



City Council Agenda

Monday, October 23, 2023

6:00 PM

City Council Chambers

(Any times listed are approximate – please note that items may be earlier or later than listed on the agenda)

6:00 p.m. **1. Roll Call**

Voting & Seating Order: Etten, Schroeder, Groff, Strahan, and Roe

6:01 p.m. **2. Pledge of Allegiance**

6:02 p.m. **3. Approve Agenda**

6:03 p.m. **4. Public Comment**

5. Recognitions and Donations

6:10 p.m. a. Proclaim National Native American Heritage Month - November 2023

6. Items Removed from Consent Agenda

7. Business Items

6:15 p.m. a. Hold a Public Hearing to Consider Approving an On Sale Liquor License for La Familia Tapatia, LLC dba La Tapatia located at 2730 Snelling Ave N.

6:20 p.m. b. Consider a request to perform an abatement for unresolved violations of City Code at 2170 Cohansey Boulevard

6:30 p.m. c. Approve Tamarack Pathway and Wagner Pathway Plans and Authorization for Bids

6:50 p.m. d. Update on Rosefest Planning for 2024 Including Possible Alteration to July 4 Party in the Park and Fireworks, and 10K Run

7:15 p.m. e. Discuss Possible Site Plan Modifications and Upgrades to Rosebrook Park

7:40 p.m. f. Approve Concept Plan and Budget for New Park 2381 County Road B.

8:05 p.m. g. Consider Adoption of Position Classification & Compensation Study

8. Council Direction on Councilmember Initiated Agenda Items

8:25 p.m. **9. Approval of City Council Minutes**

a. Approve Minutes from October 9, 2023 City Council Meeting

8:30 p.m. **10. Approve Consent Agenda**

a. Approve Payments

b. Approve General Purchases Exceeding \$10,000 or Sale of Surplus Items

c. Receive City Grant Applications Update

d. Approve Pathway Transfer Agreement with Southwind of Roseville Homeowners Association

e. Adopt an Ordinance passing Zoning Code text amendments to §1001.10 and §1011.12 establishing Micro-Unit Dwellings in Sacred Communities as permitted accessory uses subject to requirements outlined in Minnesota State Statutes 327.30.

- f. Approve Twin Lakes Trail Phase 2 Plans and Authorization for Bids
- g. Approve Final Payment for 2023 Pavement Management Project
- h. Receive Feasibility Report and Order Public Hearing for County Road B Reconstruction Project
- i. Approve Toward Zero Deaths (TZD) Agreement with City of St. Paul
- j. Approve the 2023-2024 Wellness Program for Employees

8:35 p.m. **11. Future Agenda Review, Communications, Reports, and Announcements
- Council and City Manager**

- a. Future Agenda Report

8:40 p.m. **12. Adjourn**



National Native American Heritage Month November 2023

Whereas: The City of Roseville is located on land obtained through a broken treaty that was first home to the Dakota and Ojibwe people and where many continue to reside; and

Whereas: The City of Roseville recognizes that this treaty entitled non-Native people to live and work on traditional Native lands; and

Whereas: Despite centuries-long and ongoing erasure of Indigenous people from American history and unjust Federal policies of assimilation and termination that ripped children from their families, Native American people have persevered; and

Whereas: The indigenous people of this land, upon which our country and City now stand, have provided values and ideas that have become ingrained in American culture, including respect for the natural environment and rich cultural history; and

Whereas: The City of Roseville is committed to promoting racial equity, equality, and justice as fundamental aspects of a safe and welcoming community and to undo the long-standing trauma and harm of unjust government policies of assimilation and termination that have cost countless lives and displaced and broken up families; and

Whereas: The City of Roseville invites all members of the community to join the federal government in celebrating and acknowledging 2023 National Native American Heritage Month; and

Whereas: This observance offers increased opportunity to better understand Native American heritage, past and present contributions to our communities, and to honor the many Indigenous people who have sacrificed their lives and customs for the growth of our nation.

Now, Therefore Be It Resolved, that the City Council hereby proclaim the month of November 2023 as Native American Heritage Month in the City of Roseville.

In Witness Whereof, I have hereunto set my hand and caused the Seal of the City of Roseville to be affixed this 23rd day of October 2023.

Mayor Daniel J. Roe

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date:

10/23/2023

Item No.:

7.a.

Department Approval



City Manager Approval



Item Description:

Hold a Public Hearing to Consider Approving an On Sale Liquor License for La Familia Tapatia, LLC dba La Tapatia located at 2730 Snelling Ave N.

Background

Under City Code, a public hearing is required to consider approving liquor licenses for the current calendar year. The City has received an application for the following:

- La Familia Tapatia LLC dba La Tapatia - On Sale Liquor License with Sunday Sales

La Familia Tapatia LLC dba La Tapatia has held a Wine and Beer license since 2021; they have not had any violations.

Policy Objectives

Required by City Code. The regulation of an establishment that sell alcoholic beverages has been a long-standing practice by the State and the City.

Racial Equity Impact Summary

There is no anticipated racial equity impact by approving this liquor license.

Budget Implications

The correct fees were paid to the City at the time the application was submitted. The remaining balance will be due prior to the issuance of the license.

Staff Recommendations

The applicant meets all requirements set forth under City Code. Staff recommends approval pending submittal of any outstanding items.

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Requested Council Action

Motion to approve the liquor license for La Familia Tapatia, LLC dba La Tapatia

Prepared by: Katie Bruno, Deputy City Clerk

Attachments: 1. Application

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Minnesota Department of Public Safety
Alcohol and Gambling Enforcement Division (AGED)
 445 Minnesota Street, Suite 1600, St. Paul, MN 55101
 Telephone 651-201-7507 Fax 651-297-5259 TTY 651-282-6555

Certification of an On Sale Liquor License, 3.2% Liquor license, or Sunday Liquor License

Cities and Counties: You are required by law to complete and sign this form to certify the issuance of the following liquor license types: 1) City issued on sale intoxicating and Sunday liquor licenses
 2) City and County issued 3.2% on and off sale malt liquor licenses

Name of City or County Issuing Liquor License Roseville License Period From: 1/1/2024 To: 12/31/2024

Circle One: New License License Transfer _____ Suspension Revocation Cancel _____
 (former licensee name) (Give dates)

License type: (check all that apply) ☒ On Sale Intoxicating ☒ Sunday Liquor ☐ 3.2% On sale ☐ 3.2% Off Sale

Fee(s): On Sale License fee: \$ 7,000 Sunday License fee: \$ 200 3.2% On Sale fee: \$ _____ 3.2% Off Sale fee: \$ _____

Licensee Name: La Familia Tapatia, LLC DOB _____ Social Security # [REDACTED]
 (corporation, partnership, LLC, or Individual)

Business Trade Name La Tapatia Business Address 2730 Snelling Ave N City Roseville

Zip Code 55113 County Ramsey Business Phone 651-253-6175 Home Phone [REDACTED]

Home Address 8908 16th Ave Cir S City Bloomington

Licensee's Federal Tax ID # 81-3000961 Licensee's MN Tax ID# 4587666
 (To apply call IRS 800-829-4933)

If above named licensee is a corporation, partnership, or LLC, complete the following for each partner/officer:

Partner/Officer Name (First Middle Last)	DOB	Social Security #	Home Address
Partner/Officer Name (First Middle Last)	DOB	Social Security #	Home Address
Partner/Officer Name (First Middle Last)	DOB	Social Security #	Home Address

Intoxicating liquor licensees must attach a certificate of Liquor Liability Insurance to this form. The insurance certificate must contain all of the following:

- 1) Show the exact licensee name (corporation, partnership, LLC, etc) and business address as shown on the license.
- 2) Cover completely the license period set by the local city or county licensing authority as shown on the license.

☐ Yes ☒ No During the past year has a summons been issued to the licensee under the Civil Liquor Liability Law?

Workers Compensation Insurance is also required by all licensees: Please complete the following:

Workers Compensation Insurance Company Name: Markel Policy # MWCOI79362-02

I Certify that this license(s) has been approved in an official meeting by the governing body of the city or county.

City Clerk or County Auditor Signature _____ Date _____
 (title)

ON SALE INTOXICATING LIQUOR LICENSEES ONLY, must also purchase a \$20 Retailer Buyers Card. To obtain the application for the Buyers Card, please call 651-201-7507, or visit our website at <https://dps.mn.gov/divisions/age/Pages/default.aspx>

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date:

10/23/2023

Item No.:

7.b.

Department Approval

Janice Gundlach

City Manager Approval

Samir P. Truog

Item Description:

Consider a request to perform an abatement for unresolved violations of City Code at 2170 Cohansey Boulevard

Background

The subject property is an occupied, single family home. Current violations related to the abatement request include:

1. Inoperable vehicle (407.02.G, 407.04.D)
 2. Vehicles without current registration (407.02.G, 407.04.D)
- The observed violations were a result of the annual Neighborhood Enhancement Program (NEP) proactive property inspections. A door hanger notifying the property of the violations was left on the property on July 12 (Attachment 4).
 - The NEP inspector conducted follow-up inspections on 7/25, 8/4 and 8/17, with no progress towards compliance observed. Letters requesting compliance to the observed violations were sent after each follow-up inspection (Attachment 4).
 - The case was transferred to Code Enforcement on 9/14 for further follow up. A second door hanger was posted on the property detailing the violations and requesting compliance (Attachment 4).
 - Follow-up inspections by Code Enforcement were conducted on 9/25 and 10/2. No progress was observed during these inspections. Letters detailing the violations were mailed to the property after each follow-up inspection (Attachment 4).
 - On October 12, staff posted the property for a public hearing before City Council (Attachment 4).
 - As of the drafting of this RCA, no progress related to any noted violation or code compliance has been observed at this property.
 - No response has been received from the property owner related to the seven inspections of the property and subsequent correspondence placed at or mailed to the property.

A status update will be provided during the hearing.

Policy Objectives

Property maintenance through City abatement activities is a key tool to preserving high-quality residential neighborhoods.

Racial Equity Impact Summary

Not applicable

Budget Implications

City Abatement:

The estimated costs of the proposed abatement include the following:

- | | |
|--|----------|
| • Removal of unlicensed, inoperable vehicle | 0.00 |
| • Abatement Fee per Council Approved Fee Schedule is | \$350.00 |

<u>Total:</u>	<u>\$350.00</u>
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Staff Recommendations

Staff recommends the Council direct Community Development staff to abate the above referenced public nuisance violations at 2170 Cohansey Boulevard.

Requested Council Action

By motion, direct Community Development staff to abate the public nuisance violations at 2170 Cohansey Boulevard, by notifying a towing company to remove the unlicensed and/or inoperable vehicle from the property.

If so ordered, the property owner will be billed for actual and administrative costs. If charges are not paid, staff shall recover costs as specified in Section 407.08.B.

Prepared by: David Englund, Building Official

Attachments:

1. 2170 Cohansey Blvd Location Map
2. Timeline
3. Cited City Code Sections
4. 2170 Cohansey Blvd



Prepared by:
Community Development Department
Printed: October 17, 2023



Data Sources
* Ramsey County GIS Base Map [10/6/2023]
For further information regarding the contents of this map contact:
City of Roseville, Community Development Department,
2660 Civic Center Drive, Roseville MN

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

0 100 200 Feet



2170 Cohansey Blvd

ATTACHMENT 2

July 12, 2023

- Proactive Neighborhood Enhancement program inspection.
- Door hanger left on property for observed violations.

July 25, August 4 and August 17, 2023

- Follow up inspections conducted
- Inoperable/unlicensed vehicle remain
- No contact or response from property owner

July 25 and August 7, 2023

- Letters sent to property owner

September 14, 2023

- Case transferred to Code Enforcement for follow up
- Inoperable/unlicensed vehicle remain
- Door hanger left on property for observed violation.

