that is similar to or slightly above the price point of their existing single-family home.

Site #19 should be a top priority site for townhome units. The land was platted for ten townhomes in 2005 before the market downturn. Encouraging development in the next few years could be a possibility as the market continues to strengthen.

Site #4 could be advantageous for approximately 10 to 12 upper-end townhomes. It is located adjacent to an existing upper-end townhome subdivision within a wooded area for privacy.

Site #20 could also accommodate up to 60 townhome units as it is zoned for medium density of up to 12 units per acre. Amenities such as McCarrons Lake and Trout Creek Trail could provide marketability for upper-end townhomes.

RECOMMENDATIONS AND CONCLUSIONS

Senior Housing

Since the previous Comprehensive Housing Study was conducted in July 2009, 124 service-intensive senior units at *Cherrywood Pointe* and 48 active adult cooperative units at *Applewood Pointe I* have been constructed. In addition 42 units are currently under construction at *Applewood Pointe II*.

As illustrated in Table E-1, there is more demand for senior housing in the City of Roseville. Although Roseville already has an array of senior housing options, much of the forecast growth in Roseville is a result of the existing population base aging into the older adult and senior age cohorts. Development of additional senior housing is recommended in order to provide housing opportunity to these aging residents in their stages of later life. The types of housing products needed to accommodate the aging population base are discussed individually in the following section.

Before moving forward in our discussion, it is important to note that similar to other established suburbs in the Metro Area, the age distribution is weighted toward the older adult and senior cohorts. The development of additional senior housing serves a two-fold purpose in meeting the housing needs in Roseville and other established communities: older adult and senior residents are able to relocate to new age-restricted housing in Roseville, and existing homes and rental units that were occupied by seniors become available to other new households. Hence, development of additional senior housing does not mean the housing needs of younger households are neglected; it simply means that a greater percentage of housing need is satisfied by housing unit turnover.

- **Active Adult Rental** – In the near-term, we recommend development of an 80 to 90 mixed-income active adult rental project in the City of Roseville. Currently, no market rate or affordable (i.e. shallow subsidy) active adult rental housing is available in the City. Older adults and seniors who desire these housing products have either been forced to relocate to other communities outside the City of Roseville or are residing at general occupancy rental projects. We believe a mixed-income building would be an ideal development concept to create the most dynamic, inclusive community for active seniors and to temper stigmas and potential neighborhood opposition of affordable housing development.

During the housing market slowdown, many markets have experienced delays in realizing demand for market rate active adult housing. These delays are the result of seniors who choose not to sell their homes or find they are unable to sell their homes, along with the fact that active adult rental housing is not need-based. However, as the market continues to improve, seniors maybe more willing to put their home on the market.

- **Active Adult Ownership** – Currently, there are three active adult ownership projects in Roseville and all three continue to perform extremely well. In addition, United Properties is currently constructing phase II of *Applewood Pointe* (42 units) and all but two units have sold. We forecast that owner-occupied, age-restricted housing will continue to be a prod-

RECOMMENDATIONS AND CONCLUSIONS

uct of choice for active seniors, and that demand for this housing product will increase into the foreseeable future. However, we recommend waiting a few years (2018+) to build another active adult ownership property.

- **Active Adult Subsidized** – Financing subsidized senior housing is difficult as federal funds have been shrinking. Therefore, a new subsidized development would likely rely on a number of funding sources; from low-income tax credits (LIHTC), tax-exempt bonds, Section 202 program, USDA 515 program, among others.
- **Service-Enhanced Senior Housing** – Although there is demand for 76 assisted living units and 52 memory care units, we do not recommend developing another service-enhanced senior housing project until after 2018. At that time, additional analysis of the market could be undertaken to determine the viability of new service-enhanced senior housing in the City. With the new construction of *Cherrywood Pointe* as well as *Johanna Shores* in Arden Hills within the last year, there should be sufficient supply to meet short-term demand.

Challenges and Opportunities

Table H-2 identified and recommended housing types on the 21 housing opportunity sites in the City of Roseville. The following were identified as the greatest challenges and opportunities for developing the recommended housing types (in no particular order).

- **Land Constraints.** As previously stated, the City of Roseville has few existing areas within the community that can accommodate residential development. The City has a limited supply of residential lots suitable for single- or two-family housing developments. As such, future development will likely occur on infill or redevelopment sites throughout the City. According to the Regional Multiple Listing Service of Minnesota, there are only three actively marketing land listings in the City, priced at \$119,900 and \$125,000 per lot. Furthermore, the lack of supply drives up the cost of land which places upward pressure on housing price.

Due to Roseville's location, housing demand could be significantly higher should Roseville have the available land to accommodate future growth. New single-family housing in particular would be highly desired.

- **Housing Densities.** In an effort to reach the demand potential with limited land, increased densities will allow for more diverse future housing products that maximize the housing types developable on a parcel. Higher density projects can capitalize on economies of scale to provide greater affordability. The City should allow for flexibility among zoning requirements and encourage creative site planning as a means to increase density and provide greater housing opportunities. Such flexibilities may include reductions in setbacks, parking requirements, floor area, lot area, etc. We especially encourage higher densities near employment and transit corridors and new urbanism and mixed-use development.

RECOMMENDATIONS AND CONCLUSIONS

The chart below shows net housing densities by product type that may be achieved. There is a movement in many Metro Area communities to smaller lot sizes through planned unit developments that results in higher densities and more affordable housing costs.

TYPICAL HOUSING DENSITIES BY PRODUCT TYPE	
Product Type	Net Units Per Acre
DETACHED HOUSING	
Single Family	
Executive (90' wide lot+)	1.75 - 2.50
Standard (60'-80' wide lot)	2.75 - 3.75
Small Lot (less than 50')	4.00 - 5.00
Detached Townhomes/Villas	4.50 - 6.00
ATTACHED HOUSING	
Twin Homes	6.50 - 8.00
Townhomes/Rowhomes	10.00 - 14.00
Low/Mid-Rise Multifamily	40.00 - 50.00
Six-Story Multifamily	65.00 - 75.00
Hi-Rise Multifamily	85+
Sources: Maxfield Research Inc., Urban Land Institute, <i>Site Planning</i>	

- **Affordable Housing.** Due to the older housing stock of both owner-occupied and renter-occupied housing, the need for general occupancy affordable housing is being mostly fulfilled by the product in the marketplace. First-time home buyers are able to purchase entry-level homes, and many market rate rental developments have rents that are considered affordable.

However, there is a need for more diversity among housing types that are affordable, especially for families and seniors. Most of the existing housing stock cannot accommodate larger families that desire three or more bedrooms per unit. In addition, there is a need for affordable age-restricted housing with and without services.

We also recommend targeting housing assistance programs towards producing housing for the workforce – or those households earning between 80% and 120% of AMI.

- **Age of Rental Housing Stock.** As illustrated in the *Rental Market Analysis* section of the report, the majority of rental housing units are older. There have been no new general-occupancy rental projects constructed since *The Lexington* in 1989. The average age of renter-occupied units is over 40 years old in Roseville. As a result, most of the rental housing stock lacks the contemporary amenities many of today's renters seek. Many renters today seek the following unit amenities: in-unit laundry, walk-in closets, balconies/patios, oversized windows, and individually controlled heating and air-conditioning. Community amenities include community rooms with kitchens and big screen TVs, fitness centers, Wi-Fi, extra storage, and the inclusion of environmentally-responsible design and features. Most

RECOMMENDATIONS AND CONCLUSIONS

of these features and amenities are not offered in current rental housing products in Roseville.

- **Multifamily Development Costs.** It may be difficult to construct new multifamily product with amenities today's renters desire given achievable rents and development costs. Maxfield Research tracks development and construction costs for new rental housing across Minnesota. In the Twin Cities core the average costs per unit ranges on average from about \$150,000 to \$250,000. The average rent per square foot in Roseville is about \$1.00 per square foot, when most first-ring suburb projects will need at least \$1.40 or more per square foot to be financially feasible. Based on these costs, it may be difficult to develop stand-alone multifamily housing structures by the private sector based on achievable rents. As a result, a private-public partnership or other financing programs may be required to spur development.
- **Land Banking.** Land Banking is a program of acquiring land with the purpose of developing at a later date. After a holding period, the land can be sold to a developer (often at a price lower than market) with the purpose of developing housing. The city should consider establishing a land bank to which private land may be donated and public property may be held for future affordable housing development.
- **Housing Programs.** The Roseville Housing and Redevelopment Authority (HRA) offers a number of programs to promote and preserve the existing housing stock in Roseville. Some of the key programs that are offered include:
 - Foreclosure Prevention – Partnered with a third party such as the Minnesota Home Ownership Center or Lutheran Social Service Financial Counseling. Provides counseling and financial assistance to homeowners facing possible foreclosure.
 - Roseville Home Improvement Loan – Provides loans up to \$20,000 at a rate of 4% with terms up to 10 years. Homeowners may borrow an additional \$5,000 to cover Green Design improvements.
 - Multifamily Rental Property Loans – Assists in obtaining financing for the redevelopment of affordable multifamily rental properties. Maximum loan is \$50,000. For properties that need substantial rehabilitation, the Roseville HRA will consider requests for more funds than the maximum. Also assists condominium associations to obtain below market rate financing for improvements.

In addition to the City housing programs, the following bullet points summarize programs administered through Ramsey County.

- Energy Conservation Deferred Loan Program – Provides 10-year deferred payment loans to improve energy efficiency to 1-4 unit owner-occupied properties. Loans are restrict-

RECOMMENDATIONS AND CONCLUSIONS

ed to low and moderate income households and must be recommended through an energy audit.

- Ramsey County Residential Rehabilitation Deferred Loan Program – For low income homeowners, the loan will be forgiven after 10 years in the home. For moderate income homeowners, the loan must be repaid in full when the homeowner refinances, sells, transfers interest or moves from the property. In both cases, there is no interest and no monthly payment. Home improvement deferred payment loans for up to \$15,000 may be used for basic and necessary improvements which make the home more livable, more energy efficient, or more accessible for disabled persons.
- Ramsey County FirstHOME Buyer Assistance Program – Helps first home buyers purchase homes more affordably by providing deferred loans that can be used for down payment assistance, closing costs, and occasionally, health/safety/code improvements. Eligible income is 80% of the Metro Area's AMI by household size.

However, there are other programs the HRA could consider to aid and improve the City's housing stock. The following is a sampling of potential programs that could be explored.

- Remodeling Advisor – Partner with local architects and/or builders to provide ideas and general cost estimates for property owners.
- Construction Management Services – Assist homeowners regarding local building codes, reviewing contractor bids, etc. Typically provided as a service by the building department.
- H.O.M.E. Program – Persons 60 and over receive homemaker and maintenance services. Typical services include house cleaning, grocery shopping, yard work/lawn care, and other miscellaneous maintenance requests.
- Rental License – Licensing rental properties in the community. Designed to ensure all rental properties meet local building and safety codes. Typically enforced by the fire marshal or building inspection department. Should require annual license renewal.
- Mobile Home Improvements – Offer low or no-interest loans to mobile home owners for rehabilitation. Establish income-guidelines based on family size and annual gross incomes.
- Foreclosure Home Improvement Program – Low-interest loans to buyers of foreclosed homes to assist home owners with needed home improvements while stabilizing owner-occupied properties. A portion of the loan could be forgivable if the occupant resides in home at least five years. Eligible participants should be based on income-guidelines (typically 80% AMI or lower).

RECOMMENDATIONS AND CONCLUSIONS

- Rent to Own - Income-eligible families rent for a specified length of time with the end-goal of buying a home. The HRA saves a portion of the monthly rent that will be allocated for a down payment on a future house.
- Rental Collaboration – Host meetings on a regular basis (quarterly, bi-annually, or annually) with rental property owners, property management companies, Realtors, etc. to discuss key issues and topics related to the rental housing industry in Roseville.
- Home Fair – Provide residents with information and resources to promote improvements to the housing stock. Typically offered on a weekend in early spring where home owners can meet and ask questions to architects, landscapers, building contractors, lenders, building inspectors, etc.
- Density Bonuses – Since the cost of land is a significant barrier to housing affordability, increasing densities can result in lower housing costs by reducing the land costs per unit. The City of Roseville can offer density bonuses as a way to encourage higher-density residential development while also promoting an affordable housing component.
- Waiver or Reduction of Development Fees – There are several fees developers must pay including impact fees, utility and connection fees, park land dedication fees, etc. To help facilitate affordable housing, some fees could be waived or reduced to pass the cost savings onto the housing consumer.

City Priorities

Based on the findings of our analysis, the following is a priority summary for the City of Roseville. Priorities are identified in sequential order, beginning with the task/product type deemed most important.

1. Develop market rate general occupancy rental housing positioned as an upscale rental community.
2. Develop an affordable family rental housing community.
3. Develop an affordable active adult senior housing community with plans for a future second phase of market rate active adult housing.
4. Work with landlords to encourage greater acceptance of Section 8 vouchers for properties that meet the voucher payment standards.
5. Provide support for rehabilitation and replacement of existing single-family and multifamily housing. Educate homeowners and rental property owners about available loan programs.

RECOMMENDATIONS AND CONCLUSIONS

6. Develop general occupancy for-sale townhomes designed for entry-level buyers and older adult/senior households.
7. Reassess the need for additional owner-occupied active adult senior housing and service-enhanced senior housing products. Should housing need for senior housing be sustained, we recommend development of additional units.

RECOMMENDATIONS AND CONCLUSIONS

TABLE H-3 HOUSING OPPORTUNITY SITES CITY OF ROSEVILLE March 2013										
Map Number	PID Number	Acres	Total Assessed Value 2013	Current Zoning	Current Use	Surrounding Uses	Compatible Land Use	Strengths	Weaknesses	Recommended Use
1	052923210007	8.6	\$1,707,300	HDR-1	Mostly wooded vacant parcel	Industrial uses to the east, Rose 8 Estate apartments to the south, townhomes and commercial uses to the west and Bramante's Apartments and commercial uses to the north.	HR	Immediately available for development, large acreage with only one owner.	Incompatible industrial land uses to the east, noise and traffic along New Brighton Blvd.	Affordable rental development
2	052923320001; 052923320002	2.7	\$364,100	HDR-1	Three-single family homes	Roseville Commons Condos to the east, townhomes and Executive Manor Condos to the south, single-family homes to the north, townhomes to the west.	HR	Surrounded by other high-density residential uses, easy access to New Brighton Blvd. Immediately available for development. Asking price of \$495,000.	Land has been on the market for two years with few interested parties.	Affordable or market rate rental development
3	082923340057	5.0	\$358,300	LDR-1	Mostly wooded area with one single-family home and pond	Single-family homes to the east and west, I-35W to the north, and Midland Hills Country Club to the south.	LR	Located in an established neighborhood, lack of land available for single-family homes.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 15 to 20 single-family homes.
4	092923330006	2.2	\$267,100	LDR-1	Mostly wooded area with one single-family home	Ferris Woods townhome subdivision to the east, Midland Grove condos to the north, single-family homes to the south.	LR	Located adjacent to existing upper-end townhome subdivision.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 10 to 12 upper-end townhomes.
5	042923310017; 042923310018	6.1	\$4,250,700	HDR-1	Three industrial buildings with CPI Card Group, Brede Exposition Services, and Interim Healthcare.	Langton Lake to the west, industrial uses to the east and south, single-family homes to the north.	HR	Adjacent to Langton Lake. Could be redeveloped with Site #6 for the largest site in the City.	Incompatible industrial land uses to the east and south. Multiple owners must sell to assemble land.	Mixed use development with multifamily housing, retail and commercial uses.

CONTINUED

RECOMMENDATIONS AND CONCLUSIONS

TABLE H-3 Continued HOUSING OPPORTUNITY SITES CITY OF ROSEVILLE March 2013										
Map Number	PID Number	Acres	Total Assessed Value 2013	Current Zoning	Current Use	Surrounding Uses	Comp. Plan Guided Use	Strengths	Weaknesses	Recommended Use
6	042923420030; 042923420043	12.2	\$5,600,000	HDR-1	Two warehouse buildings with Color Technologies, Warner Tech-care, Bridging with Hope, and Industrial Customer Products.	Industrial uses to the west and south, Oasis Park and single-family homes to the north, commercial uses to the east.	HR	Could be redeveloped with Site #5 for the largest site in the City. Close proximity to retail center and Byerly's Grocery along Lincoln Drive.	Incompatible industrial land uses to the west and south. Multiple owners must sell to assemble land.	Mixed use development with multifamily housing, retail and commercial uses.
7	032923240007	3.3	\$1,446,200	LDR-1	Vacant parcel owned by the Roseville Public School District	Grove Park to the north, single-family homes to the west, south, and east.	LR	Adjacent to Grove Park, located in an established neighborhood.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 10 to 12 single-family homes.
8	032923310027	3.9	\$2,665,000	HDR-1	Hamline Shopping Center	Roseville Covenant church and single-family homes to the north, Hamline House condos and Presbyterian Homes offices to the east, Hamline Terrace Apartments and Terrace Park Apartments to the south, and Centennial Commons to the west.	HR	Surrounded by other high-density residential uses.	Existing tenants must relocate. Cost of demolishing or rehabbing building may be expensive.	Mixed use development with multifamily housing, retail and commercial uses
9	102923220002; 102923220004; 102923220001; 102923210037; 102923210038; 102923210036; 102923210035	10.4	\$5,232,600	HDR-1	Specialty Lab, MIDC Distribution Center, Albrecht Company, United Rental.	Single-family homes to the north, Rosepointe Senior Living and Pochontas Park to the south, office space to the east.	HR	Highly visible from County Road C. Close proximity to several retail centers and Rosedale Mall.	Multiple owners must sell to assemble land.	Mixed use development with multifamily housing, retail and commercial uses
10	102923220022; 102923220023; 102923220026; 102923220027	6.2	\$994,100	MDR	Tom Hurias Greenhouses	Single-family homes to the east and south, Snelling Avenue to the west. Commercial uses to the north.	MR	Highly visible as it is located on a high traffic corner of Snelling Avenue and County Road C.	Land has been with family since 1935. Owners may not be willing to sell.	Mixed use development with multifamily housing, retail and commercial uses
CONTINUED										