September 25 and October 2, 2023

- Follow up inspections conducted
- Inoperable/unlicensed vehicle remain
- No contact or response from property owner
- Letters sent to property owner

October 12, 2023

- No improvements or corrections observed
- Council hearing notification posted on property

October 23, 2023

- Hearing before Roseville City Council

CITED CITY CODE SECTIONS

407.02: NUISANCES AFFECTING HEALTH, SAFETY, COMFORT OR REPOSE:

G. Parking and Storage: The outside parking or storage on residentially-zoned property of vehicles, materials, supplies or equipment in violation of the provisions set forth below:

2. Storage on Property: No person may place, store or allow the placement or storage of the following, in the front yard or unscreened street facing side yard of a corner lot of any residential zoned area:

c. Vehicles of any type in inoperable condition

407.04: VEHICLES CONSTITUTING A PUBLIC NUISANCE:

A. Abandoned, Junk, Unauthorized and Inoperable Vehicles Create Hazard: Abandoned, junk, unauthorized and inoperable vehicles are declared to be a public nuisance creating hazard to the health and safety of the public because they invite plundering, create fire hazards, attract vermin, and present physical dangers to the safety and well-being of children and other citizens. The accumulation and outside storage of such vehicles is in the nature of rubbish, litter and unsightly debris and is a blight on the landscape and a detriment to the environment. It shall be unlawful for a person to pile, store or keep wrecked, junked, inoperable, unauthorized or abandoned vehicles on private or public property.

D. Vehicles Without Current Registration: Except where expressly permitted by state law, any vehicle or other equipment, which requires registration for operation in the State of Minnesota, shall be deemed to be junked, inoperable, unauthorized or abandoned if said vehicle does not have attached thereto a valid registration issued by the proper State agency.

Date: 7/12Address: 2170 Cohasset

City of Roseville Neighborhood Enhancement Program

Please refer to checked items below for
identified concerns:

☒ Grass

Grass/weeds must be under 8 inches long

☒ Vehicle

expired tags on vehicles in driveway

☐ Outside Storage/Debris

☐ Property Maintenance

☒ Other

trailers/boat on street facing yards must be
(See reverse for common City Codes related to concerns)
on pavement or behind house

Re-inspection will be conducted in:

5 days ☐

10 days ☒

30 days ☐

Please contact the NEP inspector with any
questions regarding this notice.



Neighborhood Enhancement Program

7/25/2023

Resident/Owner
2170 Cohansey Blvd N
Roseville, MN 55113

ENF23-408

This letter is to inform you that based on a property inspection on 7/24/2023, your property was in violation of one or more Roseville's City Codes. The inspection revealed:

- Trailers stored on grass in unscreened street-facing yards
- expired tabs on vehicle CUM-024 in driveway

These conditions are violations of Roseville's City Code, specifically:

- 407.02G.2
- 407.02G.4b
- 407.04D

A reinspection will be conducted **10 calendar days** from the date of this letter to ensure that all violations have been resolved.

The purpose of the Neighborhood Enhancement program is to enhance the value of your property, to increase the enjoyment of your neighborhood, and to assure the quality of life throughout the city. We hope that you will work with us to maintain a positive community environment.

Sincerely,

NEP Intern
651-792-7014



Neighborhood Enhancement Program

8/7/2023

Resident/Owner
2170 Cohansey Blvd N
Roseville, MN 55113

ENF23-408

This letter is to inform you that based on a property inspection on 7/24/2023, your property was in violation of one or more Roseville's City Codes. The inspection revealed:

- Trailers stored on grass in unscreened street-facing yards
- expired tabs on vehicles stored in driveway

A re-inspection of the property on 8/7/2023, revealed that the request has not been fully complied with. These conditions are in violation of Roseville's City Codes.

If the violation is not corrected within **10 calendar days** of the date of this letter, your case will be forwarded over to our code enforcement officer who will move forward with further action, including the possibility of abatement proceedings.

Sincerely,

NEP Intern
651-792-7014

City of Roseville

Community Development Department
2660 Civic Center Drive, Roseville, MN

CODE VIOLATION NOTICE

Date: 9/14/23

Address: 2170 Cohasset Blvd.

Please refer to checked items below for
identified concerns:

- ☒ **Outside Storage** *Misc. materials & equip stored outside.*
(1) Trailers in front and side yard.
- ☒ **Vehicle** *(2) Unlicensed vehicles in driveway.*
- ☐ **Property Maintenance**
- ☐ **Other**

Please see back of this posting for more specific
information.

Re-inspection will be conducted in:

5 days ☐ 10 days ☒ 30 days ☐

Please contact staff with any questions regarding this
notice:

651-792-7014 or complaints@cityofroseville.com



September 26, 2023

Case #ENF23-616

Kim C Nguyen and Thu V Nguyen
2170 Cohansey Blvd
Roseville, MN 55113

Dear Property Owner,

The City previously notified you via door hanger on **September 14, 2023**, that your property was in violation of Roseville's City Code. A re-inspection of the property on **September 25, 2023** revealed that the initial request has not been complied with. Specifically:

- Unlicensed Boat and trailer stored on grass on street facing side yard.
- Empty boat trailer on grass in front yard to the south of driveway.
- Unlicensed and inoperable van stored outside in driveway.
- Outside storage of materials and equipment in front of garage

These are violations of Roseville's City Code, specifically:

- **407.02 G** Parking and Storage: The outside parking or storage on residentially-zoned property of vehicles, materials, supplies or equipment in violation of the provisions set forth below:
 2. Storage on Property: No person may place, store or allow the placement or storage of the following, in the front yard or unscreened street facing side yard of a corner lot of any residential zoned area:
 - a. Trailers of any type, unless completely placed on an improved surface as defined in this Code and stored no closer than five (5) feet of a property line; or
 - b. Boats or watercraft of any type in excess of 20 foot length; or
 - c. Vehicles of any type in inoperable condition; or
 - d. Vehicles of any type that are posted as "for sale"; or
 - e. Recreational vehicles as defined by State Statute, unless stored completely on an improved surface, as defined in this Code and meeting a five (5) foot setback requirement to a property line and no portion of the vehicle may be stored on or over the Public Right of Way.
- **407.03 I** Junk: The outside piling, storing or keeping of old machinery, furniture, household furnishings or appliances or component parts thereof, rusting metal inoperable/unusable equipment, or other debris visible on private or public property.

Corrective Measures:

Please make the following corrections by within **5 days** from the date of this notice and keep continuously maintained in compliance thereafter:

- Ensure all vehicles (including boats) stored outside are operable and display current licensure or move unlicensed or inoperable vehicles to storage inside a structure, or remove unlicensed or inoperable vehicles from the property.
- Move all trailers stored in the front yard or street facing side yard to storage on driveway, storage inside structure, or remove from property.
- Move boat and trailer and empty boat trailer to storage in rear yard, on driveway, inside structure, or remove from property.
- Move materials and equipment from storage in front of garage to storage inside of a structure or remove materials from property.

If the violations listed are not corrected within **5 days** and continuously maintained in compliance thereafter, the City will move forward with further action, including the possibility of an **administrative citation or abatement proceedings, which could entail the expenditure of funds for which you, as the property owner, would be responsible to repay.**

The City's objective is to increase the enjoyment of neighborhoods and enhance property values through enforcement of City Codes. We hope that you will work with us to maintain a positive community environment.

If you have any questions regarding this matter, or if this time frame creates a hardship for you, please contact me at 651-792-7083 or via email at chris.bolstad@cityofroseville.com.

Sincerely,
Chris Bolstad
Code Compliance Coordinator
Chris.bolstad@cityofroseville.com
651-792-7083



Community Development Department
 2660 Civic Center Drive ♦ Roseville, Minnesota 55113
 651-792-7014 ♦ fax 651-792-7070 ♦ www.cityofroseville.com

October 12, 2023

Kim C Nguyen and Thu V Nguyen
 2170 Cohansey Blvd
 Roseville MN 55113

RE: Case #'s: ENF23-616

Dear Property Owner:

The City of Roseville is committed to protecting and enhancing the character, stability, and appearance of the City's residential neighborhoods and commercial areas by maintaining the standards and enforcing the regulations established in Roseville City Code. The City received a complaint and verified code violations at your property. The City of Roseville intends to hold a public hearing before City Council to discuss possible administrative citation and/or abatement for the violations identified below:

The combined ongoing violations include:

- Unlicensed Boat and trailer stored on grass on street facing side yard.
- Empty boat trailer on grass in front yard to the south of driveway.
- Unlicensed and inoperable van stored outside in driveway.
- Outside storage of materials and equipment in front of garage

These are violations of Roseville's City Code, specifically:

- **407.02 G Parking and Storage:** The outside parking or storage on residentially-zoned property of vehicles, materials, supplies or equipment in violation of the provisions set forth below:
 2. Storage on Property: No person may place, store or allow the placement or storage of the following, in the front yard or unscreened street facing side yard of a corner lot of any residential zoned area:
 - a. Trailers of any type, unless completely placed on an improved surface as defined in this Code and stored no closer than five (5) feet of a property line; or
 - b. Boats or watercraft of any type in excess of 20 foot length; or
 - c. Vehicles of any type in inoperable condition; or
 - d. Vehicles of any type that are posted as "for sale"; or
 - e. Recreational vehicles as defined by State Statute, unless stored completely on an improved surface, as defined in this Code and meeting a five (5) foot setback requirement to a property line and no portion of the vehicle may be stored on or over the Public Right of Way.
- **407.03 I Junk:** The outside piling, storing or keeping of old machinery, furniture, household furnishings or appliances or component parts thereof, rusting metal inoperable/unusable equipment, or other debris visible on private or public property.

2660 Civic Center Drive ♦ Roseville, Minnesota 55113
 651-792-ROSE ♦ TDD 651-792-7399 ♦ www.ci.roseville.mn.us
 Recycled paper - 30% post-consumer content



Corrective Measures:

- Ensure all vehicles (including boats) stored outside are operable and display current licensure or move unlicensed or inoperable vehicles to storage inside a structure, or remove unlicensed or inoperable vehicles from the property.
- Move all trailers stored in the front yard or street facing side yard to storage on driveway, storage inside structure, or remove from property.
- Move boat and trailer and empty boat trailer to storage in rear yard, on driveway, inside structure, or remove from property.
- Move materials and equipment from storage in front of garage to storage inside of a structure or remove materials from property.

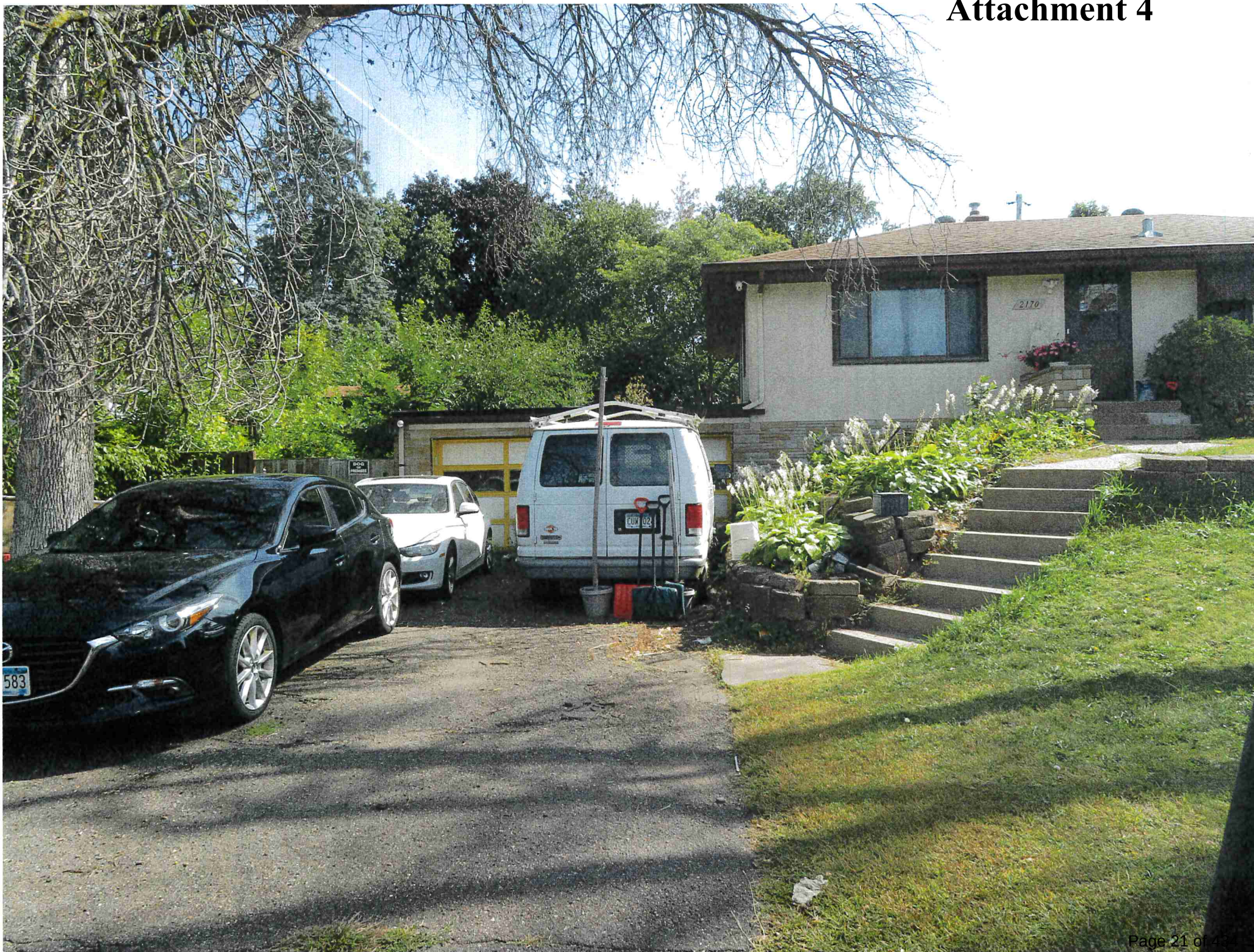
This matter will be discussed at a public hearing before Roseville's City Council. At this public hearing, the Community Development Department will request authority from the City Council to perform a City abatement and contract with private companies to have all violations corrected and/or issue an administrative citation. This would entail the expenditure of funds for which you, as the property owner, would be responsible to repay. If the violations are corrected prior to the public hearing date, the public hearing will be cancelled and the case file closed.

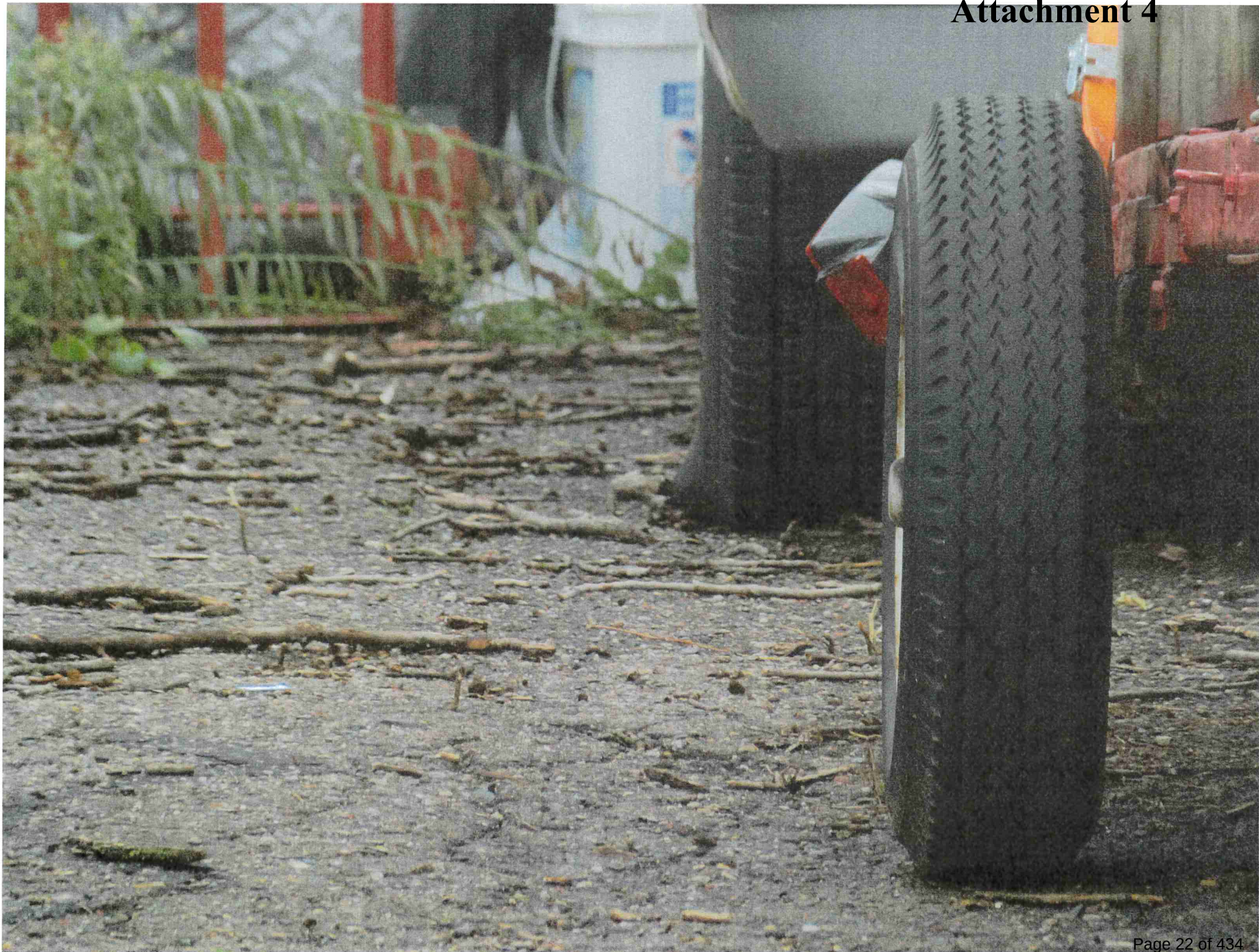
This public hearing will be scheduled for an upcoming City Council meeting on **October 23, 2023**, for which you are being notified. City Council meetings are held in the City Council Chambers located at 2660 Civic Center Drive and begin at 6:00 p.m. I encourage you to attend the meeting. You will be given the opportunity to speak. If you have any questions regarding this matter, please contact me at 651-792-7087.

****You may also attend the meeting virtually. If you wish to attend the meeting virtually specific instructions on how to attend the Virtual City Council Meeting can be found by going to the city's website at <https://www.cityofroseville.com/3458/Attend-a-Virtual-Meeting>.****

Sincerely,
Dave Englund, Codes Coordinator
651-792-7087
david.englund@cityofroseville.com









ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date:

10/23/2023

Item No.:

7.c.

Department Approval

City Manager Approval



Item Description:

Approve Tamarack Pathway and Wagner Pathway Plans and Authorization for Bids

Background

For the 2024 construction season, the City is considering constructing two pathways in southeast Roseville near Tamarack Park. The two pathways are related to each other, but can be approved or denied independently of one another as they provide different pathway connections.

The first pathway is the Tamarack Park Phase 2 pathway connection from Western Avenue into the north side of Tamarack Park. This would complete the entire pathway segment within the park. The Phase 1 pathway from the park out to Farrington Street was completed in 2018.

The second pathway segment for consideration is a pathway connection between the Wagner Street cul-de-sac and the Western Avenue cul-de-sac. This 225-foot pathway connection would provide better pedestrian and bike connectivity to the neighborhood. Additionally, if the Tamarack Park connection is approved, this pathway would provide additional access to Tamarack Park.

Both these projects have had discussion at Council in the past. The Tamarack pathway connection from Western Avenue into the park was originally considered to be constructed in 2020 with other pathway segments. Due to concerns from residents about the pathway, existing use of the City right-of-way for access to homes, and the segment not being on the Pathway Master Plan, the project was removed from the 2020 project. In 2021, the Public Works Environment and Transportation Commission and staff engaged with neighborhoods about adding six segments to the Pathway Master Plan. Ultimately, on October 11, 2021, Council amended the Pathway Master Plan and added six segments, including the Tamarack Park pathway connection. Attachment 4 provides background materials related

to the process to amend the Pathway Master Plan, including public feedback, a memo from some of the residents' attorney contesting the City's use of the right-of-way, and a memo from the former City Attorney addressing the issues raised. The current City Attorney has reviewed the memo and concurs with the former City Attorney. The October 11, 2021 Council meeting minutes are included as Attachment 5.

The design of the Tamarack Pathway would be constructed in an existing right-of-way corridor. The pathway would be an 8-foot bituminous trail. Once constructed, no vehicular access in the corridor would be allowed without a permit.

The Wagner Pathway discussion goes back to 2004. At the August 23, 2004 Council meeting, Council approved vacating the south half of the Wagner right-of-way between the cul-de-sac, at the resident's request (Attachment 6). This eliminated a future road from connecting the two cul-de-sacs. In 2005, the north half of the Wagner right-of-way was requested to be vacated. Public Works and Parks and Recreation staff supported the vacation under the conditions that a utility and pathway easement be dedicated by the adjacent residents to maintain existing utilities. The vacation was finalized as both property owners approved the easements (Attachment 7). This action retained a corridor for planned pathway connections to Reservoir Woods, Ramsey County Open Space, Tamarack Park and Lake McCarrons.

With the Tamarack Pathway being discussed, staff determined this would be the appropriate time to consider completing the Wagner Pathway connection. Staff has heard from residents in the neighborhood requesting the pathway be formalized, since some residents didn't know the trail easement exists. Currently, there is a worn-out foot path in the easement area showing the existing community use of the corridor. Staff met with the five residents who are adjacent to the proposed trail on two occasions over the past year to discuss residents' concerns and design options for the trail. Attachment 8 is a summary of some of the items discussed in the first meeting.

The pathway design for this segment is not finalized and some additional changes can occur in final design. Staff is proposing an 8-foot bituminous pathway. Additionally, staff would install bollards or other deterrents to prevent cars from utilizing the trail.

Since there has been engagement in the past with the neighborhood, approximately 150 parcels in the neighborhood were notified that these two pathways would be considered by Council for approval at the October 23 meeting. Comments received to date, since the mailing, are included in Attachment 4.

If Council approves moving forward with any of the pathway projects, staff will complete final design this winter. The project(s) would be bid in February or March of 2024 and bids would be brought back to Council for consideration of approval. If the bids are approved, the construction would take place in the summer of 2024.

Policy Objectives

The two pathway projects meet many policies described in the Pathway Master Plan:

Provide a safe network of pathway linkages for pedestrians and cyclists to and between

educational facilities, churches, business centers, transit stops, parks and open space.

Provide a pathway system that promotes a sense of community through the connection of neighborhoods.

The two pathways projects also meet the goals identified in the Parks, Recreation, Trails, and Open Space section of the Comprehensive Plan:

Create a well-connected and easily accessible system of parks, open spaces, trails, pathways, community connections, and facilities that links neighborhoods and provides opportunities for residents and others to gather and interact.

Racial Equity Impact Summary

The new pathway would enhance walkability and bikeability within the area. This project should be an overall benefit to nearby historically disadvantaged communities that may use this pathway for transportation and access to transit.