RECOMMENDATIONS AND CONCLUSIONS

TABLE H-3 Continued HOUSING OPPORTUNITY SITES CITY OF ROSEVILLE March 2013											
Map Number	PID Number	Acres	Total Assessed Value 2013	Current Zoning	Current Use	Surrounding Uses	Comp. Plan Guideline Use	Strengths	Weaknesses	Recommended Use	Timing
11	102923340006	2.0	\$4,250,000	HDR-1	Vacant parcel	Rosemall Apartments to the north, single-family homes to the east and south, TCF Bank and SuperTarget to the west.	HR	Close proximity to retail centers and public library.	Small parcel. Due to economies of scale, might not be able to justify cost of development with the number of units able to be built.	Up to 48 affordable rental units.	2014+
12	022923330048; 022923330049; 022923330050; 022923330051; 022923330052; 022923330053; 112923220004	9.9	\$1,235,100	HDR-1	Single-family homes and wetland area	Single-family homes to the north, Parkview Estates to the east, Central Park to the south, Roseville City Offices and Skating Center to the west.	HR	Surrounded by other high-density residential uses.	Wetland area reduces the number of buildable acres on parcel.	multifamily rental or owner housing	2017+
13	022923340024	5.9	\$7,891,100	HDR-1	Vacant parcel	Golden Living Center to the north, single-family homes to the east, Bennett Lake to the south, Parkview Estates to the west.	HR	Immediately available for development.	Owned by Roseville school district. May use land for educational expansion.	multifamily rental or owner housing	2025+
14	022923440067; 022923440066; 022923440065	4.9	\$439,600	LDR-1	Mostly wooded vacant parcels	Westwood Village Townhomes and Ramsey Square Condos to the east, single-family homes to the south and west.	LR	Located in an established neighborhood, lack of land available for single-family homes.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 15 to 20 single-family homes.	2015+
15	122923220006	4.5	\$189,700	HDR-1	Mostly wooded vacant parcel	Ramsey Square Condos to the north, Central Park to the east and south, American Legion Park and Rosetown Ridge Townhomes to the west.	HR	Scenic views of Central Park and surrounded by other high-density residential uses.	Is the owner willing to sell?	Market rate rental development	2014+
16	122923140076	1.4	\$221,400	HDR-1	Vacant parcel	Single-family homes to the north, and south, commercial uses to the east, Roseville Baptist Church to the west.	HR	Immediately available for development. Land sold in April with asking price of \$135,000.	Small parcel. Due to economies of scale, might not be able to justify cost of development with the number of units able to be built.	Market rate rental development	2014+

RECOMMENDATIONS AND CONCLUSIONS

TABLE H-3 Continued
HOUSING OPPORTUNITY SITES
CITY OF ROSEVILLE
March 2013

Map Number	PID Number	Acres	Total Assessed Value 2013	Current Zoning	Current Use	Surrounding Uses	Comp Plan Guided Use	Strengths	Weaknesses	Recommended Use	Timing
17	122923430059	3.4	\$183,700	LDR-1	Mostly wooded area with one single-family home	Single-family homes to the south, Highway 36 to the north.	LR	Located in an established neighborhood, lack of land available for single-family homes.	Noise from traffic along Highway 36.	Approximately 10 to 15 single-family homes.	2017+
18	132923230081; 132923230086	5.2	\$416,000	LDR-1	Vacant parcels	Surrounded by single-family homes.	LR	Located in an established neighborhood, lack of land available for single-family homes.	Small parcel. Due to economies of scale, might not be able to justify cost of lot preparation and construction for the number of homes able to be built.	Approximately 10 to 15 single-family homes.	2017+
19	132923140049; 132923140048; 132923140047; 132923140046; 132923140045; 132923140051	1.4	\$258,800	HDR-1	Vacant parcels platted for townhomes	Single-family home to the north and west, Hilltop Apartments to the east, McCarron Condos and Military Recruiting Center to the south.	HR	Surrounded by other high-density residential uses. Already platted for townhomes.	Development has been stalled since 2005.	10 entry-level townhomes.	2014+
20	132923440038; 132923440035	4.9	\$321,700	MDR	Mostly wooded area with one single-family home	McCarrons Lake to the north, single-family homes to the east and west, apartments to the south.	MR	Convenient access to McCarrons Lake and Trout Creek Trail.	Is the owner willing to sell?	Up to 60 townhomes	2020+
21	142923330067	0.5	\$182,000	HDR-1	One single-family home	Greenhouse Village to the north and west, single-family homes to the east and south.	HR	Owned by Greenhouse Village. Available land to expand.	Small parcel. Due to economies of scale, might not be able to justify cost of development with the number of units able to be built.	Additional senior units associated with the Greenhouse Village	2018+
22	112923410062; 112923410074; 112923410073; 112923410072; 112923410071; 112923410070	3.0	\$1,850,900	HDR-1	Fire station and vacant parcels	Karie Dale Apartments and single-family homes to the north, King of Kings Lutheran School and Concordia Academy to the east, Rose Tree Apartments to the south, and single-family homes to the west.	HR	Owned by Roseville HRA. Potential flexibility in selling price.	L-shaped parcel. May be difficult to develop western portion of site with single-family home immediately north.	Mixed-income general occupancy rental development.	2013+

Source: Maxfield Research Inc.

REQUEST FOR COUNCIL ACTION

Date: July 1, 2013
Item No.: 10.c

Department Approval

City Manager Approval



Item Description: Roseville Fire Relief Association Discussion

BACKGROUND

The Roseville Fire Relief Association has requested that the City consider raising the monthly benefit its members currently receive from \$30 to \$32 per month for each year of service.

Prior to considering this request, staff would like to provide the City Council with information regarding the history of the Roseville Fire Relief Association and the future of the fire relief pension.

Staff has created a detailed presentation that it will share with the City Council during the July 1st meeting. Some of the highlights from the presentations include:

- The Relief Association is statutorily established and is a separate legal entity from the City of Roseville and the Fire Department. It exists to provide a retirement incentive for firefighters. It is self-governing. It is designed to provide for the option of lump sum benefit or monthly benefits. By definition, it is considered a defined benefit plan.
- A board of nine trustees manages the business of the Relief Association. Six of the board members are elected from the membership of the Association, one of which may be a retired member receiving a monthly pension. The elected members serve three year terms on a rotating basis. The three remaining trustees serve on the board per state law. These ex-officio members are the Fire Chief, the Mayor, and the City Manager.
- The Relief Association's first funding source is the State of Minnesota, which levies a 2% tax on all fire insurance premiums paid in to the State. These monies are allocated to the municipalities according to a formula which considers the population and taxable property of the municipality. If State aid is not sufficient to meet the Association's benefit requirements, the City of Roseville is required to fund the difference.
- In 2010 the City decided to change the pension option provided to part-time firefighters. The City agreed to no longer offer the Relief Association as a pension option but to place all newly hired firefighters into Public Employee Retirement Association (PERA). Current employees in the Relief Association were offered a one-time possibility to switch to PERA.
- Since no new members are being added to the Relief Association, there will come a point in the future that there will be no designated beneficiaries. In recognition of that fact, staff believes that there should be a discussion with the Fire Relief Association on how

the plan should be changed to accommodate the eventual sunset of the association.

Members of the Fire Relief Board will be present at the July 1st meeting to provide their input into the discussion.

POLICY OBJECTIVE

To provide financial oversight of the Fire Relief Association retirement benefit in order to allocate a fiscally responsible amount of City investment to the fund while providing appropriate retirement benefits to fire fighters and their families.

BUDGET IMPLICATIONS

Providing the Fire Relief Association pension is an on-going cost to the City. The amount of contribution varies from year- to- year dependent on market condition. The \$2 monthly increase will add about \$577,764 liability to the fund. Below is a table showing existing and future contributions:

	2013	2014 with benefit increase	2014 without benefit increase
City of Roseville Contribution	\$152,500	\$72,817	\$25,342
State 2% Insurance Funding	\$145,733	\$147,750 (est.)	\$147,750 (est.)
Total	\$298,233	\$220,571	\$172,096

STAFF RECOMMENDATION

In consideration of past practices and the condition of the fund, staff is supportive of increasing the monthly benefit by \$2 per month for each year of service. However, staff would make this approval conditioned on the several items. They include:

- Directing the Relief Association Board to coordinate all future actuarial requests with City Staff, and with the approval of City Council.
- Prior to requesting a future benefit increase, the Relief Association Board should:
 - Research and present to the City other fire relief retirement plans and present plan comparisons.
 - Research and present to the City possibilities of transitioning to an annuity plan.
 - Research and present plan options to the City with comparisons to the Social Security retirement structure.
 - Research and present plan options to the City that establishes future plan caps as the association moves toward sunset.

61 **REQUESTED COUNCIL ACTION**

62 The City Council should provide direction in regards to the benefit increase. This item will be
63 brought back to a future City Council meeting for official action.

64

Prepared by: Patrick Trugeon, Interim City Manager (651) 792-7021
Attachments: None

REQUEST FOR COUNCIL ACTION

Date: 07/01/2013
Item No.: 13.a

Department Approval



City Manager Approval



Item Description: Authorize Issuing a Request for Proposals for Recycling Services

BACKGROUND

The City Council reviewed a draft Request for Proposals (RFP) for recycling services at its June 17, 2013 meeting. The current contract expires at the end of 2013. The draft Request For Proposals (RFP) for recycling services was previously reviewed by the Public Works, Environment and Transportation Commission.

The Council requested staff to revise the RFP in a number of areas to provide a level field for proposers. The Council clarified their intent to only bid single stream recycling services. The revised RFP with attachments is attached (Attachment A). Staff has made the revisions requested by the Council detailed as follows:

Throughout document – updated dates to reflect new timeline

Page 9 – deleted definitions for curbside bins and for dual sort (per Council direction)
Throughout – renumbered definitions and updated references to match new numbers

Page 13, Sect. 5.02 – updated third paragraph language on safety equipment (per Council direction)

Page 15 Recycling containers – updated to reflect the options of contractor owned and city owned carts and that its mandatory for them to propose both, added more specificity to cart dimensions – 96 gallon carts for multi-family complexes. (per Council direction)

Page 20, Sect. 5.05 – updated to reflect that zero waste events will be considered in a value added plan (per Council direction)

Page 20, Sect. 5.07 – updated language on Procedure for Unacceptable Recyclables to add language specific to single stream (per Council direction)

Page 22, Sect. 5.12 – updated to reflect PW Director is backup contact after the recycling coordinator

Page 22, Sect. 5.14 – updated with a scenario for when a holiday falls on a Sunday (oops missed that first time through)

Page 23, Sect. 5.16-5.17 – deleted duplicative language on ownership and scavenging (per

Council direction)

Page 25, Sect. 5.21 – added Central Park Victoria West and Central Park Lexington to list of parks receiving collection service (per Council direction)

Page 25, Sect. 5.22 – changed last sentence from “Unwanted bins may be returned to the city for recycling.” to “Contractor shall coordinate with the City a one-time drop off event for unwanted bins.” Previous language was too vague and could potentially result in the City sitting on a pile of bins that we would have no means to get to a recycling market since bins are not part of HDPE bale specifications.

Page 28, Sect. 6.07 – fixed typo (per Council direction)

Page 29, Sect. 7.01 – added language to require a tour of the materials recovery facility (per PWET direction – also missed that originally)

Page 32, Sect. 8.01 – Updated to reflect Contractors must submit both three and five year proposals

Page 36 – deleted dropping bins from list of liquidated damages

Page 47, Sect. 10.05 – deleted requirement Contractors must submit proposals on recycled paper (per Council direction)

Page 48 – updated Criteria table to reflect deletion of the bin buy back requirement

Attachment A – deleted bin collection plan requirement

Attachment E – expanded to include all 8 required scenarios (per Council direction)

Staff has updated the schedule for the RFP process as follows:

Event	Date/Time
RFP Issued	July 3, 2013
Mandatory Pre-proposal Meeting	July 16, 2013
Questions Regarding RFP to be Submitted	July 19 at 4:00 p.m.
References Submitted	July 19 at 4:00 p.m.
Notification of Intent Submitted	July 19 at 4:00 p.m.
Answers to Questions Issued	July 24 by 4:00 p.m.
Proposals Due	July 31 at 4:00 p.m.
Interviews of Finalists	Week of August 12
Council Meeting to Authorize Contract Negotiations	August 26, 2013

To meet this schedule the RFP will need to be issued soon. Staff is seeking further comment and requesting authorization to issue the RFP.

70

71 **POLICY OBJECTIVE**

72 Meet the Imagine Roseville 2025 goal that Roseville is an environmentally healthy community
73 by providing cost effective recycling service for residents and to competitively bid for these
74 contracted services.

75 **BUDGET IMPLICATIONS**

76 Recycling is an enterprise fund. Income to the fund currently comes from three sources: resident
77 fees, revenue share from the sale of material, and an annual SCORE grant of approximately
78 \$65,000. Any change in costs associated with the program may require a revision to resident
79 fees. The fee rates are set by the Council typically in November.

80 **STAFF RECOMMENDATION**

81 Staff requests the City Council review the revised draft RFP and provide further comment and
82 authorize issuance subject to further revisions.

83 **REQUESTED COUNCIL ACTION**

84 Review the draft Request for Proposals and authorize issuance of the Request For Proposals for
85 recycling services.

86

87 Prepared by: Tim Pratt, Recycling Coordinator
Duane Schwartz, Public Works Director

Attachments: A: Draft RFP
B: Community Values chart



Specifications and Request For Proposal for Comprehensive Recycling Service

July 3, 2013

Proposal accepted until 4:00 p.m. CDT
Wednesday, July 31, 2013

Roseville City Hall
2660 Civic Center Drive
Roseville, MN 55113

Request For Proposals City Recycling Services

City of Roseville, Minnesota

The City of Roseville is requesting proposals for comprehensive recycling services to all residential, single-family households and multi-unit households within the

**City of Roseville
For
January 1, 2014 to December 31, 2016
Or Alternate Proposal
January 1, 2014 to December 31, 2018**

Contractor must submit proposals for both a three-year and a five-year scenario. The proposals shall be made in accordance with the Specifications and must be submitted to the City by:

**4:00 p.m. CDT
Wednesday, July 31, 2013**

The proposals shall be made on forms identical in content to those contained in the Specifications. All completed forms shall be submitted to:

**Kari Collins, Administrative Assistant
Administration Department
City of Roseville
2660 Civic Center Drive
Roseville, MN 55113**

Questions and request for packets should be directed to:

Kari Collins, Administrative Assistant
Administration Department
City of Roseville
2660 Civic Center Drive
Roseville, MN 55113
(651) 792-7023

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CITY OF ROSEVILLE

SPECIFICATIONS FOR COMPREHENSIVE RECYCLING SERVICES TO ALL RESIDENTIAL SINGLE-FAMILY HOUSEHOLDS AND MULTI-FAMILY HOUSEHOLDS

1. INTRODUCTION

The City of Roseville, Minnesota seeks to enter into a new recycling contract with a company that has the resources and ability to provide comprehensive residential recycling services for the entire City. Those services include collection, processing, marketing and public education.

Among the goals of the City are to maximize the fullest recovery possible of recyclables from all residents in the City, to market materials so they achieve their highest and best use, to achieve the most cost-effective solution, and to encourage innovation.

Roseville residents have identified a city-wide goal to be an environmentally healthy community. And residents have identified various community values that environmental programs such as recycling should incorporate.

Those community values are:

- Collection – which includes Clean and quiet; Impact on street (size and weight of trucks), Easy to participate, Flexibility to Comingle, More materials picked up – particularly plastics, Materials are efficiently recycled (local markets, highest and best use for material), Rewards for adding value, multi-family dwelling recycling
- Outreach – which includes Voluntary expansion to businesses, effective Frequent education of residents – with measurement, Community involvement, Annual report that includes information on what happens to material, outreach to low participating communities, outreach using electronic communications
- Environmental Benefits – which includes Experience with Zero Waste events, reduced carbon footprint, Education and Leadership on Environmentally Preferred Purchasing (EPP), Local vendor-terminal and MRF locations

These evaluation criteria are not presented in any special order. No ranking of these criteria within this RFP is intended or implied.

These specifications define the service standards, specifications and proposal requirements of the Comprehensive Recycling Program for the City of Roseville.

For the purpose of these specifications, the City of Roseville has identified 9,611 Residential Dwelling Units, defined as single-family households, duplexes, triplexes, four-plexes and townhomes. These units will be serviced as Residential Dwelling Units (RDU), as specified herein. The City has identified 6,076 Multi-family Dwelling Units (MDU) as detailed in Exhibit B, defined as units in 5 or more unit buildings or mobile home parks. These units will be serviced as multi-units, as specified herein.

2. CONTRACTOR SELECTION PROCESS AND SCHEDULE

To the best of its ability, the City will use the following process and schedule for its decision-making:

Event	Date/Time
RFP Issued	July 3, 2013
Mandatory Pre-proposal Meeting	July 16, 2013
Questions Regarding RFP to be Submitted	July 19 at 4:00 p.m.
References Submitted	July 19 at 4:00 p.m.
Notification of Intent Submitted	July 19 at 4:00 p.m.
Answers to Questions Issued	July 24 by 4:00 p.m.
Proposals Due	July 31 at 4:00 p.m.
Interviews of Finalists	Week of August 12
Council Meeting to Authorize Contract Negotiations	August 26, 2013

These dates are subject to change as the City deems necessary.

- 2.01.** All contact by prospective Contractors and their agents about the City's RFP and procurement decision-making must only be made with the City's designated contact person, Kari Collins. Prospective Contractors are encouraged to contact Ms. Collins with questions or requests for more information.
- 2.02.** Contractors are required to attend the pre-proposal meeting at 1:00 p.m. CDT on July 16 at Roseville City Hall. Proposals from Contractors that do not attend the meeting will not be considered.
- 2.03.** Questions, requests for clarification or requests for information about this RFP or process not answered at the pre-proposal meeting must be submitted by 4 p.m. CDT, Friday, July 19, 2013, in writing (preferably by email) to:

Kari Collins
Administration Department
City of Roseville
2660 Civic Center Drive
Roseville, MN 55113
kari.collins@ci.roseville.mn.us

All questions and requests for more information and the City's responses will be summarized in writing and emailed to all parties that have submitted an Intent to Propose. Responses will be emailed by 4:00 p.m. CDT July 24, 2013.

- 2.04.** Prospective Contractors interested in responding to this RFP shall notify the City in writing of their interest and submit a list of references by 4:00 p.m. CDT, Friday, July 19, 2013, in writing (preferably by email) to:

Kari Collins
Administration Department
City of Roseville
2660 Civic Center Drive
Roseville, MN 55113
kari.collins@ci.roseville.mn.us

Notifications shall include the vendor's name and address, as well as a contact person's name and title, phone number and email address.

References shall include the name, phone number and email address of a contact person from at least five cities. Proposers may submit up to ten references (See evaluation criteria). References will be asked to complete a survey rating the proposer's service.

- 2.05.** All proposals must be sealed and delivered to the Administration Department Office at City Hall no later than 4:00 p.m. CDT, Wednesday, July 31, 2013, to be considered eligible. See Section 10 for details on how to submit a proposal.
- 2.06.** The City will form a proposal review committee to review and analyze the details of the qualified submitted proposals (See "Evaluation Criteria" section of this RFP). Finalists will be invited to interviews with the review committee to be held the week of August 12, 2013. Following the interviews the committee will recommend a top Contractor to the City Council.
- 2.07.** Upon direction from the City Council, City staff will negotiate terms of the agreement with the top-ranked Contractor. If negotiations with

top-ranked Contractor are not successful, the City may then initiate negotiations with second ranked Contractor, and so on.

2.08. Once a draft contract has been successfully negotiated, City staff will present recommended contract to the City Council. The City Council may then award the contract and authorize staff to execute it.