Budget Implications

The overall cost for the Tamarack Pathway project is \$110,000. There is \$120,000 remaining in Park Renewal funds which will be used to fund this project.

The overall cost for the Wagner Pathway project is \$50,000. The City would use Pathway funds to construct this project.

Staff Recommendations

Staff recommends Council authorize staff to finalize plans for the Tamarack Pathway and advertise for bids.

Staff recommends Council authorize staff to finalize plans for the Wagner Pathway and advertise for bids.

Requested Council Action

Consider a motion to authorize staff to finalize plans for the Tamarack Pathway and advertise for bids.

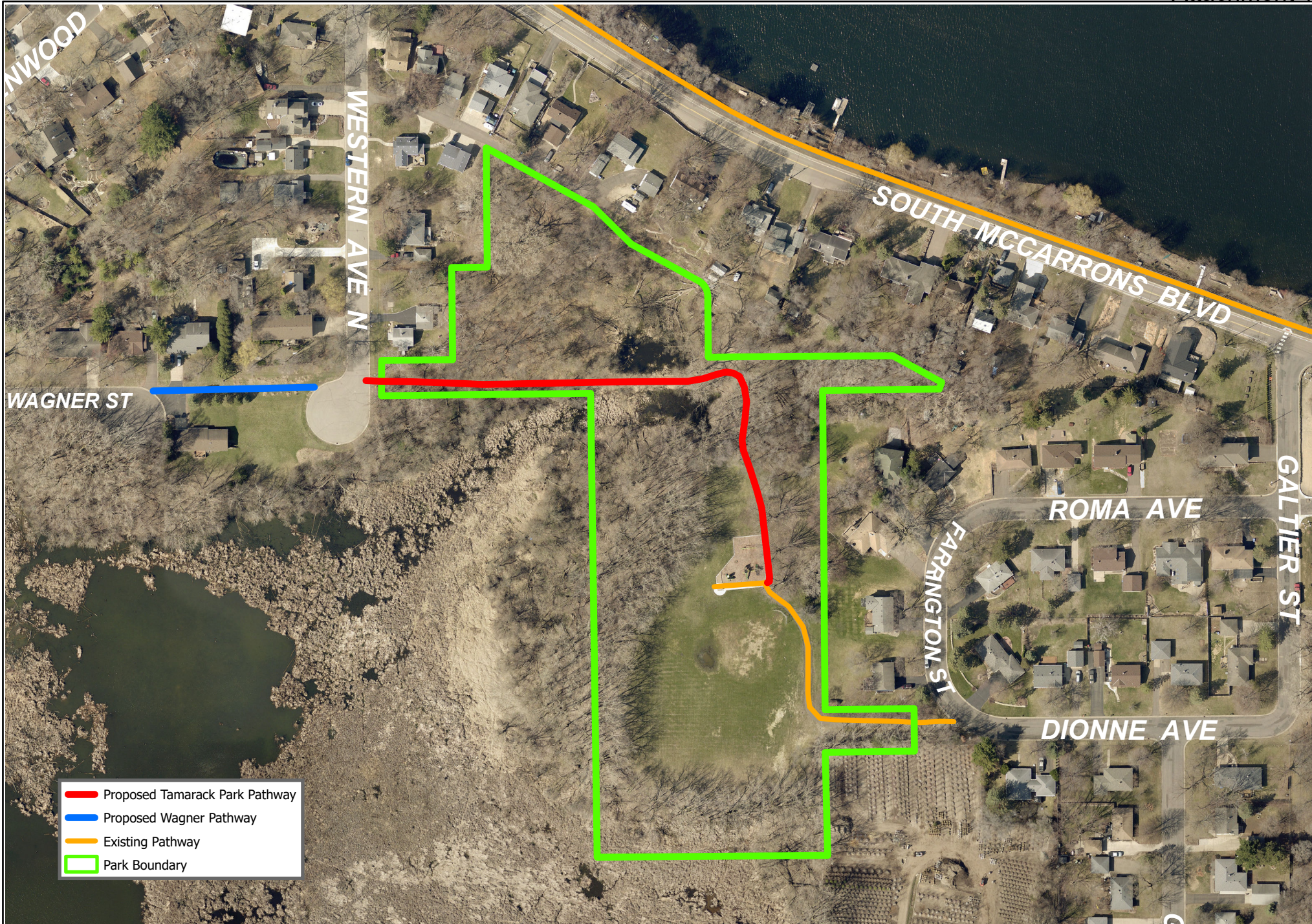
Consider a motion to authorize staff to finalize plans for the Wagner Pathway and advertise for bids.

Prepared by: Jesse Freihammer, Public Works Director

Attachments:

1. Project Map
2. Pathway Master Plan
3. Public Comments
4. Tamarack Pathway Master Plan Amendment Discussion
5. Excerpt from October 11, 2021 City Council meeting minutes

6. Wagner Vacation (South)
7. Wagner Vacation (North) and Pathway Easement
8. Wagner Meeting Comments





City of Roseville, Minnesota
PATHWAY MASTER PLAN
October 8, 2018



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PATHWAY MASTER PLAN

Pathway Master Plan includes the following information:

1. Introduction
2. Process
3. Background
4. Issues
5. Policies and Standards
6. Preference List of Pathway Segments
7. Recommendations
8. Attachments

1. INTRODUCTION

In the City of Roseville, pathways are defined as facilities that serve non-motorized users (pedestrians, bicyclists, in-line skaters, etc.) commonly within the public right-of-way. There are many different types of pathways throughout the city as further described in this document, and they can be both on-road (i.e., shoulder, bike lane) or off-road (i.e., sidewalks, trails, footpaths). The development of a pathway network in the City of Roseville, as well as, in the entire metropolitan area continues to have the support of Roseville residents. This desired network of pathways is essential in moving people to and from various destinations as well as providing additional recreational opportunities. The City currently has about 114 miles of pathways that provide some alternative to driving but are mostly used as recreational paths. This is a good start but if we as a City want to continue to provide a desirable place to live and work we need to pursue the construction of pathways in an organized and progressive manner.

In 1992, the City invited residents to participate in Vista 2000 -- a series of forums designed to bring together citizens, city officials and business, education and civic groups to create a vision for our community's future. One of the outcomes of Vista 2000 was the creation of the Roseville Pathway Master Plan (1997). This plan was instrumental in the development of almost 30 miles of pathways over the last 20 years.

In 2006, the City Council spearheaded a community visioning process entitled: Imagine Roseville 2025. The results of the visioning process demonstrated that the community continues to support the development of a more extensive pathways system that will link the current pathways system to itself, the neighboring community's paths, and the regional system creating a network that will function in the same fashion as our

vehicular transportation system.

The City of Roseville also has an adopted Parks and Recreation System Master Plan which was adopted in 2010. That plan discusses the concept of Constellations and Sectors within the Park system. The following excerpt is quoted from that Master Plan document:

As an evolution from the 1960 Parks and Recreation Plan, and through the process of developing this Master Plan, we envision an organizational structure that better serves the parks and recreation needs and desires of a nearly fully developed community. Sectors and constellations organize Roseville into four sectors (formed by Snelling Avenue and Highway 36) and 15 constellations (formed by a combination of factors, primarily significant roads and a ½ mile walking radius centered in a neighborhood). Sectors and constellations are enhanced by green park-like connections that emphasize pedestrian and biking paths between parks in each constellation, which links to nearby constellations and sectors. While some park components or services are best delivered on a community-wide basis, others are better delivered to smaller segments of the community. With sectors and constellations, each part of Roseville and every neighborhood will be afforded the parks and recreation opportunities it needs, with each park playing a role that balances immediate neighborhood needs with those of the broader community. In this approach, parks within walking distance of a neighborhood are organized to serve a majority of the neighborhood's park and recreation needs.

A map showing the identified constellations and sectors is included in Attachment 7 of this Plan.

In 2017, the City initiated an update of its comprehensive plan to guide direction of the city in policy implementation and infrastructure efforts through the 2040 planning horizon. The following transportation goals were developed for the 2040 Comprehensive Plan:

City of Roseville 2040 Transportation Goals

1. Coordinate transportation decisions with other government entities and coordinate planning efforts to ensure connectivity of regional routes.
2. Create a sustainable transportation network by encouraging more efficient use of existing roadways and limiting the need for future roadway expansion.
3. Create a safe and efficient roadway network, able to accommodate the existing and projected demand for automobile capacity and to reduce roadway congestion.
4. Promote the use of transit as a reasonable alternative to driving automobiles during both congested and non-congested time periods through land-use and transportation decisions.

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

During the public involvement process for the 2040 Comprehensive Plan, continued pathway development and resident access to a safe and connected bicycle and pedestrian system continued to be a common theme.

This Pathway Master Plan is an update of the 2008 plan. The intent of this document is to provide guidance for the future development of pathways in the City of Roseville and to build upon current and previous planning efforts intended to improve and enhance the City's pathway system.

Purpose

Imagine every Roseville resident being within short walking distance of a pathway network that links them to numerous local and metro-wide destinations. Places like; schools, libraries, parks, stores, friends or work could be easily accessed just getting on the pathway network and walking, biking or skating there. A successful network would mean that people living in the Langton Lake neighborhood could safely walk or bike to Rosedale for lunch and a movie and then over to HarMar to pick up some new books. A student from the Lake Owasso area could bike to morning class at the University of Minnesota. Someone who's out for some exercise could bike around Bennett Lake on their way to Lake McCarrons, then off to the Gateway Trail to explore the northeast suburbs. Or a homeowner near Lake Josephine could bike to their job in downtown Minneapolis. The opportunities are limitless if we develop a safe network of pathways that connect to our neighboring communities.

Pathways are not a new concept, they are found throughout the metropolitan area. Numerous communities are developing pathways with every new development or redevelopment. Roseville alone has about 114 miles of on and off-road pathways. The sidewalk, once a lost idea, has made its way back into suburban development because it connects neighborhoods creating a healthier and more livable community.

The need is for a congruent system that links the existing pathways with each other creating a grid not unlike the street network. The goal is to provide a safe alternative to the automobile that can provide access as conveniently and efficiently as that allowed for the automobile. Every street within the City should have a facility that provides safe travel for pedestrians, cyclists and in-line skaters, whether it's a shared on-road facility or separated off-road facility.

The purpose of this document, the Roseville Pathway Master Plan, is to provide a set of guidelines for use in the development of a pathway network for our community. These guidelines provide policies and standards for the planning, design, construction, maintenance, promotion and regulation of the community's pathway facilities. This plan is not intended to define interior park paths, those will be defined on an individual basis as the parks are planned and developed, although, the guidelines will provide

some of the necessary elements for proper design and development as well as provide some guidance and preference to meet the Parks and Recreation System Master Plan goal of connecting constellations and segments. The recommendations provided in this plan focus not only on the physical facilities, but also on education and enforcement as important components of a general program to promote safe pathway use. Once the master plan is adopted as part of the Roseville Comprehensive Plan it will serve as a planning tool to assist the City Council on decisions regarding pathway issues.

Benefits

There are many factors that make up the perceived quality of life for a community; education, diverse recreation opportunities, strong economy, clean and healthy environment and convenient transportation are just a few. A successful pathway network can help make a community a better place to live, work, play or visit by improving the quality of life. Creating places for pedestrians and bicyclists means more than just special trails, though those might certainly be an important part of an overall plan. Creating an active community environment means taking a look at the broader scope of where there are, and aren't, opportunities to safely connect to destinations. It involves land use design, retrofitting the transportation infrastructure, funding and much more.

Of all the benefits that pathways can provide for a community, the most obvious are recreation and social. A growing urban population with increasing amounts of leisure time, combined with an overall surge in health consciousness, has led to an increasing demand for outdoor activities such as jogging, walking, biking and in-line skating.