2.09. The new recycling contract will commence on January 1, 2014.

3. BACKGROUND AND HISTORY

Roseville has contracted for curbside recycling of single-family homes, duplexes, triplexes and four-plexes since July 1987. The program was once a month collection from July 1987 – July 1988, twice a month collection from August 1988 – December 1998, every other week collection from January 1999 – April 2006, and weekly collection since then.

The program began with collection of old newspaper (ONP) and aluminum cans. Over the years it has expanded to collect old magazines (OMG), old corrugated containers (OCC), household office paper and mail, boxboard (OBB), phone books, carrier stock cardboard, aseptic packaging, glass bottles and jars, steel food cans, PET and HDPE plastic bottles, pizza boxes, and clothing and textiles.

In 1999 Roseville switched from source separated where residents sort their recycling into seven different categories to a two-sort system. The previous program was source separated and picked up the first and third weeks of the month. In 2007 Roseville switched to weekly collection.

Participation rates were between 56 and 71 percent. However, in the past five years the participation rate has been between 74 and 82 percent. Recycling tonnages were fairly constant around 2,900 tons collected annually.

Multi-family complexes were added to the program in 2003. Currently there are 97 buildings with a total of 6,076 units in the program. All new buildings are required to join the program.

4. DEFINITIONS

4.01 Aluminum cans

Disposable containers fabricated primarily of aluminum, commonly used for soda, beer, juice, water or other beverages.

4.02 American Metal Market (AMM)

Industry publication containing prices for secondary scrap metals.

4.03 Aseptic Packaging and Milk Cartons

Containers designed to maintain the sterility of a sterile (aseptic) product such as food. (e.g. gable-top milk cartons, juice boxes and aseptic packaging used for soup, broth, soy milk, etc.) Aseptic packages are typically a mix of paper (70%), polyethylene (LDPE) (24%), and aluminum (6%), with a tight polyethylene inside layer.

4.04 Carrier Stock

Paper injected with resins in order to resist moisture and used for containers to carry products such as beer and soda pop.

4.05 City's annual recycling public education flyer

The Contractor will be responsible for providing an annual public education flyer to be sent to all residents that contains the following recycling information:

- List of materials to be included for recycling
- List of materials excluded that cannot be recycled in the City's program
- How to prepare materials
- How to receive additional information about the program

The flyer shall be delivered to homes no later than January 31 of each year.

4.06 City's designated contact person

The City has designated Administrative Assistant Kari Collins as the City's sole point of contact for prospective Contractors.

4.07 City-designated recyclables, or Recyclable materials, or Recyclables

The following recyclable materials: bottles and cans including aluminum cans; clean aluminum foil; steel cans; glass jars and bottles; plastic food and beverage containers, pails, and trays with any of the resin identification codes #1-#7 (excluding black plastic and Styrofoam); aseptic packaging, paper products including newspapers; magazines; boxboard; phone books; household office paper and mail; carrier stock cardboard; and corrugated cardboard (including boxes for delivery and take out pizzas); and clothes and linens as defined herein this RFP. The City encourages the Contractor to explore markets for additional types of recyclable material. Materials may be added to this list as part of Contractors proposal or by mutual written agreement between the City and the Contractor.

4.08 Clothes and Textiles

Towels, sheets, blankets, curtains, tablecloths, rags, and clothes including: belts, coats, hats, gloves, shoes and boots that are dry, clean and free of mold, mildew and excessive stains.

4.09 Collection

The aggregation and transportation of recyclable materials from the place at which it is generated and includes all activities up to the time when it is delivered to a recycling facility.

4.10 Commodity

Any individual material, including specific industrial grade, as defined by this Agreement.

4.11 Contractor

The City's recycling service Contractor under the new contract beginning operation on January 1, 2014.

4.12 Corrugated cardboard (OCC)

Cardboard material with double wall construction and corrugated separation between walls including boxes for delivery and take out pizzas. Does not include plastic, waxed or other coated cardboard.

4.13 Curbside

The area of public right of way between the property line and the curb or edge of the street, but not on the street.

4.14 Curbside recycling carts

Wheeled carts used as part of a single-stream collection system. Carts shall be consistent in colors and design with a recycling symbol that is at least 4" tall on two sides and approved instruction label on each lid, so as to be easily identified by the resident/customer and the Contractor Driver as the container for recyclable materials collection.

4.15 Curbside recycling service

The recycling collection service, together with related public education and other customer services, specified within this RFP utilizing curbside recycling pickup.

4.16 Glass jars and bottles

Glass jars, bottles, and containers (lids/caps and pumps removed) that are primarily used for packing and bottling of food and beverages.

4.17 HDPE - Colored

Plastic bottles and thermoforms made from high density polyethylene resin with pigment or coloring (e.g., laundry detergent and automatic dishwasher soap bottles).

4.18 HDPE – Natural

Plastic bottles and thermoforms made from high density polyethylene resin without pigment or coloring (e.g., milk jugs, gallon water jugs, and ice cream pails).

4.19 Market demand

The economic and technical capacity of markets to use recyclable material to make new products.

4.20 Market Indicator

Commodity price indices as per specified recycling industry publication or actual prices paid by specified end-market company.

4.21 Markets

Any person or company that buys (or charges) for recycling of specified materials and may include, but are not limited to: end-markets, intermediate processors, brokers and other recycling material reclaimers.

4.22 Materials Recovery Facility (MRF)

A recycling facility in which recyclable materials are processed. The facility will conform to all applicable rules, regulations and laws of state, local or other jurisdictions.

4.23 Multiple family dwellings (MFD)

A building or a portion thereof containing five or more dwelling units.

4.24 Multiple family dwelling (MFD) recycling containers

Recycling containers used for multiple family dwellings (MFD) including any bin, cart, dumpster or other receptacle for temporary storage and collection of designated recyclables from residents in MFDs prior to collection. Such recycling containers must be separate, explicitly labeled with text and graphics as to recyclables included, and colored differently from other containers for mixed solid waste or trash. Recycling containers must be maintained in proper operating condition and be reasonably clean and sanitary.

4.25 Multiple family dwelling (MFD) recycling service

Recycling collection service, together with related public education and other customer services, provided to MFD residents that utilize MFD recycling containers as specified in 4.24 and use MFD recycling stations as specified in 4.26.

4.26 Multiple family dwelling (MFD) recycling stations

The location of MFD recycling containers will be designated by the City with agreement of the recycling Contractor and the MFD building owner. MFD recycling stations will likely be a cluster of recycling carts and/or recycling dumpsters.

4.27 Non targeted materials

Non-recyclable materials that are not included in the City's recycling program. Examples of typical non-targeted items include (but are not limited to): pumps on plastic bottles, ceramic material in glass streams, coated paper packaging, etc.

4.28 Official Board Markets (OBM)

Industry publication containing prices for secondary fiber or recovered paper in the form of the OBM "Yellow Sheet."

4.29 Organics

Organic materials derived from plant and animal matter including non-recyclable paper that is collected for composting.

4.30 Paper

Paper includes the following: newspapers including inserts (ONP); household office paper and mail; boxboard; carrier stock cardboard; old corrugated cardboard (OCC) including boxes for delivery and take out pizzas; phone books; kraft bags; and magazines/catalogs (OMG).

4.31 Participation Rate

A record of which specific households on a recycling route set out recyclable material at some point during a defined period of time (usually one month) as a percentage of the overall number of eligible households.

4.32 Plastic containers

Rigid plastic containers; lids; and toy and electronic packaging – excluding black plastic, with a resin identification code of: #1 (PET, PETE); #2 (HDPE); #3 (PVC); #4 (LDPE); #5 (PP); #6 (PS) excluding Styrofoam; or #7 (other).

4.33 PET

Plastic bottles made from polyethylene terephthalate (e.g. soft drink, water and other bottles).

4.34 Process residuals

The normal amount of material that can not be economically recycled due to material characteristics such as size, shape, color, cross-material contamination, etc. and must be disposed as mixed municipal solid waste. Process residuals include but not limited to bulky items, contaminants, sorted tailings, floor sweepings and rejects from specific processing equipment (e.g. materials cleaned from screens, etc). Process residuals does not include clean, separated products that are normally processed and prepared for shipment to markets as commodities but are of relatively low-value because of depressed market demand conditions.

4.35 Processing

The sorting, volume reduction, baling, containment or other preparation of recyclable materials delivered to the processing center for transportation or marketing purposes.

4.36 Processing center

A recycling facility in which recyclable materials are processed. The facility will conform to all applicable rules, regulations and laws of state, local or other jurisdictions.

4.37 Processing Fee

Agreed upon unit fee allocated towards Contractor's cost of processing various types of recyclables.

4.38 Recycled Content Products

Products or goods, including roadbed or other aggregate products that are openly marketed and have positive value. Recycled content products do not include use of any commodity for use at landfills.

4.39 Set-Out Rate

The number of single family households (SFDs) that set out recyclable material each week as a percentage of the number of eligible SFDs in the City.

4.40 Single-Family Dwelling (SFD)

A building containing up to four dwelling units.

4.41 Steel cans

Disposable containers fabricated primarily of steel or tin used for food or beverages.

4.42 Walk-Up Service

A service where the driver will walk up to the resident's garage door, stoop or other designated spot to collect recyclable material for loading onto the truck. The driver then returns the bins/carts to the same location. The City will compile a list of seniors, disabled and/or special needs residents who request such service.

4.43 Waste

Any delivered recyclable material that is deemed by the processor to be unable to be marketed into recycled content products. Typical "waste" in this context includes pumps on plastic bottles, ceramic material in glass streams, coated paper packaging, etc.

4.44 Zero Waste Events

Public events where organizers plan to minimize the amount of waste generated. Then they work to recycle or compost as much as possible of the waste generated.

5. GENERAL REQUIREMENTS FOR ALL COLLECTIONS

5.01. Contractor Service Requirements

The Contractor agrees to provide comprehensive recycling services described herein and as described in the Proposal. Collection shall occur weekly on the day of the week designated in Exhibit A “Garbage and Recycling Collection Zones” map. Contractor may submit an alternate bid for bi-weekly collection.

5.02. Collection Vehicle Equipment Requirements

All collection vehicles used in performance of the Contract shall be duly licensed and inspected by the State of Minnesota and meet all applicable federal, state, and local rules, regulations and standards.

All vehicles must be clearly identified on both sides with Contractor’s name and telephone number. In addition, all Collection vehicles used in performance of the Contract shall:

- Be duly licensed and inspected by the State of Minnesota;
- Operate within the weight allowed by Federal and Minnesota Statutes and local road weight limits;
- Be Minnesota Department of Transportation (DOT)-compliant at all times;
- Be kept clean and as free from offensive odors as possible.

Each Collection vehicle shall be equipped with the following:

1. Two-way communications device
2. First aid kit
3. All safety equipment required by the Federal, State of Minnesota, and local governing bodies, including federal and state Departments of Transportation
4. Appropriate equipment for cleaning up spills and/or leaks
5. Receptacle for driver’s cigarette or cigar butts, tobacco ashes and chewing tobacco residue.

5.03. Personnel Requirements

Contractor shall retain sufficient personnel and equipment to fulfill the requirements and specifications of this Agreement. The Contractor will provide a Route Supervisor to oversee the recycling route drivers servicing the City. The Route Supervisor will be available to address customer complaints by cell phone or voice mail at minimum 6 hours per day. The Contractor shall have on duty Monday through Friday from 7:00 a.m. to 5:00 p.m. a dispatch customer service representative to receive customer calls and route issues. The Contractor shall provide a 24 hour answering service line or device to receive customer calls. The Route Supervisor and all collection vehicles must be equipped with 2-way communication devices.

Contractor's personnel will be trained both in program operations and in customer service and insure that all personnel maintain a positive attitude with the public and in the work place.

Contractor shall provide copies of all internal corporate policies and procedures regarding program operation management that ensure that all personnel will adhere to the appropriate personnel conduct including, but not limited to, the following requirements:

1. Conduct themselves at all times in a courteous manner and use no abusive or foul language.
2. Perform their duties in accordance with all existing laws, ordinances, and regulations; and future amendments thereto of the Federal, State of Minnesota, and local governing bodies, including federal and state Departments of Transportation.
3. Be clean and presentable in appearance, as so far as possible.
4. Wear a uniform and employee identification badge or name tag.
5. Drive in a safe and considerate manner.
6. Manage containers in a careful manner, by picking them up, emptying their contents into the collection vehicle, and placing – not throwing or sliding – the container back in its curbside location so as to avoid spillage and littering or damage to the container.
7. Monitor for any spillage and be responsible for cleaning up any litter or breakage.
8. Avoid damage to property.
9. Only discard cigarette or cigar butts and tobacco ash in a proper receptacle on the collection vehicle.
10. Not smoke while inside garages, multifamily complexes or other enclosed buildings.

5.04. Recycling Containers

Contractor must submit proposals for options in which the vendor owns the carts **and** in which the City owns the carts. Please see Attachment E.

The standard cart approximate dimensions shall be:
36-gallon cart 36" height x 18.5" wide x 23.5" deep
64-gallon cart 39" height x 25" wide x 31" deep
96-gallon cart 41" height x 30" wide x 36" deep

Cart surface shall be smooth for ease in cleaning. Carts shall be consistent in colors and design with a recycling symbol that is at least 4" tall on two sides and approved lid, so as to be easily identified by the resident/customer and the Contractor Driver as the container for recyclable materials collection. The City shall approve the cart, color and labeling prior to manufacture.

The Driver is required to record and report to Contractor Dispatch the location of any cart that is damaged and that cart shall be repaired or replaced by the Contractor or designated subcontractor within one week of the report of damage.

Damaged or unusable carts must be recycled. All costs incurred in recycling carts shall be the responsibility of the Contractor, at no additional cost to the City. The Contractor will provide documentation showing the City where the carts were recycled.

Multiple Family Dwellings (Option One Vendor-Owned Carts)

The Contractor or designated subcontractor shall purchase, own, ship, assemble, deliver, store/inventory, maintain and distribute 96-gallon carts (and cardboard dumpsters where requested) for all Multiple Family Dwellings as specified in definition 4.23 in sufficient quantity to adequately contain the materials between weekly collections, to be placed in recycling stations as specified in definition 4.26. The Contractor or designated subcontractor will maintain a sufficient new and replacement cart inventory for both the initial cart rollout and ongoing cart replacements (e.g. new customers, service changes, replacement of damaged carts, etc.) during the term of the contract. Ongoing cart distribution shall be done on a weekly basis.

Proposers must clearly specify their proposed single-sort cart manufacturer.

Multiple Family Dwellings (Option Two City-Owned Carts)

The Contractor or designated subcontractor shall work with the City to procure 96-gallon carts for use in the single stream collection program. The carts will become the property of the City of Roseville at the end of the contract period for use in the next contract cycle.

The Contractor or designated subcontractor will maintain a sufficient new and replacement cart inventory that will be purchased by the City. The Contractor shall service and repair carts to meet supply and demand needs for the entire term of the contract. The Contractor or designated subcontractor shall ship, assemble, deliver, store/inventory, maintain and distribute the carts (and Contractor-owned cardboard dumpsters where requested) for all Multiple Family Dwellings as specified in definition 4.23 in sufficient quantity to adequately contain the materials between weekly collections, to be placed in recycling stations as specified in definition 4.24. The Contractor or designated subcontractor will maintain a sufficient new and replacement cart inventory for both the initial cart rollout and ongoing cart replacements (e.g. new customers, service changes, replacement of damaged carts, etc.) during the term of the contract. Ongoing cart distribution shall be done on a weekly basis.

Proposers must clearly specify their proposed single-sort cart manufacturer.

Curbside Single Stream (Option One Vendor-Owned Carts)

The Contractor or designated subcontractor shall purchase, own, ship, assemble, deliver, store/inventory, maintain and distribute 64-gallon carts. The Contractor or designated subcontractor will maintain a sufficient new and replacement cart inventory for both the initial cart rollout and ongoing cart replacements (e.g. new customers, service changes, replacement of damaged carts, etc.) during the term of the contract. Ongoing cart distribution shall be done on a weekly basis.

The contractor shall service and repair carts to meet supply and demand needs for the entire term of the contract.

Proposers must clearly specify their proposed single-sort cart manufacturer.

Thirty-two and ninety-six gallon carts of similar design shall be provided to residents who request a different level of service. Additional carts will be provided at no extra charge to residents who request them.

Curbside Single Stream (Option Two City-Owned Carts)

The Contractor or designated subcontractor shall work with the City to procure 64-gallon carts for use in the single stream collection program. The carts will become the property of the City of Roseville at the end of the contract period for use in the next contract cycle.

The Contractor or designated subcontractor will maintain a sufficient new and replacement cart inventory that will be purchased by the City. The contractor shall service and repair carts to meet supply and demand needs for the entire term of the contract.

Proposers must clearly specify their proposed single-sort cart manufacturer.

Thirty-two and ninety-six gallon carts of similar design shall be provided to residents who request a different level of service. Additional carts will be provided at no extra charge to residents who request them.

The Contractor shall be responsible for preparing a comprehensive cart rollout plan and schedule for the initial cart distribution. The Contractor will work with the City to create the educational material for distribution to customers. This educational material and its distribution may meet the annual mailing requirements detailed in 6.05.

At a minimum, the plan must have the following items:

1. Single stream system instructional brochure for customers (which must be approved by the City before printing).
2. Single stream system instructions (text and images) for the City's website and newsletters.
3. Final cart, label and logo specifications (including details of cart color, lid color, and draft content of any label instructions) to be proposed by the Contractor and approved by the City.
4. Cart order quantity (including specified overage to have in stock as excess inventory).
5. Contractor's plan for cart roll-out to customers, including start and end dates.

Cart rollout shall be completed December 27, 2013. The Contractor or designated subcontractor shall provide initial distribution of single stream carts to customers, whether carts are owned by the City or the Contractor.

5.05. Collection

Multiple Family Dwellings

Contractor will use containers as specified in 4.24. They shall be located in multiple family dwelling recycling stations as specified in 4.26.

Contractor shall empty all acceptable materials from inside the containers and acceptable materials that may be set adjacent to the containers. After emptying the containers, the Contractor shall return the containers to their appropriate locations.

Multiple Family Dwellings shall receive service once a week unless a difference service frequency is agreed to by the City and the Contractor. The City does not regulate the day of the week Multiple Family Dwellings shall receive service. Contractor shall inform the City and each dwelling owner or manager the day and approximate time the dwelling is scheduled to receive service and if there are to be any changes in the schedule.

Curbside Single Stream

Recycling carts shall be placed at curbside on collection day, placing cart with the handle toward the house and the lid opening toward street. The Contractor shall collect from each participation household all acceptable materials that have been prepared according publicized procedures. The Driver is required to place the emptied cart back down in the same curbside location as set by the resident. In no case is the cart to be left in the street.

Residents may place oversized items such as flattened cardboard boxes next to the bin. Residents may place additional material for recycling in a container or paper grocery bags next to the bin. The container shall be clearly labeled as material for recycling. The driver shall place a tag on the cart with instructions on how the resident may obtain a larger or second cart.