Encouraging the development and use of alternative modes of transportation can benefit the community as well as the individual. Some benefits are:

1) Safety

- a) Pathways provide people, young and old, a designated space for accessing area destinations.
- b) Pathways create safe alternatives to the school-busing program.
- c) Pathways direct people to safe street crossings.

2) Social

- a) Pathways promote strong neighborhood connections creating a more livable community.
- b) A pathways network can provide access and mobility to users of any age or ability.

3) Economic

- a) Bicycling and in-line skating, as well as walking, are an affordable and low maintenance alternative to automobile use.
- b) Pathways, because of their size and construction, are less costly to develop and maintain than roadways.

- c) Surveys have indicated that the value of a home goes up an average of 6% as a result of its close proximity to a trail.

4) Transportation

- a) A pathways system provides an increased convenience for non-motorized transportation to access local and regional destinations.
- b) Pathway use, as an alternative, assists in the relief of roadway congestion and frees up parking spaces.
- c) Pathways provide another level of service in the desired multi-modal transportation system by providing connections to transit.

5) Health

- a) Users of pathways, whether they walk, bike or in-line skate, improve their physical fitness and reduce personal stress.
- b) Pathway trips, when utilitarian, add fitness into one's daily routine.

6) Environmental

- a) Using pathways as an alternative to motorized vehicles reduces air and noise pollution.
- b) Bicycling and in-line skating are energy efficient.
- c) Pathway use does not consume fossil fuels.

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2. PROCESS

Alongside the development of the 2040 Comprehensive Plan Update and the corresponding 2040 Transportation Plan Update, the Public Works, Environment, and Transportation Commission (PWETC) led the update of the Pathway Master Plan. Over the course of three PWETC meetings, the PWETC discussed the current plan, reviewed and identified modifications to the policies and standards, discussed remaining pathway gaps, and provided an updated scoring and ranking criteria process in order to ensure a quantified scoring system for preferred pathway segments. City staff's role was to provide support and guidance by setting up meetings, gathering information, answering questions, editing the plan, and otherwise assisting the PWETC as needed.

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3. BACKGROUND

History of Roseville's Pathways

Trail development in Roseville started during the early 1970s with a small loop in Sandcastle Park which led to the construction of the very popular Central Park system, the 1995 construction of the County Road C pathway, and the 1997 expansion of the Acorn Park trails. In 1975, a comprehensive plan for trails was developed similar to the network that is being proposed with this document. The desire was to have an integrated system of paths that connected residents to area parks. The intent was mainly recreational.

The City's first pathway plan created a surge of development in the 1970s locating pathways mainly in the parks. City code was changed later to dictate that developers were responsible for providing pedestrian accommodations to their new facility, so sidewalks started to sprout up in commercial and industrial areas. Outside funding sources became more available in the 1980s, which also increased the development of pathways including a growing interest in basic pathway facilities for bike commuters.

As a follow-up to Vista 2000, on September 11, 1995 the City Council appointed a volunteer advisory committee to work with staff to develop a comprehensive pathway master plan. The advisory committee was made up of fourteen Roseville residents and three staff members. This plan was approved by City Council in 1997 and updated in 2003. The main focus of the 2003 update was to re-prioritize the list of pathway project that were identified within the 1997 plan, eliminating the ones that had been constructed and creating new priorities. A similar process occurred in 2008 as part of the last Pathways Master Plan Update.

Current Conditions

Demographics

The 2015 American Community Survey (a five-year average of general population characteristics) indicates that Roseville has a stable population; this is mainly due to limited developable land. Some additional demographic information is provided below:

- Roseville's population was 33,690 in 2000. In 2015, the population was 34,948. This is approximately an increase of four percent since 2000.
- The City's forecasted 2040 population is expected to remain near current levels.
- The percent of the population over the age of 50 has continued to increase. However, Roseville is seeing an increase in younger residents and families as the percentage of residents in the 20 to 34 age group has also increased between 2000 and 2015.
- The overall age of Roseville is notably older than the county and the region. The 2015 median age of Roseville's population was 40.8 years. This compares with 34.6 years for Ramsey County and 36.9 years for the region.

- The aging resident stability indicates that Roseville is a desirable place to live and most are staying in the community.

The data indicates that seniors and empty nesters occupy most of the households. These demographics define the need for the creation of a pathway network that allows seniors the means to exercise and make short utilitarian trips.

The fact that the city is nearly developed also indicates that pathway construction and location will be somewhat restricted due to previously defined corridors and limited space.

Land Use

Roseville is virtually 100% developed. Origins, destinations and travel routes are well established. Understanding and defining land use is critical to pathways development in that these destination points are where people want to walk or bike - areas such as, major civic buildings, recreational and cultural facilities and shopping areas. See Attachment 1 for Existing Land Use Map.

Transportation System

With Roseville being completely developed, the transportation system and travel routes are well established. Because of its proximity to the core cities and its age, Roseville's development patterns have been mainly a continuation of the core grid. The major through traffic corridors that carry the bulk of the vehicles are laid out with half-mile spacing. These arterial roads are designed to carry the majority of the traffic and do it quite well. For the same reasons they also serve well as corridors for non-motorized transportation, providing commuter cyclists with an efficient means to their destination be it work, school or the store. But in the past they had not been designed to accommodate bicycle and pedestrian traffic thus making most of them dangerous for such travel due to the domination of vehicular traffic.

1) Roadways (See Attachment 2 for Roadway Functional Classification Map)

- a) MNDOT: Major high volume roads, including Snelling, Interstate 35W, and Highway 36.
- b) County: High volume roads that make up the 1/2 mile roadway grid pattern in Roseville.
- c) City: Lower volume neighborhood streets and collectors.

2) Transit (See Attachment 3 for Transit Service Map) Ninety percent of the City's population lives within a 1/2 mile of a bus route. Here is a brief description of the transit system that serves Roseville:

- a) Transit Centers: Rosedale & Little Canada (Rice Street at Little Canada Road)
- b) Park and Rides: Roseville Skating Center, Grace Church, & I-35W and County Road C
- c) High-Frequency bus service: The A-Line provides bus rapid transit (BRT) high-frequency service every 15 minutes or better along Snelling Avenue from the

Rosedale Transit Center south into St. Paul and ending at 46th Street Green Line light rail transit (LRT) station in Minneapolis.

- d) Fixed route bus service: Metropolitan Council provides 16 fixed routes.
 - e) Non-fixed routes: There are transit options offering door to door service at reasonable rates. Each program has eligibility requirements. These services are provided by Metro Mobility and Roseville Area Senior Program.
- 3) Pathways (See Attachment 4 for Existing Pathways Map) The City of Roseville currently has approximately 114 miles of both on and off-road pathways.**
- a) County: There are some on-road striped shoulders that meet the minimum standards as stated in the definitions. There are approximately 29 miles of on-road pathways.
 - b) State: Currently there are no State pathway facilities in Roseville. The closest facility is the Gateway Trail south and east of the City.
 - c) City: This system consists of the park interior pathway system and some connecting routes between destinations along major roads. There are approximately 81 miles of city owned and maintained off-road sidewalk and trail pathway facilities.

Described below are the major paths that make up the majority of the City's existing pathway system.

Central Park Pathways

The pathway system in Central Park has always been popular because of its proximity to attractive and diverse natural amenities, its connection to numerous recreational areas and its size, which provides multiple access points and lengthy paved paths. The Central Park paths are heavily used and provide a very good trail experience for recreational users and a good thoroughfare for utilitarian users.

County Road C Pathway

The pathway in the County Road C corridor was constructed in 1995 with funding assistance from ISTE. This path provides an essential central spine through the City, connecting users to a number of City amenities like commercial/retail centers, Central Park, Acorn Park, City Hall and the Lexington Avenue pathway.

County Road B2 Pathway

This off-road trail provides access from the Lexington Avenue trail through the Rosedale Mall shopping area. It was expanded, using federal funds, in 2005 to extend from Rosedale to the west city boundary where it connects up to the Minneapolis Diagonal Trail. This corridor is a major connector for students within the walking area for Roseville Area Schools, providing connections to Roseville High School, Central Park Elementary, and Roseville Middle School.

County Road B Pathway

This corridor consists mainly of off-road concrete sidewalks providing access to and from residential areas, HarMar shopping area, Parkview Elementary and Lexington Avenue pathway. This sidewalk, from Rice Street all the way to Cleveland Avenue, provides an east/west pedestrian corridor.

Dale Street Pathway

This corridor is mainly an off-road bituminous pathway connecting County Road C to Larpenteur Avenue. This pathway briefly merges with the Roselawn/Reservoir Woods Trail at Roselawn. The pathway was identified in the 1997 plan and constructed in 2000 using Federal funds. The segment of Dale Street from Roselawn to Larpenteur does not have an off-road pathway. The connection to Larpenteur Avenue is achieved through Reservoir Woods Park.

Larpenteur Avenue Sidewalk

Four segments of this sidewalk have been constructed along Larpenteur Avenue since the development of the 1997 plan. The segments are Hamline to Oxford (2000), Galtier to Rice Street (2001) and Oxford to Reservoir Woods (2003). The segment of Larpenteur between Reservoir Woods Park and Galtier was completed in 2017.

Lexington Avenue Pathway

This is the main north/south spine of the City. The corridor consists of both bituminous path and concrete sidewalk running from Larpenteur Avenue north through Roseville and into Shoreview. Shoreview's development of this pathway corridor provides a wonderful opportunity to create a regional north/south link.

Roselawn/ Reservoir Woods/ McCarrons Pathway

This off-road trail was identified in the 1997 plan and constructed in 2000 using Federal funds. It follows Roselawn from Lexington Avenue through Reservoir Woods Park under Dale Street to McCarrons Blvd. This pathway then continues along both North and South McCarrons Blvd to connect to Rice Street.

Rice Street Pathway

This is an important north/south link from Roseville to St. Paul. The corridor has a bituminous path of varying width and condition. This is a critical feeder to the Trout Brook County Trail at McCarrons Park. The Trout Brook Trail connects to the Gateway State Trail.

4) User Groups

Users differ widely in their means of travel, ability and preference for travel environment. Some will place importance on their ability to get from one place to another, keeping their trip time short and not concerning themselves with the conditions around them. Others will favor traveling in a pleasant environment, even going out of their way to experience scenic and natural amenities. This plan

for a linked pathway network will accommodate all user groups in some capacity. The major types of users are:

- a) **Commuter Bicyclists** – desire to travel safely at higher speeds with minimal stops.
- b) **Recreational Bicyclists** – desire a safe and scenic corridor with occasional rest areas
- c) **Pedestrians** - Walkers, joggers, students, strollers, in-line skaters, skate boarders, people with disabilities, young bicyclists and tri-cyclists – desire a smooth surface, a safe facility, and scenic corridor
- d) **Cross-country skiers, snowshoers** – desire a natural, scenic corridor, groomed snow
- e) **Skate-boarders** – desire a smooth and often challenging surface

Pathway Types

On-Road Pathways: On-road paths are a paved portion of the roadway that provides space for the use of bicycle and some limited pedestrian activities. See Attachment 4 for Existing Pathways Map.

Bike Route: A shared right of way located on roadways designated with appropriate signage to encourage bicycle use and connectivity. (none in Roseville)

Bike Lane: A bike lane is a portion of the roadway or shoulder designated for exclusive or preferential use by people using bicycles. Bicycle lanes are distinguished from the portion of the roadway or shoulder used for motor vehicle traffic by striping, marking, or other similar techniques. (none in Roseville)

Striped Shoulder: A portion of the edge of a paved road surface that is contiguous with the road surface and separated by striping at least 4 feet wide. (Approximately 29 miles)

Shared lane: Low traffic roads that have no additional space provided for bicyclists or pedestrians but that can be shared between automobiles, bicyclists, and pedestrians because of low traffic volumes and localized activity. Shared lanes are not designated as pathways although they do provide good access routes to other pathways.

Off-Road Pathways: While a community's streets and roadways typically provide the best means of accessing a variety of destinations by bicycle, off-road pathways can enhance the primary transportation system. Pathways that are separated from the motor vehicle traffic can be excellent transportation routes for bicyclists and pedestrians, especially users not comfortable with riding alongside vehicle traffic, and in many instances, can provide pathway users with linkages not available to motor vehicles.

Trail: An off-road pathway that is generally 6-12 feet wide and has a paved bituminous or similar hard surface. Trails are typically located within dedicated right of way, within road right of way separated by a curb and or boulevard, or within parks. The surface type and width accommodate multiple users, including pedestrians, bicyclists, and in-line skaters. (Approximately 36 miles)

Sidewalk: Concrete sidewalks, usually within the road right of way, generally 4-6 feet wide and running parallel to the road, intended for use by pedestrians. (Approximately 45 miles)

Foot Path: Wood chip trails, ag-lime trails, and turf trails are not considered part of the pathway network because they are exclusive to parks. This document is not about park pathways. They are mentioned for inventory purposes only. (Approximately 2 miles)

Other: Boardwalks are not considered part of the pathway network because they are exclusive to parks. This document is not about park pathways. They are mentioned for inventory purposes only. (Approximately 1 mile)

Supplemental Facilities

Bicycle and pedestrian facilities include more than just the paths themselves. Secure and appropriate bicycle parking and locker facilities, comprehensive maps of Roseville's pathway network, mass transit integration, rest areas, and trailheads are key components of a complete pathway network. Roseville has few supplemental facilities for pathway users. They consist mostly of:

1) Bicycle parking and lockers

- a) bike racks of obsolete design that are sporadically placed in some parks and public buildings
- b) occasional bike racks located at commercial buildings
- c) few if any, bike lockers
- d) current city code does not address the issues of bicycle parking

2) Pathways Map

- a) comprehensive pathways map showing all types of facilities within the City

- b) partnering with Active Living Ramsey County on comprehensive County pathway mapping

3) Trail Heads and Rest Area

- a) utilizes existing parks w/ restrooms, picnic areas, recreational areas, drinking fountains
- b) need intermittent rest stops with benches between destinations

4) Transit Accommodations

- a) abundant transit opportunities
- b) limited and often unsafe pedestrian access to transit stops and park and rides
- c) bus shelters at bus stops along high traffic roads
- d) bus benches at many bus stops

Current Operation & Maintenance Practices

Off-Road Pathways

The Parks and Recreation Department and its maintenance staff has the responsibility of making sure routine maintenance operations are completed. On occasion they will request assistance from the street maintenance staff.

Listed below are the maintenance operations performed for the City's off-road pathways.

- **Plowing:** Remove any accumulation promptly and continuously until cleared. Accumulation of two inches or more shall be removed within 24 hrs.
- **Sweeping:** Sweep three times annually, spring, summer and fall, or when safety is of concern.
- **Sealing/ Patching:** Fill cracks or holes as they occur.

On-Road Pathways

The Public Works Department and its maintenance staff are responsible for the maintenance of the on-road pathway facilities on City of Roseville streets. Listed below are the maintenance operations performed for the City's on-road pathways.

- **Plowing:** When there is an accumulation of two inches or more of snow it will be removed within 24 hrs.
- **Ice control:** apply ice control when ice or snow adheres to the pathway.
- **Sweeping:** Sweep three times annually, spring, summer and fall, or when safety is of concern.
- **Sealing/ Patching:** Fill cracks or holes as they occur.

On-Road pathways located on County Roads are maintained by Ramsey County.

Trail Management Program

Since 1999 the Public Works Department has had the responsibility to implement a long-term reconstruction and major maintenance program. The Trails Management Program (TMP) is modeled after the Pavement Management Program and consists of: Inspection/Evaluation, Maintenance, Sequential Planning and Financial Planning. The TMP utilizes state of the art pavement tools to help identify and prioritize pathway maintenance and rehabilitation. All of the pathways are broken down into segments that are surveyed approximately every 5 years and actual pavement distresses are measured and entered into a computer database. The measured distresses are used to determine the pavement condition index (PCI). The PCI is a numerical rating between 100, a new pavement, and 0, a completely failed pavement. This methodology was originally developed by the US Army Corps of Engineers and later revised by the Minnesota Local Road Research Board. It has become a standard method to evaluate pavement condition. A computer program that utilizes pavement research findings to predict the degradation of pavement with time then analyzes the pathway data. The rate of degradation has been calibrated to match our actual experience. In addition, the program allows us to model different maintenance strategies to gauge their impact on the overall system and budget. The program is quite flexible and allows us complete discretion in choosing the most appropriate maintenance technique.

As of the 2017 PCI survey, the average PCI rating for bituminous pathways was 62. The average PCI rating for concrete pathways was 89.

4. ISSUES

Over the last two decades, the City has continued to expand and enhance the pathway system. But it still lacks some important elements that will meet the needs of its users over the next two decades. These are the types of elements that come with time and public support and demand for a complete network. Periodic updates of this master plan is an important step in identifying and monitoring issues that can provide the City with a complete pathway network consistent with current demands and anticipated future needs. The following is an updated list of issues relevant to Roseville.

1) Safety

- a) Provide transportation facilities for all ages and abilities (children, senior citizens, people with disabilities, pedestrians, and bicyclists).
- b) Improve the ability to safely travel from one location to the next.

2) Connectivity

- a) Use of the pathway system for transportation-related trips as an alternative to the automobile.
- b) Enhance access to transit service and stops, and especially the A-Line BRT stations along Snelling Avenue.
- c) Provide linkages between major destinations and to the rest of the metropolitan area.
- d) Connecting to regional bikeways and the regional trail network.
- e) The continuation of bikeways into Roseville being developed by the City of St. Paul and Ramsey County along major north-south roadways including Rice Street, Dale Street, Lexington Avenue, and Cleveland Avenue.
- f) Coordination of pathway connections with the Connected Ramsey Communities Network map.
- g) Provide neighborhood access to the City's pathway system.
- h) Complete pathway connections to City parks.
- i) Complete links within and between park constellations.
- j) Support connections to neighboring community's pathways.
- k) Provide pathway facilities along regional transportation corridors.
- l) Overcome barriers that deter pathway use:
 - i) Highway 36, Snelling Avenue, Interstate 35W, arterials,
 - ii) Narrow bridge decks and underpasses,
 - iii) Poorly defined crosswalks at intersections, and
 - iv) Major intersections that have high traffic volumes and deter pedestrian activity.

3) Maintenance

- a) Maintain funding for equipment and personnel to support the City's pathway system.
- b) Meet the needs of a demanding traveling public during all four-seasons.
- c) Continue to preserve the current pathway facilities.

4) Education and Promotion

- a) Promote the pathway system using signage, maps, and on-line resources to increase pathways use and build public support.
- b) Continue to update the Pathway Master Plan and monitor its progress.
- c) Public and stakeholder engagement in the development of new pathways.

5. POLICIES AND STANDARDS

The policies (bold) and standards were developed to guide the City in the development of Roseville's pathway network. They are detailed statements that aid in the resolution of the previously defined pathway issues. The intent of this section is to define the minimum standards for pathway facilities in Roseville. In certain instances it may be necessary to increase the standards in order to provide a safe and efficient facility for the community. *Standards that were left undefined in this document are defined by MNDOT pathway guidelines.*

The various types of pathways include, but may not be limited to the following:

Bicycle Lane: A portion of a roadway designed for exclusive use by people using bicycles. Bike lanes are distinguished from the portion of the roadway used for motor vehicle traffic by physical barrier or striping and pavement markings. The widths of these lanes vary between 5-10 feet, depending on speed and Average Daily Traffic on the road.

Shared Lane: Any roadway upon which a bicycle lane is not designated and which may be legally used by bicycles whether or not such facility is specifically designated as a bikeway. The standard driving lane is to be shared between vehicles and light traffic.

Wide Outside Lane: Any roadway upon which a bicycle lane is not designated and which may be legally used by bicycles whether or not such facility is specifically designated as a bikeway. A widened outside driving lane, 14 feet or greater, is to be shared between vehicles and bicycles.

Trail: An off-road pathway that is 8-12 feet wide that is generally shared use, designed for the use of bicycles, in-line skaters and pedestrians.

Sidewalk: An off-road pathway that is 6-8 feet wide that is generally designed for pedestrian use, although state law does allow the use of bicycles on these facilities outside of defined business districts.

Striped Shoulder: A portion at the edge of a paved road surface that is contiguous with the road surface and separated by striping at least 4 feet wide.

LOCATION

1) **Inventory and acquire rights-of-way that have become available.**

- a) Where possible use available rights-of-way first.
- b) Use shared rights-of-way second.
- c) Purchase private rights-of-way last.
- d) Sharing pathway rights-of-way with underground utilities will be allowed as long as there is no interference with the function of the pathway.

2) **Provide pathway facilities along all roads.**

- a) Develop a pathway along all arterial roads where equal alternate parallel routes are not available. For example, an adjacent parallel trail located within park boundaries but offset from the roadway corridor.
- b) Strive to complete pathways along arterial roads and regional trail corridors on both sides of the roadway.
- c) For standalone pathway projects, prioritize completing pathways along roadways where no pathway exists prior to completing pathways along both sides of the roadway.
- d) As part of road reconstruction projects, explore the feasibility of adding or upgrading pathway facilities (both on-road and off-road as appropriate).
- e) Pathways parallel to roads are preferred in zoned residential areas to ensure continuity of design and minimize overall impact to property.
- f) Develop pathways using the following recommended standards as guidelines:

Pathway Design Selection for Urban (curb and gutter) cross section roads							
Motor Vehicle ADT (2 lane)		<500	500-1000	1,000-2,000	2,000-5,000	5,000-10,000	>10,000
Motor Vehicle ADT (4 lane)		N/A	N/A	2,000-4,000	4,000-10,000	10,000-20,000	>20,000
Motor Vehicle Speed	25 mph	SL	WOL	WOL	WOL	BL = 5 ft or T = 8 ft	N/A
	30 mph	SL w/ sign	WOL	BL = 5 ft or T = 8 ft	BL = 5 ft or T = 8 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or T = 8 ft
	35-40 mph	WOL	BL = 5 ft	BL = 5 ft or T = 8 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or SS = 8 ft
	45 mph and greater	BL = 5 ft	BL = 5 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or SS = 8 ft	T or SS = 10 ft
BL = Bicycle Lane, SL = Shared Lane, WOL = Wide Outside Lane, T = Trail, SS = Striped Shoulder ADT = Average Daily Traffic							

Pathway Design Selection for Rural (shoulder and ditch) cross section roads							
Motor Vehicle ADT (2 lane)		<500	500-1000	1,000-2,000	2,000-5,000	5,000-10,000	>10,000
Motor Vehicle ADT (4 lane)		N/A	N/A	2,000-4,000	4,000-10,000	10,000-20,000	>20,000
Motor Vehicle Speed	25 mph	SS = 4 ft or SL	SS = 4 ft or SL	SS = 4 ft or WOL or T = 8 ft	SS = 4 ft or T = 8 ft	SS = 4 ft or T = 8 ft	N/A
	30 mph	SS = 4 ft or SL	SS = 4 ft or WOL	SS = 4 ft or T = 8 ft	SS = 4 ft or T = 8 ft	SS = 6 ft or T = 8 ft	SS = 6 ft or T = 8 ft
	35-40 mph	SS = 4 ft or SL	SS = 4 ft or WOL	SS = 6 ft or T = 8 ft	SS = 6 ft or T = 8 ft	SS = 6 ft or T = 8 ft	SS = 8 ft or T = 8 ft
	45 mph and greater	SS = 4 ft	SS = 4 ft	SS = 6 ft or T = 8 ft	SS = 8 ft or T = 8 ft	SS = 8 ft or T = 8 ft	T or SS = 10 ft
BL = Bicycle Lane, SL = Shared Lane, WOL = Wide Outside Lane, T = Trail, SS = Striped Shoulder ADT = Average Daily Traffic							

3) Develop pathways around lakes, to and in every park and open space.