Free walk-up service as specified in 4.42 shall be provided for all customers who request it.

The Contractor must conduct at least once per quarter, or as agreed upon by the City and the Contractor, curbside recycling cart checks. Areas for cart checks must rotate between each recycling zone. The Contractor shall audit the contents of carts from at least 25 households and leave education tags if any Non-Targeted Materials are found in the bins. A log shall be kept of all resident addresses where education tags were left and the addresses shall be included in the annual report to the City.

Organics

Roseville has held four Zero Waste events each year at which organic material was collected for composting:

- Living Smarter Home and Garden Fair, 3rd Saturday in February
- Earth Day Celebration, 3rd Saturday in April
- Run for the Roses, 4th Saturday in June
- Wild Rice Festival, 2nd Saturday in September

Previously Roseville staff and volunteers monitored the collection stations during the events and gathered the organic material, and the Contractor delivered the organic material to a composting facility.

As part of their Value Added Plan, Proposers are encouraged to describe their experience conducting Zero Waste events.

Proposers are also encouraged to address in their Value Added Plan their potential for curbside collection of organics. As part of its Solid Waste Master Plan, Ramsey County is requiring cities offer residents the opportunity to recycle organic materials by the end of 2016.

5.06. City Retains Right to Specify Resident Preparation Instructions

The Contractor shall agree that it is the City's sole right to clearly specify the resident sorting and setout requirements. Such information shall be included in the annual public education flyer as detailed in 4.05.

5.07. Procedure for Unacceptable Recyclables

If Contractor determines that a resident has set out unacceptable recyclables, the driver shall use the following procedures:

Curbside

Contractor shall leave the unacceptable recyclables and leave an "education tag" indicating acceptable materials and the proper method of preparation (**Note: a copy of the tag is to be included with the proposal**).

If the unacceptable recyclables have been tipped into the collection truck, the driver shall record the address of the stop. The Contractor shall send a letter to the resident noting the unacceptable recyclables and providing information on what are accepted recyclables.

The address shall be recorded on a form acceptable to the City. Contractor shall report the addresses to the City Recycling Coordinator at the end of each month (**Note: a copy of the form is to be included with the proposal**).

Upon request, the City Recycling Coordinator will undertake efforts to educate the resident or owner regarding proper materials preparation.

Multiple Family Dwellings

Contaminated carts of material will not be collected and a tag will be left indicating the reason the material is unacceptable. The Contractor shall also notify the City Recycling Coordinator by phone that the material was left and the reason that the material was unacceptable. It will be the responsibility of the Contractor to obtain cooperation from the building owner/manager in removal of trash and separation of acceptable materials so that the carts can be serviced.

5.08 Collection Zones

By Ordinance the City of Roseville is divided into five zones, each with its own day of the week for collection of refuse and recycling as detailed in Exhibit A. The number of housing units in each collection zone is detailed in Exhibit B.

5.09. Collection Hours

Contractor shall maintain sufficient equipment and personnel to assure that all collection operations commence no earlier than 7 a.m. and are completed by 6:00 p.m. on the scheduled collection day.

5.10. Cleanup Responsibilities

Contractor shall adequately clean up any materials spilled or blown during the course of collection and/or hauling operations. Any unacceptable materials left behind should be secured within resident's recycling container. Driver shall take all precautions possible to prevent littering of unacceptable recyclables. Contractor shall have no responsibility to remove any items that are not recyclable materials and have been properly dealt with as specified in 5.07.

5.11. Missed Collection Policy & Procedures

Contractor shall have a duty to pick up missed collections. Contractor agrees to pick up all missed collections on the same day that the Contractor receives notice of a missed collection, provided notice is received by Contractor before 11:00 a.m. on a business day. With respect to all notices of a missed collection received after 11:00 a.m. on a business day, Contractor agrees to pick up that missed collection before 6:00 p.m. on the business day immediately following.

Contractor shall provide staffing of a telephone-equipped office to receive missed collection complaints between the hours of 7:00 a.m.- 5:00 p.m. on weekdays, except holidays, and on Saturdays during weeks in which a holiday has delayed pickup in the Friday zone until Saturday. The Contractor shall have an answering machine or voice mail system activated to receive phone calls after hours. Contractor shall keep a log of all calls, including the subject matter, the date and time received, the Contractor's response, and the date and time of response. This information shall be provided to the City in the annual report.

5.12. Non-Completion of Collection and Extension of Collection Hours

If Contractor determines that the collection of recyclables will not be completed by 6:00 p.m. on the scheduled collection day, Contractor shall notify the City Recycling Coordinator by 4:00 p.m., and request an extension of the collection hours. Contractor shall inform the City of the areas not completed, the reason for non-completion, and the expected time of completion. If the Recycling Coordinator cannot be reached, the Contractor will request the Public Works Director. If the Public Works Director cannot be reached, the Contractor shall contact the City Manager.

5.13. Severe Weather

Recycling collections may be postponed due to severe weather at the sole discretion of the Contractor. "*Severe Weather*" shall include, but shall not be limited to, those cases where the temperature at 6:00 a.m. is -20 degrees F or colder. Upon postponement, Collector shall immediately notify the City, put notice on the Contractor's website, alert the news media and use other means to contact residents. The City will be responsible for notifying the residents by municipal

cable TV, email notification and any other means identified by the City. Collection will be made the following business day.

5.14. Holidays

Holidays means any of the following: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and any other holidays mutually agreed to by the City and Contractor. In no instance will there be more than one holiday during a collection week. When the scheduled collection day falls on a holiday, collection in that day's zone and subsequent days' zones will be collected one day later, with Friday being collected on Saturday. When the holiday falls on a Sunday, the subsequent Monday shall be considered a holiday unless the Contractor notifies the City before January 1 of that year that it will not consider that Monday a holiday.

The Contractor shall assist the City in publicizing the yearly calendar including alternate collection days.

5.15. Weighing of Loads

Contractor will keep accurate records consisting of the date, time, collection route, driver's identification, vehicle number, tare weight, gross weight, net weight, and number of recycling stops for each loaded vehicle. Collection vehicles will be weighed empty before collection to obtain a tare weight and weighed after completion of a route or at the end of the day, whichever occurs first. These records shall be maintained on file by the contractor for at least three years in the event of an audit by the City or County.

5.16. Ownership

Ownership of the recyclables shall remain with the person placing them for collection until Contractor's personnel physically touches the recyclables for collection, at which time ownership shall transfer to the Contractor.

5.17. Scavenging Prohibited

Any person or persons taking recyclable materials from a recycling container without explicit permission of the inhabitant of a

residential dwelling unit or the owner or manager of a Multi Family Complex will be in violation of local ordinance (City Code 403.03) and subject to penalty. The Contractor shall report to the City any instances of suspected scavenging or unauthorized removal of recyclable materials from any collection containers.

Contractor will immediately report all witnessed scavenging to Roseville's Police dispatch at 651-767-0640.

5.18. Utilities

The Contractor shall be obligated to protect all public and private utilities whether occupying street or public or private property. If such utilities are damaged by reason of the Contractor's operations, under the executed contract, he/she shall repair or replace same, or failing to do so promptly, the City shall cause repairs or replacement to be made and the cost of doing so shall be deducted from payment to be made to the Contractor.

5.19. Damage To Property

The Contractor shall take all necessary precautions to protect public and private property during the performance of this Agreement. The Contractor shall repair or replace any private or public property, including, but not limited to sod, mailboxes, or recycling bins/carts, which are damaged by the Contractor. Such property damage shall be addressed for repair or replacement, at no charge to the property owner, within 48 hours with property of the same or equivalent value at the time of the damage.

If the Contractor fails to address the repair or replacement damaged property within 48 hours, the City may, but shall not be obligated to, repair or replace such damaged property, and the Contractor shall fully reimburse the City for any of its reasonably incurred expenses. The Contractor shall reimburse the City for any such expenses within 30 days of receipt of the City's invoice.

5.20. Street Improvements

This Contract is subject to the right of State of Minnesota, Ramsey County or the City of Roseville to improve its highways and streets. The Contractor accepts the risk that such improvements may prevent the Contractor from traveling its accustomed route or routes for the

purpose of collecting recyclables. The Contractor agrees not to make any claim for compensations against a City for such interference. The City of Roseville shall, whenever possible, advance information and instructions about how the Contractor may best provide services in the improvement area.

5.21 Municipal Facilities

Contractor will provide free weekly recycling service to:

1. City Hall – 2660 Civic Center Drive
2. Roseville Skating Center – 2661 Civic Center Drive
3. Public Works Maintenance Facility – 1140 Woodhill Drive
4. Fire Station One – 2701 Lexington Avenue
5. Cedarholm Golf Course – 2395 Hamline Avenue
6. Harriet Alexander Nature Center/Wildlife Rehabilitation Center – 2520 Dale Street
7. Evergreen Park Concession stand (in season) – 1810 County Road B
8. Owasso Ballfields Concession stand (in season) – 2659 Victoria Avenue
9. Acorn Park (in season) – 286 County Road C
10. Central Park, Victoria Ballfields (in season) – 2490 Victoria Avenue
11. Central Park, Victoria West (in season) – 2495 Victoria Avenue
12. Central Park, Lexington (in season) – 2540 Lexington Avenue
13. Other mutually agreed upon City facilities.

Contractor will provide on-call recycling service to:

1. License Center – 2737 Lexington Avenue
2. Fire Station Two – 2501 Fairview Avenue (currently not in service)

Contractor will provide carts or other mutually agreed upon containers to facilitate that service.

5.22. Existing Bins, Lids and Wheel Kits

If the City accepts the Contractor's single-stream proposal, the existing bins at residential properties become property of the homeowner. Contractor shall coordinate with the City a one-time drop off event for unwanted bins.

6. ANNUAL REPORTING AND PROMOTIONAL ACTIVITIES

6.01. Monthly and Annual Materials Reports

The Contractor will submit to the City monthly reports and annual reports dealing with the City's recycling program. At a minimum, the Contractor shall include in each report the following information:

1. Gross amounts of materials collected, by recyclable material (in tons)
2. Net amounts of materials marketed, by recyclable material (in tons)
3. Amounts stored, by recyclable material, with any notes as to unusual conditions (in tons)
4. The markets generally used for the sale of recyclables
5. Amounts of process residuals disposed (in tons)
6. Revenue share credits back to the City (if any)
7. Total number of stops
8. End Market Certification as specified in 7.06
9. Monthly reports shall be due to the City by the 15th day of each month

Annual reports shall be due by January 31. The Contractor will be encouraged to include in its annual report recommendations for continuous improvement in the City's recycling program (e.g., public education, multifamily recycling, etc.). **Examples of monthly and annual reports shall be included with the Contractor's proposal.**

6.02. Customer Relations Report

Annually the Contractor shall provide the City with

1. A list of all customer complaints, including a description of how each complaint was resolved.
2. A list of all addresses where education tags were left for residents and why the tags were left.
3. A list of all missed pick ups reported to the Contractor.

6.03. Annual Report to Multiple Family Dwelling (MFD) Owners

The City's Contractor shall provide an annual report by January 31 of each year to the MFD owners served by the City's contractor. A copy of each report to the MFD owners shall also be submitted to the City. The report shall contain, at a minimum, the following information:

1. Name of owner, building manager and contact information (mailing address, phone numbers, e-mail, etc.)
2. Street address of each MFD served.
3. Number of dwelling units for each MFD.
4. Description of collection services made available to occupants, including number of MFD recycling stations, number of MFD recycling containers, location of stations and dates of collection.
5. Description of public education tools used to inform occupants of availability of services.
6. Tonnage estimates for each building.
7. Recommendations for future improvements (e.g., specific public education tools).

A copy of the Contractor's annual report to MFD building owners shall be included with the proposal.

6.04 Annual Performance Review Meeting to Discuss Recommendations for Continuous Improvement

Upon receipt of the Contractor's annual report, the City shall schedule an annual meeting with the Contractor and the City's Public Works Environment and Transportation Committee.

The objectives of this annual meeting will include (but not limited to):

- Review Contractor's annual report, including trends in recovery rate and participation.
- Efforts the Contractor has made to expand recyclable markets.
- Review Contractor's performance based on feedback from residents to the Committee members and/or City staff.
- Review Contractor's recommendations for improvement in the City's recycling program, including enhanced public education and other opportunities.
- Review staff and Committee recommendations for improving Contractor's service.
- Discuss other opportunities for improvement with the remaining years under the current contract.
- Discuss actions Contractor is taking to reduce its carbon footprint.

6.05. Publicity, Promotion, and Education

The Contractor and the Recycling Coordinator shall work together in the preparation and distribution of educational materials to insure accurate information and program directions. Contractor shall pay for the annual design, printing and mailing of at least 9,611 copies of a curbside program flyer. The Contractor will provide a PDF or other mutually agreed upon electronic format version of the flyer to the City. The flyer shall be delivered to homes no later than January 31 of each year.

The Contractor will be required to provide annually a one-page multi-family complex recycling flyer to Multi Family Dwelling owners, landlords or other designated contact person in sufficient number that one copy may be distributed to each tenant. The Contractor will provide a PDF or other mutually agreed upon electronic format version for the City. The Contractor will also be required to provide posters and other educational material for Multi Family Dwelling owners, landlords or other designated contact person to post in common areas.

The Contractor must be able to provide public education material in languages other than English (e.g., Spanish, Hmong, Somali, Karen, etc.). The City will work with the Contractor regarding the quantities needed and the locations for distribution.

During the term of the contract the Contractor may be asked by the City to make public appearances, provide information for local environmental groups, or attend public events sponsored by the City. Proposers shall describe their experience in providing Collection services and Zero Waste services at community events and what, if any, Collection opportunities could be provided at Roseville community events or City-sponsored events, and whether there would be a cost associated with the service.

In addition, proposers are encouraged to specify other public education tools that they are willing to provide (e.g., recycling education materials targeted for a specific neighborhood, targeting a specific material type, etc.).

As part of this proposal, proposers shall provide examples of public education materials they have developed for other municipalities.

6.06. City Shall Approve Contractor's Public Education Literature

The Contractor shall conduct its own promotions and public education to increase participation (see also Sections 6.08 and 6.09). The Contractor shall submit a draft of any public education literature for approval by the City, at least one month before printing and release of any such literature.

6.07. Annual Work Plan

The City and the Contractor shall develop a work plan annually. The work plan shall include initiatives the Contractor will undertake to improve the City's recycling program. These initiatives may include (but are not limited to) expansion of materials collected, voluntary expansion to businesses, effective education of residents - with measurement, community involvement, outreach to low participating communities, and outreach using electronic communications. The Plan shall be approved by the City and the Contractor by December 15 of the preceding year. (see also Sections 6.08 and 6.09)

6.08. Outreach to Low Participating Communities

Contractor shall include in the annual work plan outreach efforts to low participating communities. Specifically the City seeks to engage immigrant communities. Contractor's prior experience with outreach such as this should be identified in the Value Added Plan.

6.09. Outreach Using Electronic Communications

Contractor shall identify in the annual work plan outreach efforts using electronic communications. The City seeks to engage residents where they are and is looking for electronic outreach to residents in addition to websites with information in text format. Contractor's prior experience with outreach such as this should be identified in the Value Added Plan.

7. MATERIALS PROCESSING AND MARKETING

7.01. Processing Facilities Must Be Specified

It is intended that all recyclables collected by the Contractor will go to recycling markets to be manufactured into recycled content goods. Preferably those markets will be in the Upper Midwest.

The Contractor shall assure the City that adequate recyclable material processing capacity will be provided for City material collected. **The proposals must clearly specify the location(s) of its materials recovery facility (MRF), or subcontractor's facility, where material collected from the City will be delivered and / or processed.** The Contractor shall provide written notice to the City at least 60 days in advance of any substantial change in these or subsequent plans for receiving and processing recyclables collected from the City.

Proposers shall arrange a tour of the designated MRF for the RFP review committee. The tour shall occur before August 17, 2013.

Upon collection by the City's recycling Contractor, the City's Contractor shall deliver the designated recyclables to a recyclable material recovery facility (MRF), an end market for sale or reuse, or to an intermediate collection center for later delivery to a processing center or end market. It is unlawful for any person to transport for disposal or to dispose of designated recyclables in a mixed municipal solid waste disposal facility.

Contractor shall assure that all recyclables collected in the City are not landfilled or incinerated except for process residuals as designated in 4.27 or with written authorization from the City and the Minnesota Pollution Control Agency.

7.02 Lack of Adequate Market Demand

If the Contractor determines that there is no market for a particular recyclable material or that the market has become economically unfeasible, the Contractor shall immediately give written notice to the City. Said notice shall include information demonstrating the effort the Contractor has made to find market sources, and the financial information justifying the conclusion that the market is economically unfeasible. Upon receipt of said notice, the Contractor and the City shall have 30 days to attempt to find a feasible market. During this period the Contractor shall continue to pick up the particular recyclable material.

If the Contractor or the City is not able to find a market within 30 days, the City has the option to:

- a) Require the Contractor to continue to collect the particular recyclable material. In such case, the City would pay the Contractor, as additional compensation, the tipping fee at the

Newport RDF plant or a mutually agreeable alternative site. The Contractor is required to keep accurate records of said fees and provide the City receipts of payment.

- b) Notify the Contractor to cease collection of the particular recyclable material until a feasible market is located, either by the Contractor or by the City. The Contractor would then be responsible for the cost of printing and distributing educational materials explaining the market situation to residents.

If the City notifies the Contractor to cease collection of a particular recyclable material, the parties shall immediately meet to renegotiate the per unit fee for service.

In the event that the parties disagree on the question of whether there is a market for a particular recyclable material or on the economic feasibility of that market, the disagreement shall be submitted to binding arbitration. In this case, each party shall name an arbitrator, and the two shall select a third person to serve as chairperson of the arbitration panel. The arbitration panel shall meet and decide said question within 60 days following agreement by the arbitrators to serve on the panel. The arbitration panel shall operate in accordance with the Rules of the American Arbitration Association to the extent consistent with this section and judgment upon the award by the Arbitrator(s) may be entered in any court with jurisdiction thereof. Meanwhile, collection of said recyclable material shall continue pending outcome of arbitration.

7.03. Estimating Materials Composition as Collected

The Contractor shall conduct at least one materials composition analysis of the City's recyclables each year to estimate the relative amount by weight of each recyclable commodity by grade. The results of this analysis shall include: (1) percent by weight of each recyclable commodity by grade as collected from the City; (2) relative change compared to the previous year's composition; and (3) a description of the methodology used to calculate the composition, including number of samples, dates weighed, and City route(s) used for sampling. The Contractor shall provide the City with a copy of each analysis. The analysis will be conducted no later than March 31 of each year and a copy of the analysis provided to the City no later than April 30 of each year.

7.04. Estimating Process Residuals

The Contractor shall provide the City a written description of the means to estimate process residuals, as defined in 4.34, derived from the City's recyclables. This written description shall be reviewed and approved in writing by the City. This written description shall be updated by the Contractor immediately after any significant changes to the processing facilities used by the Contractor.