- Pathway development around lakes will be designed to provide, at minimum, views to the lake.
- Pathways in parks and open spaces will be developed consistent with their individual park master plans.
- Develop pathways consistent with the Parks & Recreation System Master Plan Trails and Parks Constellation Link Map.
- Cross-country and snowshoe locations will be designated by the Parks and Recreation Department.
- Snowmobiles and other unauthorized motorized vehicles will not be allowed on off-road or paved surface pathways.
- Loop pathways will be designated, measured and signed in coordination with the Parks and Recreation Department.
- Where possible, develop continuous pathway loops that are unbroken by street crossings and other obstructions.

4) Develop a pathways system that is accessible from all areas of the city.

- The pathways system should be designed to provide an unobstructed connection no further than 1/4 mile to a pathway from any given property. Where the 1/4 mile distance is not feasible, the resulting connection distance should be as close to 1/4 mile as reasonably possible.

CONNECTION

- 5) Provide a safe network of pathway linkages for pedestrians and cyclists to and between educational facilities, churches, business centers, transit stops, parks and open space.**
 - a) Business centers shall have pathways connecting to the public pathway network.
 - b) Schools shall have off-road connections to the pathways network.
 - c) Parks, open space and transit stops shall have a pathway connecting them to the pathways network.
 - d) Develop pathways consistent with the Parks & Recreation System Master Plan Trails and Parks Constellation Link Map.
 - e) Include school property for possible pathway loops and linkages to the greater pathways network.
 - f) Provide public access to school facilities.
- 6) Provide access around/through major obstacles.**
 - a) Major obstacles include Highway 36, Snelling Avenue and Highway 35W.
 - b) When bridge reconstruction takes place, bicyclist and pedestrian accommodations shall be integrated into the design.
 - c) Connections across major obstacles shall be provided at controlled intersections or be grade separated (pedestrian bridges and tunnels).
- 7) Provide pathway linkages for bicyclists and pedestrians to the regional pathway system.**
 - a) To complete major linkages to the regional pathway system; utilize grade separations (pedestrian bridges and tunnels) to overcome major obstacles.
 - b) Signage shall be utilized to inform and direct users of regional trail linkages.
- 8) Provide a pathway system that promotes a sense of community through the connection of neighborhoods.**
 - a) Utilize existing or purchase new easements to construct pathways between neighborhoods.
- 9) Provide a pathway system that connects to local and regional commercial destinations.**
 - a) Provide pathway access from neighborhoods to commercial uses for consumers and employees.

IMPLEMENTATION

- 10) Coordinate planning and design of pathway connections with neighborhood groups, civic organizations, school districts, business districts and other governing agencies.**
 - a) Make the Pathway Master Plan publicly available through multiple means and mediums.

- b) When projects are implemented, stakeholders and impacted groups will be notified and provided an opportunity for input before plans are finalized.
- c) Allow for phasing of some pathways to see them through stages of implementation and funding.
- d) Develop landscape standards for enhancing existing pathways and developing new pathways.

11) Consider alternative pathway types, suitable to intended use.

- a) Pathways intended for wheeled uses shall be paved.
- b) Pathways in ecologically sensitive areas shall be designed to minimize their impact.
- c) Pathways intended for winter activities will not have their snow removed.
- d) Non-paved pathways will be limited in use (walking, hiking, etc.).

12) Pathways shall be designed to avoid user conflicts.

- a) High use areas with multiple user groups (bicyclists, pedestrians, in-line skaters, etc.) may require separate pathways for separate uses.
- b) In areas of potential or known conflict, pathways shall be signed for their intended use.
- c) Direction of traffic flow, on high use pathways, will be defined and signed or marked.
- d) Significant space, barriers or delineation shall be provided between pathways and conflicting adjacent uses.
- e) Pathways where conflicts with speed occur shall have defined speed advisories that are properly signed.
- f) Pathways shall be designed to provide for adequate visibility based on MNDOT standards for pathway facilities.
- g) Best practices shall be considered when designing pathways on-road or adjacent to roadways to minimize conflicts between motorized vehicles and bicyclists and pedestrians.

13) Develop a consistent palette of design elements.

- a) Design elements shall consist of signage, trail markings, curb cuts, driveway crossings, medians/dividers, intersections/crosswalks, furniture, lighting, walls, and typical pathway and roadway sections.
- b) Develop a design goal to provide a boulevard between pathways and roadways that lends itself to civic beauty and traffic calming.

14) Establish a formal review process for new and renovated public and private development projects that addresses pedestrian and bicycle issues.

- a) City staff will utilize the City Plan Review Process to ensure consistency with the Pathway Master Plan.
- b) Staff will use a checklist to aid in the plan review process that shall be required to complete prior to plan approval.

15) Pathways shall be part of roadway design and construction.

- a) The City shall consider pathways as part of the transportation system.
- b) The City recognizes that residents adjacent to the pathways may not be the only beneficiaries.

16) Seek ways to encourage businesses to address bicyclist and pedestrian issues through the redevelopment of their property.

- a) Consider incentives (low interest loans) for Roseville businesses to redevelop their property with improvements for pedestrians and bicyclists.

MAINTENANCE

17) Pathways will be kept in good repair and useable.

- a) During winter, the highest use pathways shall be cleared of snow to bare pavement.
- b) During winter, the medium use pathways shall be cleared of enough snow to allow passage.
- c) During winter, the low use pathways will not be cleared of snow.
- d) Pathways will be cleared within 24 hours after a snowfall.
- e) All paved pathways shall be swept once during the spring and once during late summer.
- f) Vegetation encroaching in a pathway corridor shall be trimmed to allow safe passage according to MnDOT standards.
 - i) Per City Code, 706.09.D; Duties of Private Land Owners, Private property owners shall properly prune trees and vegetation to sufficient height and width to allow free passage of pedestrians and vehicular traffic (9 feet over sidewalks and two (2) feet horizontal distance)
- g) All pathways and their related facilities shall be inspected annually. Inspection data shall be entered into a management system to help guide the maintenance and replacement decisions.

18) Maintenance responsibilities will be assigned based on function and use of the facilities.

- a) The City will be responsible for all pathway maintenance under City jurisdiction.
- b) Per City Code, 407.03.P; all properties with off-the-road, non-motorized pathways, except nontax exempt Low Density Residential properties, are required to clear snow from “non-motorized pathways” within 12 hours after snow and ice have ceased to be deposited thereon.” (City Code 407.03)

19) The City will develop and implement maintenance practices that will minimize the burden on adjoining properties.

- a) City will minimize property damage during pathway maintenance practices.
- b) City will reestablish turf damaged as a result of pathway maintenance.
- c) City will replace or repair mailboxes on City streets damaged by direct contact by City snow removal machinery.

- d) No more snow will be deposited on private driveways and sidewalks than would be typically deposited by street snow removal.
- e) City will make efforts to schedule snow removal to minimize double shoveling.

EDUCATION/INFORMATION/REGULATION

20) The City shall regularly update this Plan.

- a) The Pathway Master Plan will be adopted by reference into the City's Comprehensive Plan.
- b) The Plan should be reevaluated once every three years.

21) Utilize pathway projects to educate the community about the benefits of a well-planned pathways system.

- a) Staff will report successes in pathway projects by using all communication devices available by the city as an educational and promotional practice.

22) Provide proper signage for a safe, user-friendly pathway network.

- a) Regulatory and warning signs for pathway users and for roadway users adjacent to pathways shall be placed and designed to current national and state regulations and standards.
- b) Promote the use of wayfinding devices (including on-line mapping resources) and signage to better orient users to the Roseville system and encourage pathway etiquette.

23) Develop regulations for pathway use and enforcement.

- a) Staff will develop pathway regulations to be published and posted to further improve pathway usability.

24) Develop and provide events that promote non-motorized modes of travel.

- a) Add a pathway safety program to the Safety Camp.
- b) Continue to promote Roseville's pathway facilities with events like the Rosefest "Tour de Roses."

25) The City will develop a promotion and education plan.

- a) Provide a "safe biking" class in the Community Education program.
- b) Encourage area cycling shops to support and promote the City's pathway network.
- c) Utilize the OVAL for cycling events both competitive and educational.
- d) Gather and/or develop educational and promotional videos for use at schools, promotional events or local cablecasts.
- e) Collaborate with school officials on ways to educate students on pathway safety and use.
- f) The City will widely circulate pathways plan and maps.
- g) The City will encourage citizen volunteers to aid in pathway maintenance and improvements.

- h) Utilize the City's webpage to educate, inform and promote alternative modes of travel and the Roseville pathway network.

6. PREFERENCE LIST OF PATHWAY SEGMENTS

Previous versions of the Pathway Master Plan included a list of priority projects and ranking based on qualitative evaluation criteria as defined by the Pathway Advisory Committee (a defunct group of citizens that served as a steering committee for the Pathway Master Plan). Committee members identified the list of priority projects and individually scored them based on the evaluation criteria. The scores were then weighted and added up to provide a composite score and rank for each project. While the ranking process was beneficial, there was concern that scoring system provided inconsistent results, and that future updates could result in different ranking results.

As part of the 2017 Pathway Master Plan update, the PWETC revised the scoring system and evaluation criteria for use in this plan. The updates were intended to be simplified, quantitative, and easily replicated for future use. The PWETC assessed and consolidated the 10 previous evaluation criteria down to 6 criteria. The PWETC then modified the scoring for each criterion and established quantifiable measurement tools using readily available GIS data and City maps. In addition, the PWETC revised the list of projects for evaluation to eliminate previously completed pathway segments and divide up longer segments to reduce the potential for over-scoring due to project length. Based on the updated evaluation criteria, City staff utilized GIS data to apply the scoring system to the updated list of preferred projects.

The following evaluation criteria were used by the PWETC to rank projects based upon the applied scoring system.

Evaluation Criteria

1) Connects multiple destinations.

Provides safe and convenient access to businesses, schools, churches, work, parks and other community amenities and destinations.

Add one point for each type of destination within 1/4 mile of pathway

- 1-Each-Institutional use (school, university) within 1/4 mile
- 1-Each-Park/Open Space use within 1/4 mile
- 1-Each-Public facilities within 1/4 mile
- 1-Total-Industrial/Office use (employment centers) within 1/4 mile
- 1-Total-Commercial use within 1/4 mile

Measurement tool: City's Future Land Use Map

2) Volume of usage.

The pathway corridor has shown a consistent need for facility development based on its ability to serve the surrounding population and employment base.

Total population within 1/4 mile of pathway

- 3-Population is 3,000 or greater

- 2-Population is 2,000 to 2,999
- 1-Population is 500 to 1,999
- 0-Population is less than 500

AND

Total employment within 1/4 mile of pathway

- 3-Employment is 3,000 or greater
- 2-Employment is 2,000 to 2,999
- 1-Employment is 100 to 1,999
- 0-Employment is less than 100

Measurement tool: US Census Block Dataset

3) Connects to regional system.

Provides linkage to the larger network of pathways that extend beyond Roseville. The pathway serves longer trips within Roseville and into neighboring cities.

- 3-Regional corridor (county road, regional/state trail, RBTN route)
- 2-Local pathway that directly connects to regional corridor or Parks & Recreation System Master Plan Trails and Parks Constellation Link.
- 1-Pathway provides local connection only

Measurement tool: City's Pathway map and regional bikeways mapping

4) Addresses a gap or barrier in the transportation network.