7.05. Performance Monitoring

The City will monitor the performance of the Contractor against goals and performance standards required within this RFP and in the contract. Substandard performance as determined by the City will constitute non-compliance. If action to correct such substandard performance is not taken by the Contractor within 60 days after being notified by the City, the City will initiate the contract termination procedures.

The City shall have the right, during the term of the Contract, to have a representative on Contractor's premises to monitor the operation of the Contract. Such representative shall only be allowed on Contractor's premises during normal business hours.

7.06. End Market Certification

The Contractor shall provide in its Proposal and by January 31 of each year through the term of the contract written certification to the City that all recyclable commodities identified are indeed recycled and not disposed. Such written certification shall identify *all* end markets manufacturers or processors used for each of the recyclable commodities. The Contractor shall attach written certification from each end market and a list of products manufactured using the recyclable materials collected from the City. The Contractor shall specify the percentage of each material collected that goes to each end market. Contractor must request in writing if it wishes to have the certification be considered proprietary information.

8. PAYMENT AND DAMAGES

8.01. Term of Contract

The term of the new recycling contract will be either a period of three years from January 1, 2014 through December 31, 2016 or a period of five years from January 1, 2014 through December 31, 2018. Contractor must submit pricing proposals for both a three-year and a five-year scenario.

8.02. Compensation for Services

The City agrees to pay the Contractor for recycling collection services provided to the City as described in the proposal, and made part of an executed contract, based on the number of units certified by the City. For 2013 the City certifies that there are 9,611 curbside units that will receive service (see Attachment C). By December 1 of each year the City will review the number of certified units and notify Contractor of any changes.

Contractor shall submit itemized bills for recycling collection services provided to the City on a monthly basis. Bills submitted shall be paid in the same manner as other claims made to the City.

The Contractor shall submit the monthly documentation and reports as detailed 6.01, 6.02 and 7.03 with the monthly bill. Payment to the Contractor will not be released unless the required paperwork is included in the monthly bill or submitted separately according to the deadlines as specified in 6.01.

8.03 Multiple Family Dwelling Billing

Contractor will send an itemized bill for the number of units designated to receive service that month. The City has identified 6,076 multi-family dwelling units that will be receiving service as of January 1, 2014. The City will designate new or additional buildings to receive service with 30 days notice to Contractor.

8.04. Revenue Sharing

All qualified proposals shall state explicitly if the Contractor elects to participate in revenue sharing with the City. If the City awards the contract to a Contractor that elected to propose revenue sharing, and if the final contract negotiated includes revenue sharing, the Contractor shall, on a quarterly basis, rebate an amount to the City based on a mutually agreed upon formula.

If the sale of the material does not generate sufficient revenue to cover processing costs, the revenue share will be zero. The City shall not be responsible for covering processing costs if the sale of the material does not generate sufficient revenue to cover processing costs.

The City initiated revenue sharing outline for purposes of this RFP consists of per ton payment based on the following formulae:

A. All paper grades collected from the City based on the published index less the proposed paper processing cost per ton.

The published index used shall be:

- The Official Board Markets (OBM) Yellow Sheet, Chicago region for Old Newspapers (ONP) # 8, high side of range.
- The Official Board Markets (OBM) Yellow Sheet, Chicago region for OCC #11, high side of range.
- The Official Board Markets (OBM) Yellow Sheet, Chicago region for Mixed Paper #1, high side of range, old magazines (OMG), Boxboard, and Carrier Stock.

B. Aluminum collected from the City based on the published index less the proposed aluminum processing cost per ton.

The published index used shall be the American Metal Market (AMM), Aluminum (1st issue of the month), high side nonferrous scrap prices: scrap metals, domestic aluminum producers, buying prices for processed used aluminum cans in carload lots, f.o.b. shipping point, used beverage can scrap.

C. Each: clear glass, brown glass and green/blue glass collected from the City based on the market price less the proposed glass processing cost per ton. The market price used shall be the price paid by Anchor Glass Corporation's Shakopee, Minnesota plant, or a designated glass processing facility. Glass composition is assumed to be: Flint 30%, Amber 21%, Green 26% and Mixed 14%.

D. Steel collected from the City based on the published index less the proposed steel processing cost per ton. The published index used shall be the American Metal Market (AMM), Aluminum (1st issue of the month), high side ferrous scrap prices.

E. Plastic Bottles: PET, HDPE-natural, HDPE-colored collected from the City based on the published index less the proposed plastic processing cost per ton. The published index used shall be the Waste News, Chicago Region (1st issue of the month).

F. Other Plastic: plastic food and beverage containers, pails, and trays with any of the resin identification codes #1-#5 (excluding PET and HDPE bottles) collected from the City based on the published index less the proposed plastic processing cost per ton. The published index used shall be www.SecondaryMaterialsPricing.com.

G. Aseptic Cartons based on the published index less the proposed containers processing cost per ton. The published index used shall be www.SecondaryMaterialsPricing.com.

H. Clothes, linens and rags collected from the City based on the market price less the proposed processing cost per ton. The market price used shall be the price paid by USAgain or other designated clothing recycler.

Proposers must state on the price worksheet what percent of each index/market price will be used for the gross revenue and the proposed processing cost per ton for each commodity.

If a revenue sharing component is offered (i.e., greater than zero percent) for any commodity, each month the Contractor shall provide, together with the monthly rebate to the City, adequate documentation of the corresponding monthly estimate of tons of all corresponding commodities collected from the City even in the case where the City were to receive no rebate for the month. Also, the Contractor shall provide copies of the referenced market indexes with each monthly statement. The Proposers shall provide a detailed explanation of how they will calculate the tonnage estimates in conjunction with the required composition analysis in 7.03.

Each proposal scenario must contain a percent revenue share offer for all commodities as described immediately above. Proposers may offer from zero percent to 100 percent revenue share.

The City or the Contractor may propose other revenue sharing commodities and corresponding proposed pricing formulae, at any time during the duration of the contract. The parties shall enter into negotiations in good faith and any new revenue sharing agreement

shall be reduced to writing in the form of an amendment to the contract.

8.05. Liquidated Damages

The Contractor shall agree, in addition to any other remedies available to the City, that the City may withhold payment from the Contractor in the amounts specified below as liquidated damages for failure of the Contractor to fulfill its obligations.

The following acts or omissions shall be considered a breach of the Agreement:

a) **Missed Curbside Collection**

\$50 for each missed collection above two misses per collection day, to be assessed at the end of each collection month. A missed collection would be defined as a report by a resident that their material was out by 7:00 a.m. and the address did not appear on the Contractor's conveyance sheet as a "Late Set Out" and the recyclables were properly sorted.

b) **Missed Walk Up Collection**

\$50 per missed collection address above two misses at that address in any four consecutive collection weeks.

c) **Missed Multi Family Complex Collection**

\$50 per missed collection

d) **Failure to Collect Material on a Block**

\$500 for each incident of the Contractor failing to pick up material on a block. A missed block is defined as one side of a street between cross streets or an entire cul de sac where residents from at least three households on that street report that they had their material out before 7:00 a.m., the material was not picked up, the recyclables were properly sorted, and the addresses did not appear on the Contractor's conveyance sheets as "Late Set Outs."

e) **Failure to Collect an Entire Zone**

\$1,000 for each incident of failure to complete collection of a

collection zone on its designated day as defined in Exhibit A when the Contractor has not received an extension of collection hours from the Recycling Coordinator or designated alternate.

f) **Failure to Complete a Majority (50%) of the Collection District**

\$2,500 for each incident.

g) **Failure to clean up material spilled by Contractor within six (6) hours of verbal or written notification**

\$250 each incident

h) **Failure to leave an education tag when non-recyclable material or material that is inappropriately prepared according to specifications in Item 5.08 is not collected**

\$100 each incident

i) **Failure or neglect to collect recycling from a missed pickup location according to specifications in 5.11**

\$250 each incident

j) **Distributing recycling carts without recycling symbols or labels that include text and graphics depicting what materials may be placed in the carts**

\$100 each incident

k) **Failure to maintain recycling carts in proper working order as specified in 5.05**

\$100 each incident

l) **Failure to provide a complete monthly report as specified in 6.01 and 6.02.**

\$250 each incident

m) **Failure to return bin/cart to curbside location**

\$100 each incident

- n) **Employees smoking in enclosed structures while performing duties or extinguishing smoking material anywhere other than in container as specified in 5.02**

\$50 each incident

- o) **Failure to collect recyclables according to specifications in 5.05 and 5.08**

\$250 for each witnessed report of a driver inappropriately collecting recyclable material

The Contractor shall be liable for liquidated damages amount(s) upon determination of the City of Roseville that performance has not occurred consistent with the provisions of the contract. The City shall notify Contractor in writing or electronically of each act or omission in this Agreement reported to or discovered by the City. It shall be the duty of Contractor to take whatever steps or action may be necessary to remedy the cause of the complaint.

The City may deduct the full amount of any damages from any payment due to the Contractor. The remedy available to the City under this paragraph shall be in addition to all other remedies which the City may have under law or at equity.

Exceptions: For the purposes of this Proposal, the Contractor shall not be deemed to be liable for penalties where its inability to perform recycling collection service is the result of conditions beyond the control of the Contractor, including but not limited to civil disorder, acts of God, inclement weather severe enough that trucks cannot safely take collections, provided however, that the Contractor shall obtain the approval for the delay from the Recycling Coordinator or their designee prior to 4:00 p.m. of the scheduled Collection Day.

8.06. Services Not Provided For

No claim for services furnished by the Contractor not specifically provided for herein shall be honored by the City.

9. INSURANCE AND OTHER LEGAL REQUIREMENTS

9.01. Insurance

Insurance secured by the Contractor shall be issued by insurance companies acceptable to the City and admitted in Minnesota. The insurance specified may be in a policy or policies of insurance, primary or excess. Such insurance shall be in force on the date of execution of the contract and shall remain continuously in force for the duration of the contract.

Contractor shall provide a Certificate of Insurance as proof of general liability coverage for bodily injury or death in the amount specified by state law. As of January 1, 2011 that is \$1.5 million for bodily injury or death and \$200,000 for damages to property.

The Certificate of Insurance shall name the City as an additional insured, and state that the Contractor's coverage shall be the primary coverage in the event of a loss.

The Contractor shall also provide a Certificate of Vehicle Liability Insurance in the amount of at least \$1,000,000.

The Contractor shall further provide a Certificate of Professional Liability Insurance or Errors & Omissions Insurance providing coverage for 1) the claims that arise from the errors or omissions of the Contractor or its sub-contractors and 2) the negligence or failure to render a professional service by the Contractor or its sub-contractors. The insurance policy should provide coverage in the amount of \$1,000,000 each occurrence and \$1,000,000 annual aggregate. The insurance policy must provide the protection stated for two years after completion of the work. Acceptance of the insurance by the City shall not relieve, limit or decrease the liability of the Contractor. Any policy deductibles or retention shall be the responsibility of the Contractor. The Contractor shall control any special or unusual hazards and be responsible for any damages that result from those hazards. The City does not represent that the insurance requirements are sufficient to protect the Contractor's interest or provide adequate coverage. Evidence of coverage is to be provided on a City-approved Insurance Certificate.

Contractor agrees that it shall obtain and maintain environmental liability insurance in compliance with local, state and federal regulations for all matters related to in this recycling services agreement. Contractor shall add the City as an additional insured under said insurance policy(s). The policy coverage shall include Environmental Impairment Liability. Contractor shall provide the City with appropriate documentation of said environmental liability insurance for verification upon written request from the City. Contractor further indemnifies the City, its employees, agents and

licensees from all liability related to hazardous contamination/pollution resulting from the acts of the City, its employees or agents.

A 30-day written notice is required if the policy is canceled, not renewed or materially changed.

The Contractor shall require any of its subcontractors, if subcontracting is allowable under this contract, to comply with these provisions.

9.02. Workers Compensation

The Contractor shall provide evidence of Workers Compensation insurance covering all employees of the Contractor and subcontractors engaged in the performance of the Contract, in accordance with the Minnesota Workers Compensation Law.

9.03. Employee Working Conditions and Respondent's Safety Procedures

The Contractor will ensure adequate working conditions and safety procedures are in place to comply with all applicable federal, state and local laws and regulations. The City reserves the right to inspect on a random basis all trucks, equipment, facilities, working conditions, training manuals, records of claims for Worker's Compensation or safety violations and standard operating procedures documents.

9.04. Equal Opportunity

During the performance of the executed contract, the Contractor, in compliance with Executive Order 11246, as amended by Executive Order 11375 and Department of Labor Regulations 41CFR, Part 60, shall not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The Contractor shall take affirmative action to insure that applicants for employment are qualified, and that employees are treated during employment, without regard to their race, color, religion, sex, or national origin.

Such prohibition against discrimination shall include, but not be limited to, the following: employment, upgrading, demotion or

transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation and selection for training, including apprenticeship.

In the event of noncompliance with the non-discrimination clauses of this contract, this contract may be canceled, terminated, or suspended, in whole or part, in addition to other remedies as provided by law.

9.05. Compliance with Laws & Regulations

In providing services hereunder and in the executed contract, the Contractor shall abide by all statutes, ordinances, rules, and regulations pertaining to the provision of services to be provided hereunder. Any violation shall constitute a material breach of the executed contract.

9.06. Governing Law

The laws of the State of Minnesota shall govern all interpretations of this contract, and the appropriate venue and jurisdiction for any litigation which may arise hereunder will be in those courts located within the County of Ramsey, State of Minnesota, regardless of the place of business, residence or incorporation of the Contractor.

9.07. Waiver

Any waiver by either party of a breach of any provisions of the executed contract shall not affect, in any respect, the validity of the remainder of the executed Contract.

9.08. Termination

The City may cancel the Contract if the Contractor fails to fulfill its obligations under the Contract in a proper and timely manner, or otherwise violates the terms of the Contract if the default has not been cured within 30 days after written notice has been provided. The City shall pay Contractor all compensation earned prior to the date of the written notice minus any damages and costs incurred by the City as a result of the breach. If the contract is canceled or terminated, all finished or unfinished documents, data, studies, surveys, maps, models, photographs, reports or other materials

prepared by the Contractor under this agreement shall, at the option of the City, become the property of the City, and the Contractor shall be entitled to receive just and equitable compensation for any satisfactory work completed on such documents or materials prior to the termination.

9.09. Severability

The provisions of the executed contract are severable. If any portion hereof and in the executed contract is, for any reason, held by a court of competent jurisdiction, to be contrary to law, such decision shall not affect the remaining provisions of the same contract.

9.10. Accounting Standards

The Contractor agrees to maintain the necessary source documentation and enforce sufficient internal controls as dictated by generally accepted accounting practices to properly account for expenses incurred under this contract.

9.11. Retention of Records

The Contractor shall retain all records pertinent to expenditures incurred under this contract for a period of three years after the resolution of all audit findings. Records for non-expendable property acquired with funds under this contract shall be retained for three years after final disposition of such property.

9.12. Data Practices

The Contractor agrees to comply with the Minnesota Government Data Practices Act and all other applicable state and federal laws relating to data privacy or confidentiality. The Contractor must immediately report to the City any requests from third parties for information relating to this Agreement. The City agrees to promptly respond to inquiries from the Contractor concerning data requests. The Contractor agrees to hold the City, its officers, and employees harmless from any claims resulting from the Contractor's unlawful disclosure or use of data protected under state and federal laws. All Proposals shall be treated as non-public information until a contract is signed by the City and the Contractor. At that time the Proposals

and their contents become public data under the provisions of the Minnesota Government Data Practices Act, Minn. Stat. C. 13.

9.13. Inspection of Records and Disclosure

All Contractor records with respect to any matters covered by this agreement shall be made available to the City or its duly authorized agents at any time during normal business hours, as often as the City deems necessary to audit, examine and make excerpts or transcripts of all relevant data.

Any reports, information, data, etc. given to, prepared, or assembled by the Contractor under a future contract shall not be made available by the Contractor to any other person or party without the City's prior written approval. All finished or unfinished documents, data, studies, surveys, drawings, maps, models, photographs, and report prepared by the Contractor shall become the property of the City upon termination of the City's contract with the Contractor.

9.14. Independent Contractor

Nothing contained in this agreement is intended to, or shall be construed in any manner, as creating or establishing the relationship of employer/employee between the parties. The Contractor shall at all times remain an independent Contractor with respect to the services to be performed under this Contract. Any and all employees of Contractor or other persons engaged in the performance of any work or services required by Contractor under this Contract shall be considered employees or sub-contractors of the Contractor only and not of the City; and any and all claims that might arise, including Worker's Compensation claims under the Worker's Compensation Act of the State of Minnesota or any other state, on behalf of said employees or other persons while so engaged in any of the work or services provided to be rendered herein, shall be the sole obligation and responsibility of Contractor.

9.15. Transfer of Interest

The Contractor shall not assign any interest in the contract, and shall not transfer any interest in the contract, either by assignment or novation, without the prior written approval of the City. The Contractor shall not subcontract any services under this contract without prior written approval of the City. Failure to obtain such

written approval by the City prior to any such assignment or subcontract shall be grounds for immediate contract termination.

9.16. Non-Assignability and Bankruptcy

The parties hereby agree that Contractor shall have no right to assign or transfer its rights and obligations under said agreement without written approval from the City. In the event Contractor, its successors or assigns files for Bankruptcy as provided by federal law, this agreement shall be immediately deemed null and void relieving all parties of their contract rights and obligations.

9.17. Indemnification

The Contractor agrees to defend, indemnify and hold harmless the City, its officers and employees, from any liabilities, claims, damages, costs, judgments, and expenses, including attorney's fees, resulting directly or indirectly from an act or omission of the Contractor, its employees, its agents, or employees of subcontractors, in the performance of the services provided by this contract or by reason of the failure of the Contractor to fully perform, in any respect, any of its obligations under this contract. If a Contractor is a self-insured agency of the State of Minnesota, the terms and conditions of Minnesota Statute 3.732 et seq. shall apply with respect to liability bonding, insurance and liability limits. The provisions of Minnesota Statutes Chapter 466 shall apply to other political subdivisions of the State of Minnesota.

9.18. Performance & Payment Bond

Contractor shall execute and deliver to the City a Performance and Payment Bond with the corporate surety in the sum of \$40,000 or equal ("*equal*" may include a Letter of Credit from a banking institution approved by the City). This agreement shall not become effective until such a bond, in a form acceptable to the City, has been delivered to the City and approved by the City Attorney.

The executed contract shall be subject to termination by the City at any time if said bond shall be cancelled or the surety thereon relieved from liability for any reason. The term of such performance bond shall be for the life of the executed contract. Extensions or renewals shall require the execution and delivery of a performance bond in the above amount to cover the period of extension or renewal.

9.19. Conflict of Interest

Contractor agrees that no member, officer, or employee of the City shall have any interest, direct or indirect, in the executed contract or the proceeds thereof. Violation of this provision shall cause the executed contract to be null and void and the Contractor will forfeit any payments to be made under the executed Contract.

9.20. Entire Contract

The executed contract supersedes all verbal agreements and negotiations between the parties relating to the subject matter hereof as well as any previous agreements presently in effect between the parties relating to the subject matter hereof. Any alterations, amendments, deletions, or waivers of the provisions of the executed contract shall be valid only when expressed in writing and duly signed by the parties, unless otherwise provided herein.

9.21. Contract Conditions

- a) The City reserves the right to waive minor irregularities in the proposal documents and to reject any or all proposals. The City reserves the right to enter into a contract with a contractor who does not submit the lowest cost proposal.
- b) The Bond and Certificate of Insurance shall be provided when the contract is executed.
- c) No proposal can be withdrawn before 60 days after the date for submission of proposals.
- d) The Contractor shall review and return signed copies of the contract within 30 days of receipt of the contract.

10. SUBMITTING PROPOSALS

10.01. Proposals May Be Rejected in Whole or Part

The City of Roseville reserves the right to:

- Reject any or all proposals;
- Reject parts of proposals;

- Negotiate modifications of proposals submitted;
- Accept part or all of the proposals on the basis of consideration(s) other than proceeds or cost; and
- Negotiate specific work elements with the preferred Contractor into a contract of lesser or greater expense than described in this RFP or the respondent's reply.

10.02. Contractors May Team with Other Companies

It is recognized that some prospective haulers may wish to subcontract with other companies for processing services. This is allowed as needed, but all such Contractor-subcontractor relationships must be explicitly described in each proposal scenario. The City will contract with only one primary Contractor for the recycling services.

Multiple Contractors may team up with other complementary hauling or recycling companies provided there is no collusion. A company may be listed as a part of more than one team as long as this company submits a written certification that no collusion occurred between competing proposals.

10.03. RFP and Proposal to Become Part of Final Contract

The contents of this RFP, the successful proposal, and any written clarifications or modifications to the contents thereof submitted by the successful Contractor and approved by the City in writing shall become part of the contractual obligations and be incorporated by reference into the ensuing contract. If any provision of the contract RFP or proposal is in conflict, the contract takes precedence over the RFP, and the RFP takes precedence over the proposal.

10.04. Notification of Intent

Prospective Contractors interested in responding to this RFP shall notify the City in writing of their interest and submit a list of references by 4:00 p.m. CDT, Friday, July 19, 2013, in writing (preferably by email) to:

Kari Collins
Administration Department
City of Roseville
2660 Civic Center Drive
Roseville, MN 55113
kari.collins@ci.roseville.mn.us

Notifications shall include the vendor's name and address, as well as a contact person's name and title, phone number and email address.

References shall include the name, phone number and email address of a contact person from at least five cities. Proposers may submit up to ten references. References will be asked to complete an electronic survey through a third-party provider in which they rate the proposer's service. Ratings will be compiled to create an average score that will be included in the evaluation.

It is the responsibility of the vendor to ensure their Notification of Intent and References are received by the City.

10.05. How to Submit Proposals

Proposal shall be submitted to the Administration Department Office at City Hall no later than 4:00 p.m. CDT, Wednesday, July 31, 2013, in a sealed envelope with the name of the proposing company on the outside and addressed as follows:

Enclosed: Recycling Services Proposal.
c/o Kari Collins
Administrative Assistant
City of Roseville, City Hall
2660 Civic Center Drive
Roseville, MN 55113

Proposals will be treated in accordance with Mn. Statutes 13.591, Subdivision 3 (b), Data Practices Act.

Six written, hard copies of the proposal and all attachments shall be submitted. An electronic copy of the proposal must be submitted on a compact disk (or suitable alternative disk format) inside the sealed envelope. The proposal file must be formatted in Microsoft WORD.

10.06. Assumptions to be Used for Proposals

The City shall use following assumptions for purposes of evaluating all proposals on the same basis:

- Annual recyclable tonnage collected curbside under the City contract = 2,900 tons per year
- Annual recyclable tonnage collected at Multi Family Complexes under the City contract = 590 tons per year

- Single family dwellings and other households that receive curbside service using curbside bins = 9,611 housing units
- Multifamily dwelling buildings that will receive MFD type of service = 5,910 housing units at 94 locations

10.07. Proposal Content

Qualified proposals must include the Proposal Checklist Attachment A and items listed on the checklist.

10.08. Evaluation Criteria

Roseville residents have identified a city-wide goal to be an environmentally healthy community. And residents have identified various community values that environmental programs such as recycling should incorporate.

Those community values are:

- Collection – which includes Clean, quiet and safe; Impact on street (size and weight of trucks), Easy to participate, Flexibility to Comingle, More materials picked up – particularly plastics, Materials are efficiently recycled (local markets, highest and best use for material), Rewards for adding value, multi-family dwelling recycling
- Outreach – which includes Voluntary expansion to businesses, effective Frequent education of residents – with measurement, Community involvement, Annual report that includes information on what happens to material, outreach to low participating communities, outreach using electronic communications
- Environmental Benefits – which includes Experience with Zero Waste events, reduced carbon footprint, Education and Leadership on Environmentally Preferred Purchasing (EPP), Local vendor-terminal and MRF locations

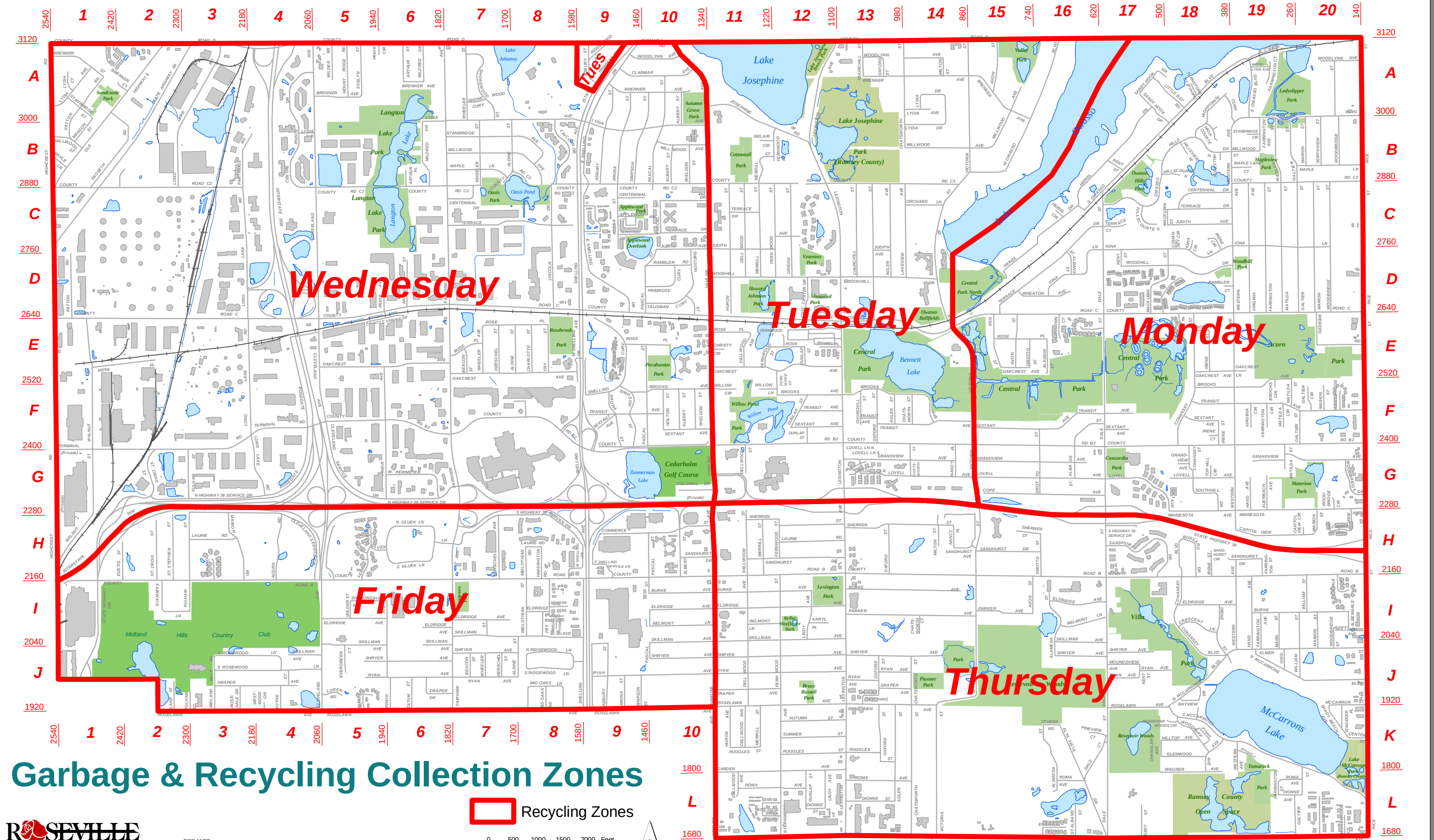
These evaluation criteria are not presented in any special order. No ranking of these criteria within this RFP is intended or implied.

A review committee will evaluate all proposals submitted based on price, how well the proposal meets RFP base specifications, how well the proposal meets community values, and value added beyond the base specifications. Those scores will be added to scores from the reference survey to develop a score for the first round. Finalists will be invited to interviews (see chart below).

At the interview proposers will answer any questions regarding their proposal and expound on how their proposal will meet community values, add value beyond the base specifications, and answer other questions deemed relevant to evaluating the proposals.

Evaluation Criteria and Weighting	
RFP Base Specifications	Pass/Fail
<i>Reference RFP Sections 5.04, 6.01, 6.03, 7.01, proposal forms</i>	
Category	Weight
Project Capability	20%
<i>Reference RFP Sections 5 - 9</i>	
How Well Proposal Meets Community Values	20%
<i>Reference RFP Introduction and Sections 5 - 9</i>	
Price	40%
Past Performance (Survey of Other Cities)	10%
Value Added Plan	10%
Subtotal	100%
Finalists	
Interview – clarification phase	
Total	100%

The review committee will present its recommendation to the City Council at the August 26 meeting. (See Section 2, Contractor Selection Process and Schedule).



Garbage & Recycling Collection Zones



Prepared by:
Engineering Department
April 2007

DISCLAIMER:
This map is neither a legally recorded map nor a survey, and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies are found please contact 651-792-7075. The preceding disclaimer is provided pursuant to Minnesota Statutes §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.

 Recycling Zones

0 500 1000 1500 2000 Feet

Data Sources and Contacts (3/05/07):
* Ramsey County GIS Base Map
* City of Roseville Engineering Development

mapdoc: RecyclingZones2007.mxd
map: RecyclingZones2007.pdf

Street Index <i>(key to grid locator on map)</i>											
Acorn Rd N	H:4	Fernwood Ct N	E:12	Midland Hills Rd N	J:3	Sextant Ave W	F:9-10,12,15-16,18				
Aglen Ave N	C,D:13	Fernwood St N	C-E,G,J:11	Midland View Ct N	H:3	Shady Beach Ave N	K:20				
Aglen St N	F,K:13	Ferris Ln N	H:5	Midlothian Rd N	H-1:8	Sharondale Ave W	I:5				
Aladdin St N	E:16	Fisk St N	E:15	Mildred Dr N	A-B:6	Sheldon St N	B,D,F:15				
Alameda St N	I,K:16	Fry St N	E-F,I:8	Millwood Ave W	B:7-8,10,13-15	Sherren St W	H:11-15				
Albemarle Ct N	I:20	Fulham St N	G-J:2	Millwood St N	B:1.19	Shorewood Curv W	A:7				
Albemarle St N	I:20	Galtier Cir N	F:20	Milton St N	A,H:14	Shorewood Ln W	A:7				
Albert St N	A,B,F,H:10	Galtier St N	B-D,F,I:19	Minnesota Ave W	G:18-20	Shryer Ave W	J:5-7,10-14,16-17				
Aldine St N	B,E,J:7	Garden Ave W	K:11-12	Moundsview Ave W	J:17	Simpson St N	A-B:9-10; F,J:9				
Alta Vista Dr N	K,L:16	Giesmann St N	I-J:19	Mount Ridge Rd	A:5	Skillman Ave W	J:5-6,10-12,16,20; I:7				
American St N	F:7,8	Glen Hill Rd W	A:10	Mount Nancy Pl N	G-H:14	Snelling Ave N	A-J:9				
Applewood Ct W	C:9	Glenwood Ave W	K:17-18	Nature View Ct N (Private)	E:18	Snelling Curv N	E-F:9				
Arona St N	A-C,F,J:9	Gluek Ln W	H:5-6	Northview St N	B:20	E Snelling Service Dr	A-D,H:9				
Arthur Pl N	B:6	N Gluek Ln W	H:6	Oakcrest Ave W	E:5-8,11-12,15,18	W Snelling Dr N	B-D:8				
Arthur St N	A,D:6	S Gluek Ln W	H:6	Oakcrest Ln W	E:19	Southhill Dr N	G:18				
Asbury St N	A,B,J:9	Grandview Ave W	G:13-16,18-20	Old Highway 8	A,B:1-1:2	Stanbridge Ave W	B:7-8				
Auerbach Ave N	G:19	Griggs St N	C,D:12	Orchard Cir W	C:14	Stanbridge Cir W	B:19				
Autumn Pl W	J:5	Grotto St N	E-H:15	Overlook Dr W	E:16	Stanbridge St W	A:1				
Autumn St W	K:12	Haddington Rd N	H:6	Owasso Hills Dr W	B:18; C:17	Stuber Rd W	K:16				
Avon St N	A,E,I:15	Hand Ave N	G,I:19	S Owasso Blvd	A-C:16-20	Summer St W	K:12				
Bayview Dr W	J:18	Harriet Ln W (Private)	J:13	W Owasso Blvd	A-B:15-16	Talisman Curv W	D:10				
Beacon St N	E,J:7	Heinel Cir W	C:16	Oxford St N	A,C-F,H,J,K:13	Tatum St N	J:6				
Belair Cir W	B:11	Heinel Dr W	A-D:15-17	Parker Ave W	I:13-15	Terminal Rd W	F:1-3				
Belmont Ln W	I:10,11,16	Herschel Ave N	H:7	Partridge Rd N	B:3-4	Terrace Ct W	C:17				
Bossard Dr N	H:18	Herschel St N	J:7	Pascal St N	A-F,H,J:10	Terrace Dr W	C:7-8,10-11,18; D:15-16				
Brenner Ave W	A:5-6,9-10,13-15	Highcourte N	B:18	Patton Rd N	A-B,D:1	Top Hill Cir N	G:18				
Brenner Ct W	A:2	Highcrest Rd N	A-B,G,H:1	W Perimeter Dr W	G:6	Transit Ave W	F:9-14,16-20				
Brenner St W	A:1	Highpointe Curv N	A-B:18	Pineview Ct W	K:16	Troseth Rd N	B:1-2				
Brooks Ave W	F:8-10,12-14,18-19	Hillscourte N	B:18	Primrose Curv W	D:10	Turnstone Ct (Private)	A:18				
Brooks Cir N	F:19	Hillscourte S	C:17	Prior Ave N	B-G,I,J:5	Victoria St N	A-L:14				
Burke Ave W	I:10-14,19-20	Hillsview E	B:18	Rambler Ct W	D:18	Virginia Ave N	C-D:19				
Capitol View (Private)	H:20	Hillsview W	B:18	Rambler Rd W	D:10	Virginia Cir N	F:19				
Capitol View Ave W	H:19-20	Hilltop Ave W	K:17	Reservoir Woods Cir	K:17	Wagener Pl N	K:20				
Capitol View Cir N	H:19	Holton St N	F:10	Rice St N	A-L:20	Wagner St W	K:17-19				
Centennial Dr W	C:7,9-10,18	Huron Ave N	K:11	N Ridgewood Ln W	J:8	Walnut St N	E-H:1				
Center St W	K:20	Huron St N	C-D:11	S Ridgewood Ln W	J:8	Western Ave N	B-K:18				
Centre Pointe Dr N	A-B:4	Highway 35W	A,B,4; G-H:1-4	Ridgewood Rd N	A:9	Westwood Cir N	J:4				
Chandler Ave N	K:17	N Highway 36 Service Dr	G:3-4,6	Roma Ave W	L:11-13,16,19	Wewers Rd N	E:20				
Charlotte St N	E:8	S Highway 36 Service Dr	H:3-4,7-8,17	Rose Pl W	E:1-2,7-12,15-16,18	Wewers Rd W	E:20				
Chatsworth Ct N	I:14	Highway 88	A-C:1-3	Rosedale Dr N	J:3	Wheaton Ave W	D:15-16				
Chatsworth St N	A-B,F,G,J-L:13	Highway 280	H-J:1	Rosegate	F-G:4	Wheeler Ave N	E:7				
Christy Cir W	E:11	Hythe St N	J:4	Roselawn Ave W	J:2-14,17	Wheeler St N	A-B,I-J:7				
Churchill St N	A,C-D,F:13	Iona Cir N	C:18	Rose Vista Ct W (Private)	L:11	Wilder St N	A,I:5				
Civic Center Dr N	D:12	Iona Ln W	C-D:16-20	N Rosewood Ln W	J:3-4	William St N	I-J:19				
Clarmar Ave W	A:9-10	Irene Cir N	C:18	S Rosewood Ln W	J:3-4	Willow Cir W	E:11				
Cleveland Ave N	A-F,I-J:4; G:4-6	Irene Ct W	F:18	Ruggles St W	K:11-13	Willow Ln W	E:11				
Cleveland Service Dr N	F-G:5; H:4	Irene St N	E-F,H-I:18	Ryan Ave W	J:5-7,9-13,17	Woodbridge Cir N	G:20				
Cohansey Blvd N	H-J:18	Josephine Rd W	B:11-12	Saint Albans St N	C,F-G,L:16	Woodbridge Ct N	L:20				
Cohansey Cir N	C:18	Saint Croix Ave W	C:10-13,18	Saint Croix St N	G-H:2	Woodbridge St N	A-G:1,20				
Cohansey St N	E-G:18	Karyl Pl W	I:12	Saint Stephen St N	H:2	Woodhill Dr W	D:11-14,17-18				
Colonial Dr W (Private)	G:10	Kent St N	B,D,I,J-L:17	Samuel St N (Private)	I:8	Woodlynn Ave W	A:9-10,13-14,19-20				
Commerce St W	H:9-10	Lake St N	J:2	Sanhurst Cir W	H:18	Woodruff Ave N	K:18				
Cope Ave W	G:15-16	Lakeview Ave N	C-D:13	Sandhurst Dr W	H:10-12,14-15,17,19	Woodruff Ave W	K:18				
County Road B W	H:1-20	Larpenteur Ave W	L:11-20	Sandy Hook Dr N	A:17						
County Road B2 W	F:4-20	Laurie Rd W	H:3,8,12								
County Road C W	D:1-20	Lexington Ave N	A-L:12								
County Road C2 W	B:1-14	Lincoln Dr N	B-D:8								
County Road D W	A:1-7,12-16	Lindy Ave N	I,L:12								
S County Service Dr W	E:5	Little Bay Rd N	A:17-18								
Crescent Ln W	I:19	Long Lake Rd N	A-F:3								
Dale Ct N	K:16	Loren Rd W	J:5								
Dale St N	C-L:16	Judith Ave W	G:13-16								
Dellwood Ave N	I-L:11	Lovell Ln W (Private)	G:13								
Dellwood St N	C-E,G,H-11	N Lovell Ln (Private)	G:13								
Dellwood St N (Private)	G:11	S Lovell Ln	G:13								
Dionne Ave W	L:19	Lydia Ave W	A-B:1,4,6-14								
Dionne St W	L:12-13	Lydia Ct N	A:1								
Draper Ave W	J:3-4,11,13	Lydia Dr W	A-B:14								
Draper Dr W	J:6	Mackubin St N	C-D,J,L:17								
Dunlap St N	E-F,L:12	Manson St N	B:1								
Eldridge Ave W	I:5,7-8,10-12,16,18	Maple Ln W	B:1,7-8,20								
Elmer St W	J:19-20	Maple Lane Ct W	B:19								
Emerald Ridge W	L:16	Marion Rd N	H:3								
Eustis St N	E,H:1	Marion St N	B-I,L:20								
Evelyn St N	A:5	Matilda Cir N	F:19								
Evergreen Ct N	J:5	Matilda St N	B-D,F-G:19								
Fairview Ave N	A-J:6	McCarron St W	J:20								
Fairways Ln N	I:2	N McCarrons Blvd W	J:18-20								
Farrington Ave N	B,I:19	S McCarrons Blvd W	K-L:18-20								
Farrington Cir N	F:19	Merrill St N	B-C,H,K:11								
Farrington Ct N	A:19	Mid Oaks Ln	J:8								
Farrington St N	B-D,H,L:19	Mid Oaks Rd	J:8								
Fernwood Ave N	K-L:11	Midland Grove Rd N	H:4								

City Parks and Facilities			
Park Name	Acres	Map Ref	
Acorn	44.25	E:19,20	
Applewood Overlook	2.42	C:9,10	
Applewood Park	2.09	C:9,10	
Autumn Grove	6.61	A,B:10	
Bruce Russell	1.93	J:12	
Central Park	225.00	D:15,E:13-17,F:17	
Concordia Park	4.75	G:17	
Cottontail	6.40	B:11	
Evergreen	3.94	I:7	
Howard Johnson	9.05	D:11	
Keller Mayflower	2.26	I:12	
Lexington Plaza Shoppes	1739-1787 Lexington Ave N	A:19,20	
Ladyslipper	16.52	A:19,20	
Langton Lake	53.54	A-C:6	
Lexington	8.45	I:12	
Mapleview	3.26	B:19	
Materion	8.51	G:19,20	
Memorial Park		D:12	
Oasis	14.44	B,C:7,8	
Owasso Ballfields	4.37	D:14	
Owasso Hills	8.51	B,C:17	
Pioneer	4.71	J:14	
Pocahontas	5.69	E:10	
Reservoir Woods	109.75	J:15-16,K:17	
Rosebrook	8.28	E:8	
Sandcastle	3.37	A:1,2	
Tamarack	6.46	K,L:19	
Valley	10.61	A:15	
Veterans	3.57	D:12	
Villa	40.83	I,J:17,18	
Willow Pond	14.76	F:11	
Woodhill	2.63	D:19	
Facility	Address	Phone	Map Ref
City Hall	2660 Civic Center Dr	792-7000	D:12
Parks and Recreation Office	2660 Civic Center Dr	792-7006	D:12
Skating Center	2661 Civic Center Dr	792-7007	D:12
Brimhall Community Gymnasium	1744 County Road B W	638-1958	I:7
Central Park School Community Gym	535 County Road B2 W	481-9951	F:17
Roseville Gymnastics Center	1240 County Road B2 W	635-1660	G:11-12
Cedarholm Golf Course	2323 Hamline Ave N	792-7011	G:10
Harriet Alexander Nature Center	2520 Dale St N	792-7012	F:17
Roseville Fire Administration*	2701 Lexington Ave N	792-7009	D:12
Roseville Police Department*	2660 Civic Center Dr	792-7008	D:12
* For all police or fire emergencies, dial 911			
Library / Post Office			
Facility	Address	Phone	Map Ref
Ramsey County Library	2180 Hamline Ave N	628-6803	H:11
Roseville Post Office	2000 County Road B2 W	631-0628	F:5
Schools / Colleges			
Name	Address	Phone	Map Ref
Brimhall Elementary School	1744 County Road B W	638-1958	I:7
Central Park Elementary School	535 County Road B2 W	481-9951	F:17
Concordia Academy	2400 Dale St N	484-8429	G:17
Fairview Community Center	1910 County Road B W	631-1013	I:6
King of Kings	2400 Dale St N	484-9206	G:17
Northwestern College	3003 Snelling Ave N	631-5100	A:8
North Heights Lutheran	2701 Rice St N	484-7825	D:20
Christian Day School			
Parkview Center School	701 County Road B W	487-4360	H:16
Roseville Area High School	1240 County Road B2 W	635-1660	G:11-12
Roseville School District 623	1251 County Road B2 W	635-1600	F:11
St. Rose of Lima	2072 Hamline Ave N	646-3832	I:11
Financial Institutions			
Key	Name	Address	Map Ref
B1	Affinity Plus Federal Credit Union	2730 Snelling Ave N	D:9
B2	Bremer Bank	1715 County Road B2 W	F:8
B3	Community National Bank	1501 County Road C W	D:9
B4	Interbank	1875 County Road B2 W	F:6
B5	North Star Bank	1820 Lexington Ave N	K:13
B6	Premier Bank	1875 Highway 36 W	G:6
B7	TCF	Har Mar Mall	I:9
B8	TCF	2167 Lexington Ave N	H:12
B9	Teacher's Federal Credit Union	2150 Lexington Ave N	I:13
B10	Twin City Co-op Credit Union	1935 County Road B2 W	F:6
B11	US Bank	2690 Snelling Ave N	D:9
B12	US Bank (Byerly's)	1601 County Road C W	D:8
B13	Wells Fargo Bank	2440 Fairview Ave N	F:7

Medical Clinics				
Key	Facility	Address	Phone	Map Ref
M1	Now Care	1955 County Road B2 W	635-0054	F:7
M2	Rosedale Medical Center	1835 County Road C W	(763)785-4300	D:6
M3	Twin Lakes Eye Center	1835 County Road C W	638-1555	D:6
Major Shopping Centers				
Name	Address		Stores	Map Ref
Crossroads of Roseville		1643-1655 County Road B2 W	20	F:8
Hamline Center		2797-2833 Hamline Ave N	18	C:10
Har Mar		2100 Snelling Ave N	54	I:9
Lexington Plaza		1680-1754 Lexington Ave N	25	L:13
Lexington Plaza Shoppes		1739-1787 Lexington Ave N	12	L:12
McCarron Hills		1681-1717 Rice St N		L:20
Rosedale		1595 Highway 36 W	143	G:7,8
Rosedale Commons		2480 Fairview Ave N	19	F:7
Rosedale Marketplace		2401-2439 Fairview Ave N	12	F,G:6
Rosedale Square		1601-1677 County Road C W	25	D:8
Rosedale Square North		2701-2717 Lincoln Dr N	14	C:8
Roseville Center		1121-1215 Larpenteur Ave W	21	L:12
Roseville Crossings		Lincoln Dr at Snelling/County C	8	D:8
Rosewood		2181-2195 Snelling Ave N	6	H:8
Supermarkets				
Name	Address		Phone	Map Ref
Byerly's	1601 County Road C W		633-6949	D:8
Cub Foods	2100 Snelling Ave N		633-9740	I:9
Rainbow Foods	1201 Larpenteur Ave W		488-1825	L:12
Super Target	1515 County Road B W		633-0000	H:9
Hotels / Motels				
Name	Address		Phone	Map Ref
Comfort Inn	2715 Long Lake Rd N		636-5800	D:3
Country Inns & Suites	2905 Snelling Ave N		628-3500	B:8
Courtyard by Marriott	2905 Centre Pointe Dr		746-8000	B:4
Days Inn	2550 Cleveland Ave N		636-6730	E:5
Fairfield Inn	3045 Centre Pointe Dr N		636-7869	A:4
Marriott Residence Inn	2985 Centre Pointe Dr N		636-0680	B:4
Motel 6	2300 Cleveland Ave N		639-3988	G:5
Radisson	2540 Cleveland Ave N		636-4567	E:5
Super 8	2401 Prior Ave N		636-8888	G:5
Restaurants				
Key	Restaurant	Address	Phone	Map Ref
American				
R1	Applebee's	1893 Highway 36 W	697-0648	G:6
R2	Arby's	2105 Snelling Ave N	636-6222	I:8
R3	Arby's	Rosedale Center	636-4460	G:7
R4	Baker's Square	1881 Highway 36 W	631-3322	G:6
R5	Boston Market	2720 Lincoln Dr N	631-1110	D:8
R6	Buffalo Wild Wings	Har Mar Mall	636-9464	I:9
R7	Byerly's Minnesota Grill	1601 County Road C W	633-6949	D:8
R8	Charley's on Centre Pointe	2905 Centre Pointe Dr N	746-8000	B:4
R9	Chili's Grill & Bar	1840 County Road B2 W	633-7718	F:6
R10	Countryside	2851 Snelling Ave N	633-4422	C:8
R11	Eddington's	Har Mar Mall	697-9794	I:9
R12	Fuddrucker's	2740 Snelling Ave N	636-3833	D:9
R13	Great Steak and Potato	Rosedale Center	697-1710	G:7
R14	Granite City Food and Brewery	The Plaza at Rosedale	209-3500	G:8
R15	Joe Senser's Sport Grill & Bar	2350 Cleveland Ave N	631-1781	G:5
R16	KFC	2087 Snelling Ave N	631-8133	I:8
R17	Key's Cafe & Bakery	1682 Lexington Ave N	487-5397	L:13
R18	Macy's Marketplace	Rosedale Center	639-6721	G:7
R19	Major's Sports Cafe	2801 Snelling Ave N	379-1180	C:8
R20	Old Chicago	Har Mar Mall	639-0303	I:9
R21	Old Country Buffet	2480 Fairview Ave N	639-0088	F:7
R22	Perkins	1495 County Road B W	633-8080	H:9
R23	Pippins	2887 Snelling Ave N	639-0633	B:8
R24	Ruby Tuesday	Rosedale Center	635-0985	F:7
R25	TGI Friday's	2480 Fairview Ave N	636-9539	F:7
Bagels				
R26	Bruegger's Bagels	2712 Lincoln Dr N	635-0185	D:8
R27	St. Paul Bagelry	1702 Lexington Ave N	488-1700	L:13
Burgers				
R28	Burger King	2080 County Road C W	631-1798	E:4
R29	Burger King	2151 Snelling Ave N	636-7972	I:8
R30	McDonald's	2075 Snelling Ave N	631-1630	I:8
R31	Snuffy's Malt Shop	1125 Larpenteur Ave W	488-0241	L:12
R32	Wendy's	1899 Perimeter Dr W	636-3545	G:6
Chinese / Asian				
R33	Big Bowl Asian Kitchen	Rosedale Center	636-7173	G:8
R34	China Jen Restaurant	2193 Snelling Ave N	633-3113	H:8
R35	China Restaurant	2811 Hamline Ave N	636-8385	C:10
R36	Chinese Gourmet Express	Rosedale Center	631-0622	G:7
R37	E Noodle Cafe	1711 Rice St N	488-1246	L:20

Exhibit B

Recycling Day	Single Family		Other				Total
	Single Family	Townhome	Double Dwelling	Half Double Dwelling	Two Family	Three Family	
Monday	2,174	504	14	10	2	3	2,707
Tuesday	1,367	85	10	12	10	3	1,487
Wednesday	1,388	118	28	28	16	3	1,581
Thursday	2,382	80	36	6	14	0	2,518
Friday	1,209	90	8	0	8	3	1,318
City Wide	8,520	877	96	56	50	12	9,611

Source:
Ramsey County
Property Records
Apr-13

Single Family + Other
Total 8734
Townhome
Total 877
Total SFD 9611

City of Roseville - Multi Family Complex Recycling Service Level

Apartments - Rental	Address	# units	# Carts
Aquarius Apartments	2425 County Road C2	99	3 paper, 3 containers
Brittany Apartments	175 Larpenteur Avenue	17	1 paper, 1 containers per building, weighted to prevent blowing over
	1722, 1725, 1735, 1738 Woodbridge Court	62	
Centennial Gardens East	1405-1425 Terrace Drive / 1400-1420 Centennial Drive	95	2 paper, 2 containers per complex
Centennial Gardens West	2815-2845 Pascal Street	95	
1363 County Road B		11	1 paper 1 containers
1610 County Road B		11	1 paper 1 containers
1647 County Road B		11	1 paper 1 containers
2447 County Road B		17	1 paper 1 containers
Coverdale Apartments	1725 Dellwood Street	12	1 paper 1 containers
Dale Terrace Apartments	720 County Road B	42	2 paper, 2 containers
1144 Dione Street		23	2 paper 2 containers
1614 Eldridge Avenue		11	1 paper 1 containers
1615 Eldridge Avenue		11	1 paper 1 containers
1624 Eldridge Avenue		11	1 paper 1 containers
1625 Eldridge Avenue		11	1 paper 1 containers
1634 Eldridge Avenue		11	1 paper 1 containers
1635 Eldridge Avenue		11	1 paper 1 containers
Garley Apartments	1634 County Road B	11	1 paper 1 containers
2180 Haddington Road		5	1 paper 1 containers
Hamline Terrace	1360-1410 Terrace Drive	102	3 paper, 3 containers
2900 Highcrest Road		11	1 paper 1 containers
2950 Highcrest Road		12	1 paper 1 containers
Hillsborough Apartments	240-250 Grandview Avenue	86	1 paper, 1 container per station in garage, 4 stations, caretakers bring carts to west parking garage entrance
	2335-2345 Woodbridge Street	120	
Hilltop Apartments	160-170 Elmer Street	34	2 paper 2 containers
Karie Dale Apartments	2355-2393 Dale Street	44	1 paper, 1 containers per dumpster - two dumpsters
Lar Dale Apartments	655 Larpenteur Avenue	17	1 paper 1 containers
The Lexington	2755 Lexington Avenue	150	4 containers, 4 3 yd cardboard dumpsters
Lexlawn	1943 Lexington Avenue	17	1 paper 1 containers
Lexington Court	2192-2206 Lexington Avenue	52	1 paper, 1 containers per dumpster -

City of Roseville - Multi Family Complex Recycling Service Level

			two dumpsters
Lexington Twins	1890-1900 Lexington Avenue	22	2 paper 2 containers
Marion Apartments	195-221 Larpenteur	58	1 paper, 1 containers per building, weighted to prevent blowing over
	1720 Marion Street	29	
	1735, 1740, 1745 Marion Street	87	
1705 Marion Street		3	1 paper, 1 containers
1750 Marion Street		24	1 paper 1 containers
McCarrons Apartments	166-204 North McCarrons Boulevard	56	1 paper, 1 containers per dumpster - two dumpsters
161 McCarrons Street		11	1 paper 1 containers
161 Minnesota Avenue		6	1 paper 1 containers
Northwestern College Apartments	1610 Lydia Avenue	23	1 paper 1 containers
Talia Place	3020 Old Highway 8	11	1 paper 1 containers
Parkview Manor	2202-2210 Dale Street	34	3 paper, 2 containers
Palisades	535-570 Sandhurst Drive	330	1 paper 1 containers per building in garage 5 buildings
2125 Pascal	2125-2133 Pascal Street	22	1 paper 1 containers per building - two buildings
Riviera Apartments	885-965 Highway 36	32	1 paper 1 containers
Riviera Apartments	925, 965 W. Highway	64	1 paper 1 containers per building - two buildings
Rose Hill Estates	591-601 County Road B	35	2 paper 2 containers
	2194 Dale Street	17	
Rose Mall Apartments	2201-2221 Albert Street	54	15 carts total
	1430-1440 Commerce Street	36	
	2190-2220 Pascal Street	72	
Rose Park Apartments	2128-2136 Fry Street	22	2 paper, 2 containers
Rose Vista Apartments	1222-1238 Rose Vista Court	154	14 carts total
Rosedale Estates	2735-2855 Rice Street	360	16 carts total
Roselawn Apartments	1125 Roselawn Avenue	17	1 paper 1 containers
Roselawn Village	1074 Roselawn Avenue	22	2 paper 2 containers
Rosetree Apartments	655 Highway 36	48	2 paper 2 containers
Roseville Terrace	1759 Dunlap Street	18	1 paper 1 containers per building - two buildings
	1760 Fernwood Street	17	
Sienna Green	2225-2265 Snelling Avenue	120	1 paper, 1 container per building, 6 buildings
Sienna Green II	2275 Snelling Ave. N	46	2 paper 2 containers

City of Roseville - Multi Family Complex Recycling Service Level

1629 Skillman Avenue	1629-1635 Skillman Avenue	14	1 paper 1 containers
Snelling Terrace	2906-2930 Snelling Avenue	48	2 paper 2 containers
2980 Snelling Avenue	Northwestern College	17	1 paper 1 containers
2610 Snelling Curve		17	1 paper 1 containers
South Oak Apartments	1080 County Road D	25	1 paper 1 containers
Sun Place Apartments	1721 Marion Street	30	1 paper 1 containers
Terrace Park	1420 Terrace Drive	36	2 paper 2 containers in garage
Valley 8 Apartments	3050 Old Highway 8	85	1 paper 1 containers per dumpster - two dumpsters
Victoria Place	2250 Victoria Street	58	4 carts, 1 2 yd for cardboard

Apartments - Senior Housing Rental		# units	# Carts
Applewood Pointe	1480 Applewood Court	94	1 paper 1 containers per floor - three floors - caretaker brings to driveway
Applewood Pointe - Langton Lake	1996 Langton Lake Drive	48	1 paper 1 containers per floor
Cherrywood Pointe	2996 Cleveland Ave	50	3 paper, 3 containers
Eagle Crest	2925-2945 Lincoln Drive	216	4 paper, 4 containers
Coventry Seniors Apartments	2820 Snelling Ave (109) 2775-2839 Asbury St (40)	149	10 carts
Greenhouse Village	1024 Larpenteur	102	8 carts - 4 of each
Heritage Place	563 County Road B W	50	2 paper 2 containers 3 yd cardboard dumpster
Rosepointe	2545-2555 Hamline Avenue	190	6 carts, 2 2-yd for cardboard
Roseville Seniors	1045 Larpenteur Avenue	127	3 paper, 3 containers
Rosewood Estates	2750 Victoria Street	106	2 paper, 2 containers
Sunrise Assisted Living	2555 Snelling Avenue N	77	6 carts
Villas at Midland Grove	1940 Fulham Street	32	1 paper, 1 containers each floor, 3 floors

Condominiums

Bonaventure	3090 Lexington Avenue	30	3 paper, 2 containers
Executive Manor Condos	3153-3155 Old Highway 8	72	3 containers, 3 paper
Hamline House Condos	2800 Hamline Avenue	150	4 paper, 4 containers
Lake Josephine	3076 Lexington Avenue	23	3 carts of each
McCarrons Lake Condos	185 N McCarrons Blvd	42	3 carts of each

City of Roseville - Multi Family Complex Recycling Service Level

Midland Grove Condos	2200-2250 Midland Grove Road (private)	174	9 carts 3 4-yd for cardboard
Parkview Estate	2670-2700 Oxford Street	204	2 paper, 3 containers in each building - 4 buildings
Ramsey Square	2700-2730 Dale Street	192	1 paper, 1 containers per building, 4 buildings
Roseville Commons	2496 County Road C2 W	30	2 paper, 2 containers in garage
Rosewood Village	1620-1690 Highway 36	201	4 sets caretaker brings to tipping location on east edge of parking lot
Villa Park	500 County Road B	95	2 carts 1 2-yd for cardboard

Townhomes - Rental

Roseville Townhomes	3085 Old Highway 8	40	2 containers, 1 paper dumpster per building, 2 buildings
Samuel Street (2086-2090)	2086 units 5-8, 2087 units 1-4, 2090 units 9-12	12	2 paper 2 containers

Mobile Home Parks

Roseville Mobile Home Park	2599 Lexington Avenue	107	3 paper, 3 containers
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Office Building

State Farm Office Bldg	2201 Lexington	8	1 paper, 1 containers
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Exhibit C

Annual Composition

Type of Material	2006 % of Total Tonnage	2007 % of Total Tonnage	2008 % of Total Tonnage	2009 % of Total Tonnage	2010 % of Total Tonnage	2011 % of Total Tonnage	2012 % of Total Tonnage
Total Annual Tons	3,441	3,681	3,556	3,281	3,322	3,244	3,173
Papers							
News Mix	63.98%	56.46%	66.00%	61.65%	59.68%	51.53%	56.86%
Cardboard	6.71%	13.23%	4.50%	5.48%	7.34%	10.33%	9.09%
Boxboard	2.37%	7.60%	2.60%	5.48%	3.79%	7.04%	5.81%
Wet Strength	0.36%	0.10%	0.50%	0.00%	1.77%	0.46%	0.50%
Phone Books	1.33%	0.11%	0.10%	0.02%	0.12%	0.14%	0.28%
Milk Cartons & Juice Boxes	Not collected	Negligible	Negligible	Negligible	0.02%	0.03%	0.47%
Textiles	0.40%	Negligible	Negligible	0.02%	0.02%	Negligible	0.20%
Residual	0.24%	0.11%	.5%	0.06%	0.07%	0.27%	0.19%
TOTAL	75.40%	76.60%	74.20%	72.72%	72.81%	69.79%	73.40%
Containers							
Total Glass	14.89%	15.15%	16.70%	17.54%	17.31%	18.08%	16.94%
Steel Cans	2.64%	2.00%	2.40%	2.43%	2.65%	2.49%	2.38%
Aluminum	1.48%	1.10%	1.40%	1.40%	1.43%	2.10%	1.37%
Total Plastics	4.70%	4.01%	4.60%	5.75%	5.67%	6.94%	5.63%
Residual	0.89%	0.15%	0.70%	0.17%	0.12%	0.60%	0.28%
TOTAL	24.60%	22.40%	25.80%	27.28%	27.19%	30.21%	26.60%
Total Residual	1.13%	0.26%	1.2%	0.23%	0.19%	0.91%	0.47%

Attachment A - Proposal Content Checklist

Proposers must prepare six hard copies and one electronic copy of the submissions that follow the format and sequence specified in this RFP. Submission must be printed on 100% post-consumer recycled content paper and one electronic copy of the proposal formatted in Microsoft WORD on a compact disk that is preferably reformatted/recycled.

Proposers shall complete and submit this checklist of items for inclusion in the proposal. Each item must be submitted on a separate page. This checklist may also be filled out electronically using the attached Form version.

Responsiveness (Pass/Fail)

The Contractor must submit the following in order to be considered responsive:

- ☐ Completed Proposal Submittal Form and Affidavit of Non-Collusion (Attachment B)
- ☐ Statement as to any litigation in the past five years within the State of Minnesota and the current status of that litigation
- ☐ List of firm's Principal Officers' names, and name, addresses and contact information (telephone, email, fax) for designated contact person
- ☐ A comprehensive cart rollout plan and schedule for the initial cart distribution (Section 5.02)
- ☐ Examples of monthly and annual reports (Section 6.01)
- ☐ Example of the Contractor's annual report to MFD building owners (Section 6.03)
- ☐ A statement clearly specifying the location(s) of its recyclables processing facility (or subcontractor's facility) where material collected from the City will be delivered and / or processed (Section 7.01)
- ☐ Certification of end markets (Section 7.06)
- ☐ Examples of proposer's public education materials including education tags (Section 5.07 and 6.05)
- ☐ List of references – similar to what was previously submitted electronically
- ☐ Project Capability Plan (Attachment C)
- ☐ Project Community Values Capability Form (Attachment D)
- ☐ Pricing Forms – all eight scenarios (Attachment E)
- ☐ Value Added Plan (Attachment F)

Formatting Requirements

Contractor must follow the formatting requirements of the following Attachments.

- ☐ Project Capability Plan (Attachment C)
- ☐ Project Community Values Form (Attachment D)
- ☐ Value Added Plan (Attachment F)

In order to minimize bias, the attachments identified above must NOT contain any names that can be used to identify the Contractor. Templates of these Attachments in Word format are available for download.

Contractors are NOT allowed to re-create, re-format, or modify the Attachment templates (cannot alter font size, font type, font color; add colors, pictures, diagrams, etc.).

Attachment B

PROPOSAL SUBMITTAL FORM COMPREHENSIVE RECYCLING COLLECTION SERVICES

**CITY OF ROSEVILLE
2660 CIVIC CENTER DRIVE
ROSEVILLE, MN 55113**

TO: Kari Collins
Administrative Assistant
City of Roseville
2660 Civic Center Drive
Roseville, MN 55113

Dear Madam:

1. The following proposal is made for Comprehensive Recycling Collection Services as described in the Specifications provided to the prospective contractors.
2. The undersigned certifies that the specifications contained herein have been carefully examined and understood and that at no time will misunderstanding of said specifications be pleaded.
3. In submitting this proposal, it is understood that the right is reserved by the City to reject any or all proposals and to waive any informalities and technicalities without explanation.
4. If a corporation, what is the State of Incorporation? _____
5. If a partnership, state full names of all co-partners: _____

6. The contractor, in compliance with the Notice Requesting Proposals for Comprehensive Recycling Services, hereby submits the following proposal:

Official Address:

Firm Name:

By: _____
Title: _____
Date: _____

**AFFADAVIT AND INFORMATION REQUIRED OF BIDDERS
(RFP SUBMITTERS)**

Affidavit of Non-Collusion

I hereby swear (or affirm) under the penalty of perjury:

- (1) That I am the proposer (if the proposer is an individual), a partner with the proposer (if the proposer is a partnership), or an officer or employee of the proposing corporation having authority to sign on its behalf (if the proposer is a corporation);
- (2) That the attached proposal or proposals have been arrived at by the proposer, independently, and have been submitted without collusion with, and without any agreement, understanding, or planned common course of action with, any other vendor of materials, supplies, equipment or services described in the request for proposals, designed to limit independent proposing or competition;
- (3) That the contents of the proposal or proposals have not been communicated by the proposer or its employees or agents to any person not an employee or agent of the proposer or its surety on any bond furnished with the proposal or official reviewing the proposal or proposals; and
- (4) That I have fully informed myself regarding the accuracy of the statements made in this affidavit.

Signed: _____

Firm Name: _____

Subscribed and sworn to before me this
_____ day of _____, 2013

Notary Public
My Commission expires _____, 20____

Attachment C

Project Capability Plan

This template must be used. The Project Capability Plan should identify the Contractor's capability to meet the requirements for recycling service. The capability claims should be prioritized (list the most important claims first). The Contractor may add or delete Project Capability Claim table templates, but do not exceed the two-page limit. Do NOT include any identifying information in your Plan. Information listed under the "Documented Performance" line may describe where the Contractor has used the approach or solution previously, and what the results were in terms of verifiable metrics.

Project Capability 1 Claim: _____

Documented Performance: _____

Project Capability 2 Claim: _____

Documented Performance: _____

Project Capability 3 Claim: _____

Documented Performance: _____

Project Capability 4 Claim: _____

Documented Performance: _____

Project Capability 5 Claim: _____

Documented Performance: _____

Project Capability 6 Claim: _____

Documented Performance: _____

Attachment D

Project Community Values Capability

This template must be used. The Contractor must identify its capability to meet the Community Values:

- Collection – which includes Clean and quiet; Impact on street (size and weight of trucks), Easy to participate, Flexibility to Comingle, More materials picked up – particularly plastics, Materials are efficiently recycled (local markets, highest and best use for material), Rewards for adding value, Multi-family dwelling recycling
- Outreach – which includes Voluntary expansion to businesses, Effective frequent education of residents – with measurement, Community involvement, Annual report that includes information on what happens to material, Outreach to low participating communities, Outreach using electronic communications
- Environmental Benefits – which includes Experience with Zero Waste events, Reduced carbon footprint, Education and Leadership on Environmentally Preferred Purchasing (EPP), Local vendor-terminal and MRF locations

The capability claims should be prioritized (list the most important claims first). The Contractor may add or delete Project Capability Claim table templates, but do not exceed the two-page limit. Do NOT include any identifying information in your Plan. Information listed under the “Documented Performance” line may describe where the Contractor has used the approach or solution previously, and what the results were in terms of verifiable metrics.

Community Values Capability 1 Claim: _____

Documented Performance: _____

Community Values Capability 2 Claim: _____

Documented Performance: _____

Community Values Capability 3 Claim: _____

Documented Performance: _____

Community Values Capability 4 Claim: _____

Documented Performance: _____

ATTACHMENT E

PRICE WORKSHEET

Instructions for Roseville RFP price worksheet

All proposers must fill out all eight proposal scenario price worksheets. In addition, proposers also may complete an optional Additional alternate proposal scenario worksheet. Proposers may submit multiple scenarios.

Proposers may fill in the attached form or use their own in similar formats. However, the contents in the attached price worksheet must be included if alternative formats are submitted.

The basic revenue share formula outlined within this RFP can be summarized as a portion of the Proposer's materials sales revenue from commodities less processing costs for these commodities. Alternative revenue sharing formulae may be proposed. The City has a stated preference for using the specified published indexes as a means to simplify the accounting of proposed revenue share. Proposers can indicate from zero to 100 percent revenue share for percent of published price index. Thus, vendors can opt out of the revenue share component by simply inserting zero percent for the commodities for each scenario proposed. Alternate revenue sharing formula can be proposed, but these must be clear with examples for each alternate formula. Also, vendors proposing alternate revenue sharing formula must justify how the monitoring and accounting of the alternate formula will be at least as simple as the basic revenue share formula contained within this RFP.

The City will use the assumed tonnage and material splits in Exhibit C for calculating the net revenue share back to the City from all proposers. It is important to note that the City does not guarantee any minimum tonnage or any specific material splits. These are estimates only for purposes of this RFP and comparing the value of any revenue sharing proposals.

ATTACHMENT E – 1

CURBSIDE COLLECTION PRICE WORKSHEET

Company name: _____

Contact person/Title: _____

Address: _____

Phone: _____ E-mail: _____

A. Curbside Collection Scenario – 3 Year Proposal Vendor Owned Carts

☐ Single Stream Weekly

☐ Single Stream Every Other Week

☐ Other : _____

(Please list page of proposal where this is described) _____

Proposed price per Residential Dwelling Unit per Month \$_____ per RDU

B. Revenue Share Proposal

Revenue share percentage _____ % of published price index

Less processing cost per ton _____ per ton

C. Alternate Revenue Share Proposal (please detail – provide attachments if necessary)

Make additional copies of this form to propose more than one scenario.

ATTACHMENT E – 2

CURBSIDE COLLECTION PRICE WORKSHEET

Company name: _____

Contact person/Title: _____

Address: _____

Phone: _____ E-mail: _____

A. Curbside Collection Scenario – 3 Year Proposal City Owned Carts

☐ Single Stream Weekly

☐ Single Stream Every Other Week

☐ Other : _____

(Please list page of proposal where this is described) _____

Proposed price per Residential Dwelling Unit per Month \$_____ per RDU

B. Revenue Share Proposal

Revenue share percentage _____ % of published price index

Less processing cost per ton _____ per ton

C. Alternate Revenue Share Proposal (please detail – provide attachments if necessary)

Make additional copies of this form to propose more than one scenario.

ATTACHMENT E – 3

CURBSIDE COLLECTION PRICE WORKSHEET

Company name: _____

Contact person/Title: _____

Address: _____

Phone: _____ E-mail: _____

A. Curbside Collection Scenario – 5 Year Proposal Vendor Owned Carts

☐ Single Stream Weekly

☐ Single Stream Every Other Week

☐ Other : _____

(Please list page of proposal where this is described) _____

Proposed price per Residential Dwelling Unit per Month \$_____ per RDU

B. Revenue Share Proposal

Revenue share percentage _____ % of published price index

Less processing cost per ton _____ per ton

C. Alternate Revenue Share Proposal (please detail – provide attachments if necessary)

Make additional copies of this form to propose more than one scenario.

ATTACHMENT E – 4

CURBSIDE COLLECTION PRICE WORKSHEET

Company name: _____

Contact person/Title: _____

Address: _____

Phone: _____ E-mail: _____

A. Curbside Collection Scenario – 5 Year Proposal City Owned Carts

☐ Single Stream Weekly

☐ Single Stream Every Other Week

☐ Other : _____

(Please list page of proposal where this is described) _____

Proposed price per Residential Dwelling Unit per Month \$_____ per RDU

B. Revenue Share Proposal

Revenue share percentage _____ % of published price index

Less processing cost per ton _____ per ton

C. Alternate Revenue Share Proposal (please detail – provide attachments if necessary)

Make additional copies of this form to propose more than one scenario.

ATTACHMENT E – 5

MULTI-FAMILY COLLECTION PRICE WORKSHEET

Company name: _____

Contact person/Title: _____

Address: _____

Phone: _____ E-mail: _____

A. Multi Family Collection Scenario – 3 Year Proposal Vendor Owned Carts

☐ Single Stream Weekly

☐ Single Stream Every Other Week

☐ Other : _____

(Please list page of proposal where this is described) _____

Proposed price per Multi Family Dwelling Unit per Month \$_____ per MDU

B. Revenue Share Proposal

Revenue share percentage _____ % of published price index

Less processing cost per ton _____ per ton

C. Alternate Revenue Share Proposal (please detail – provide attachments if necessary)

Make additional copies of this form to propose more than one scenario.

ATTACHMENT E – 6

MULTI-FAMILY COLLECTION PRICE WORKSHEET

Company name: _____

Contact person/Title: _____

Address: _____

Phone: _____ E-mail: _____

A. Multi Family Collection Scenario – 3 Year Proposal City Owned Carts

☐ Single Stream Weekly

☐ Single Stream Every Other Week

☐ Other : _____

(Please list page of proposal where this is described) _____

Proposed price per Multi Family Dwelling Unit per Month \$_____ per MDU

B. Revenue Share Proposal

Revenue share percentage _____ % of published price index

Less processing cost per ton _____ per ton

C. Alternate Revenue Share Proposal (please detail – provide attachments if necessary)

Make additional copies of this form to propose more than one scenario.

ATTACHMENT E – 7

MULTI-FAMILY COLLECTION PRICE WORKSHEET

Company name: _____

Contact person/Title: _____

Address: _____

Phone: _____ E-mail: _____

A. Multi Family Collection Scenario – 5 Year Proposal Vendor Owned Carts

☐ Single Stream Weekly

☐ Single Stream Every Other Week

☐ Other : _____

(Please list page of proposal where this is described) _____

Proposed price per Multi Family Dwelling Unit per Month \$_____ per MDU

B. Revenue Share Proposal

Revenue share percentage _____ % of published price index

Less processing cost per ton _____ per ton

C. Alternate Revenue Share Proposal (please detail – provide attachments if necessary)

Make additional copies of this form to propose more than one scenario.

ATTACHMENT E – 8

MULTI-FAMILY COLLECTION PRICE WORKSHEET

Company name: _____

Contact person/Title: _____

Address: _____

Phone: _____ E-mail: _____

A. Multi Family Collection Scenario – 5 Year Proposal

City Owned Carts

☐ Single Stream Weekly

☐ Single Stream Every Other Week

☐ Other : _____

(Please list page of proposal where this is described) _____

Proposed price per Multi Family Dwelling Unit per Month \$_____ per MDU

B. Revenue Share Proposal

Revenue share percentage _____ % of published price index

Less processing cost per ton _____ per ton

C. Alternate Revenue Share Proposal (please detail – provide attachments if necessary)

Make additional copies of this form to propose more than one scenario.

Attachment F

Value Added Plan

Identify any options, ideas, alternatives, or suggestions to add value to this service. Include a short description of how it adds value to the project and identify if the items will increase or decrease cost or satisfaction. All cost impacts associated with these value added options must NOT be included in your base cost. You may add or delete rows if necessary, but do not exceed the two-page limit.

Item 1 Claim: _____

How will this add value? _____

Documented Performance: _____

Cost Impact: _____

Item 2 Claim: _____

How will this add value? _____

Documented Performance: _____

Cost Impact: _____

Item 3 Claim: _____

How will this add value? _____

Documented Performance: _____

Cost Impact: _____

Item 4 Claim: _____

How will this add value? _____

Documented Performance: _____

Cost Impact: _____

Item 5 Claim: _____

How will this add value? _____

Documented Performance: _____

Cost Impact: _____

Item 6 Claim: _____

How will this add value? _____

Documented Performance: _____

Cost Impact: _____

Recycling Community Values

	2013 Values	
Collection	55	
Clean, quiet		5
Impact on street (size and weight of trucks)		10
Ease of participation		20
Flexibility of Co-mingling for resident		15
More materials picked up – plastics		15
Organics		5
Materials are efficiently recycled (local markets, highest and best use for material)		20
Rewards for adding value (innovation)		5
Multi-family service		5
subtotal		100
Outreach	25	
Voluntary expansion to businesses		20
Effective education of residents -with measurement		30
Community involvement		10
Annual report on what happens to material		15
Outreach to low participating communities		20
Outreach using electronic communications		5
subtotal		100
Environmental Benefits	20	
Assistance with Zero Waste events		20
Reduced carbon footprint		25
Environmentally Preferred Purchasing (EPP)		20
Local vendor-terminal location		35
subtotal		100
	100	