Addresses a pathway network gap along the transportation network and/or crosses a major barrier. Eliminates a major barrier or safety concern in the pathway network that may inhibit bicycle or pedestrian travel.

- 5-Provides enhanced safe crossing (grade separated or improved intersection) of major highway (I-35W, TH 36, Snelling Avenue) or railroad
- 4-Completes pathway along A-Minor Arterial roadway
- 3-Completes pathway along Other Arterial roadway
- 2-Completes pathway along Major Collector roadway
- 1-Completes pathway along a Local roadway

Measurement tool: City's Roadway Functional Classification Map

5) Connects to Transit

Connects bus stops, transit hubs, or provides a connection to other transit.

- 3-Transit Center or park and ride within 1/4 mile of pathway
- 2-A-BRT Station within 1/4 mile of pathway
- 1-Bus stop within 1/4 mile of pathway

Measurement tool: GIS, transit routes and stops

6) Connects High-Density Residential to Transit or Parks (Max 5 Points)

Improves access for densely populated areas to the City's transit and park facilities.

- 2-Per 100 units-Pathway connects multi-family residential or mixed use area to transit stop or park within 1/8 mile walking distance
- 1-Per 100 units-Pathway connects multi-family residential or mixed use area to transit stop or park within 1/4 mile walking distance

Measurement tool: GIS, City's Existing Land Use Map, transit routes and stops

Scoring Results

The following table shows the cumulative results of scoring the preference list of pathway projects using the evaluation criteria established by the PWETC. See Attachment 6 for a more detailed Project Preference List and Scoring Results. Segments with * next to the project name are new segments added to the plan. Segments with # next to the project name are segments that are shown on the Parks & Recreation System Master Plan Trails and Parks Constellation link.

Segments that are highlighted in green are pathway segments on arterial roadways with volumes greater than 4,000 ADT which do not have a pathway on either side of the roadway.

Project Preference List			
Map Ref.	Project Name	Total Points	Pathway Master Plan and Parks Constellation Plan Rank
Pathway Master Plan Segment on Arterial Roadway with more than 4,000 ADT, with no pathway on either side of the roadway.			
Parks and Recreation Master Plan Constellation Link			
28	Snelling Avenue*	25	1
4A	County Road C (A)	23	2
9	Snelling Avenue South of Highway 36	22	3
16	Rosedale to HarMar Connection	22	3
12C	Lexington Avenue (C)	22	3
12A	Lexington Avenue (A)	21	6
12B	Lexington Avenue (B)	19	7
4B	County Road C (B)	19	7
3A	County Road C-2 (A)	18	9
4C	County Road C (C)	18	9
4D	County Road C (D)	18	9
6	Cleveland Avenue	17	12
13	Rice Street	17	12
25A	Hamline Avenue A	17	12
10	Victoria Street (north of C)	16	15
CC-3	Constellation Link C3	16	15
2	County Road C-2 West of Snelling	15	17
8	TH 51 connection to Old Snelling (Arden Hills)	15	17
26	County Road B2 & Snelling*	15	17
25B	Hamline Avenue B	15	17
3B	County Road C-2 (B)	15	17
CD-1	Constellation Link D1	15	17
27	Tamarack Park Connection*#	14	23
CC-2	Constellation Link C2	14	23
CK-2	Constellation Link K2	14	23
29	Commerce Street*	13	26
CF-3	Constellation Link F3	13	26
CI-1	Constellation Link I1	13	26
5	County Road C Sidewalk	12	29
7	Fairview Avenue C (north of B-2)	12	29
31	Pascal Street*	12	29
CC-1	Constellation Link C1	12	29

Project Preference List			
Map Ref.	Project Name	Total Points	Pathway Master Plan and Parks Constellation Plan Rank
Pathway Master Plan Segment on Arterial Roadway with more than 4,000 ADT, with no pathway on either side of the roadway.			
Parks and Recreation Master Plan Constellation Link			
CF-2	Constellation Link F2	12	29
18	Judith to Iona Connection#	11	34
CA-1	Constellation Link A1	11	34
CH-1	Constellation Link H1	11	34
CHI	Constellation Connection H to I	11	34
CN-1	Constellation Link N1	11	34
1	County Road D	10	39
11	Dale Street South	10	39
15	NE Diagonal RR Connection (Walnut to Co Rd C)	10	39
19	Lovell to Minnesota Connection	10	39
21	Millwood to County Road C2 Link	10	39
24	Alta Vista Drive	10	39
30	Albert Street*	10	39
CB-2	Constellation Link B2	10	39
CG-1	Constellation Link G1	10	39
CG-2	Constellation Link G2	10	39
CH-2	Constellation Link H2	10	39
CL-1	Constellation Link L1	10	39
CL-3	Constellation Link L3	10	39
CM-2	Constellation Link M2	10	39
CM-4	Constellation Link M4	10	39
CN-3	Constellation Link N2	10	39
23	Cohansey St to HANC Connection	9	55
CA-2	Constellation Link A2	9	55
CB-1	Constellation Link B1	9	55
CE-3	Constellation Link E3	9	55

Project Preference List			
Map Ref.	Project Name	Total Points	Pathway Master Plan and Parks Constellation Plan Rank
Pathway Master Plan Segment on Arterial Roadway with more than 4,000 ADT, with no pathway on either side of the roadway.			
Parks and Recreation Master Plan Constellation Link			
CG-3	Constellation Link G3	9	55
CK-1	Constellation Link K1	9	55
CL-4	Constellation Link L4	9	55
CM-1	Constellation Link M1	9	55
CM-3	Constellation Link M3	9	55
20	Villa Park Connections	8	64
CF-1	Constellation Link F1	8	64
CF-4	Constellation Link F4	8	64
CL-2	Constellation Link L2	8	64
17	Heinel Drive Connection	7	68
CE-2	Constellation Link E2	7	68
CJ-1	Constellation Link J1	7	68
14	Langton Lake Loop	6	71
22	Eustis to St. Croix Connection	6	71
CE-1	Constellation Link E1	6	71
CA-3	Constellation Link A3	5	74
CD-2	Constellation Link D2	5	74

The results of the scoring exercise will be used by the City to assist in prioritizing future pathway projects as part of the annual capital improvement program update. However, it is important to note the list of preferred projects will not be implemented based on the ranking results, as this list is intended to be updated periodically. In addition, there are several factors that can affect the timing and cost of developing pathway projects. These factors include coordination with planned roadway improvements (when it may be most feasible to construct new pathway segments), the availability of right-of-way, utilities, constructability, and magnitude of project in terms of both length and cost. For example, if a proposed pathway project is located along a roadway that is programmed for reconstruction, then coordinating the pathway improvements with the road improvements is the best opportunity to implement the project (regardless of project ranking). Likewise, the ability for a proposed pathway project to obtain external funding could also accelerate the development of such a project.

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7. RECOMMENDATIONS

The following recommendations are intended to continue supporting the City's efforts in developing an appropriate and well-guided pathway network for the community.

- 1) Formally adopt the Roseville Pathway Master Plan as part of the City of Roseville's Comprehensive Plan to guide the City in all pathway-related issues.**
- 2) Support the effort to maintain a growing system of pathways through proper funding of equipment, personnel or contracted services.**

With the recommended promotion and continued development of pathway facilities in Roseville should come the dedication and support to maintain the facilities as highly beneficial recreation and transportation amenities. Through the commitment of improved operational maintenance, the City is assuring, for the future of Roseville, a well-maintained transportation and recreation pathway network.

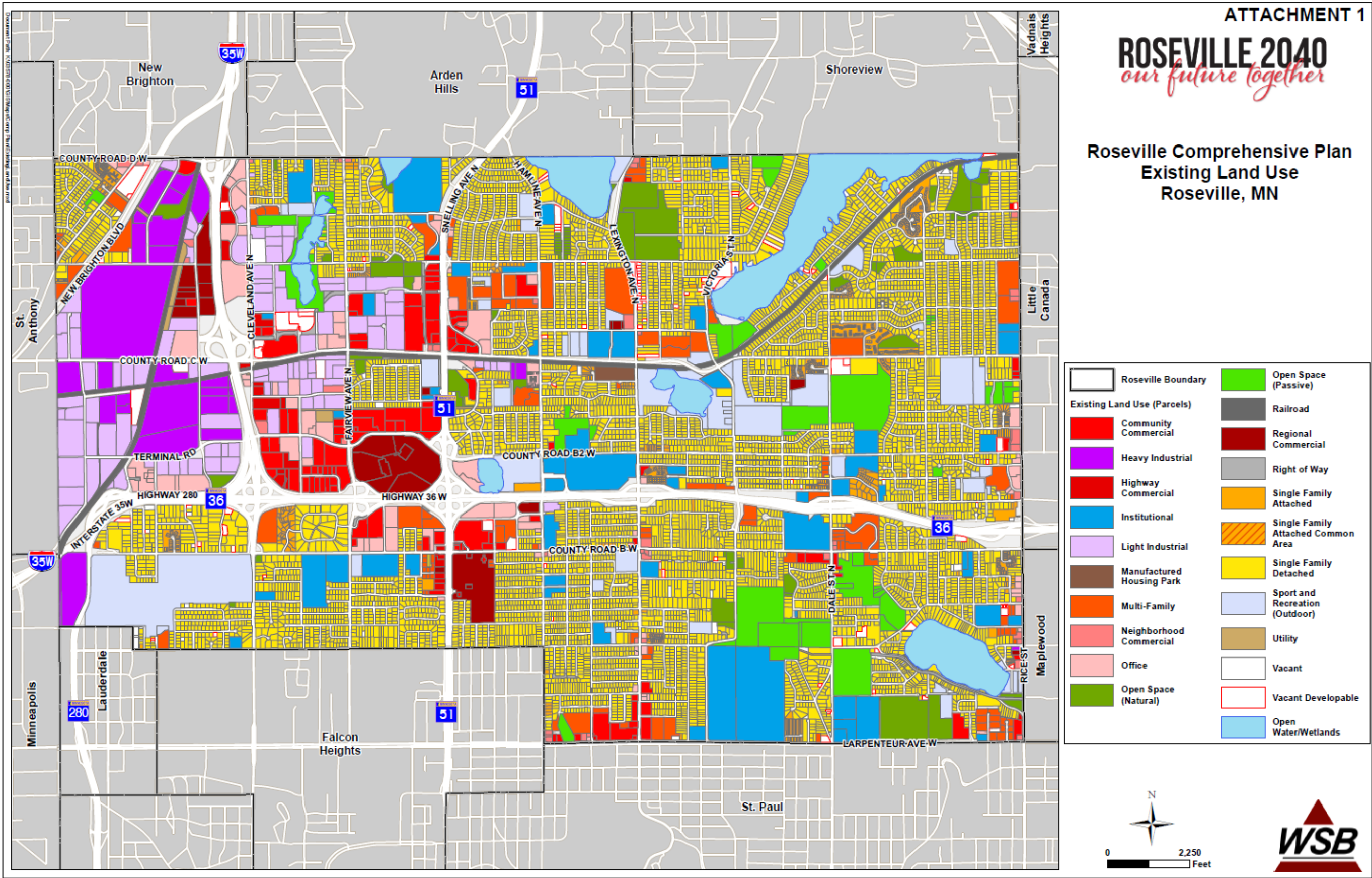
- 3) Demand conscientious development through strict policies and standards defining the City of Roseville's goal for pathways and pathway related issues.**
- 4) Continue implementing a funding program for the development, management and maintenance operation recommendations laid out in this document. Pursue external funding sources to support the development of new pathway segments.**
- 5) Re-evaluate the Pathway Master Plan at least every three years to review the impact of the Roseville Pathway Master Plan. This will ensure that the plan remains consistent with the community's goals.**
- 6) Continue working with neighboring cities, Ramsey County, MnDOT, and other regional agencies to support development of the regional bikeway network and local connections to and from the City's pathway system.**

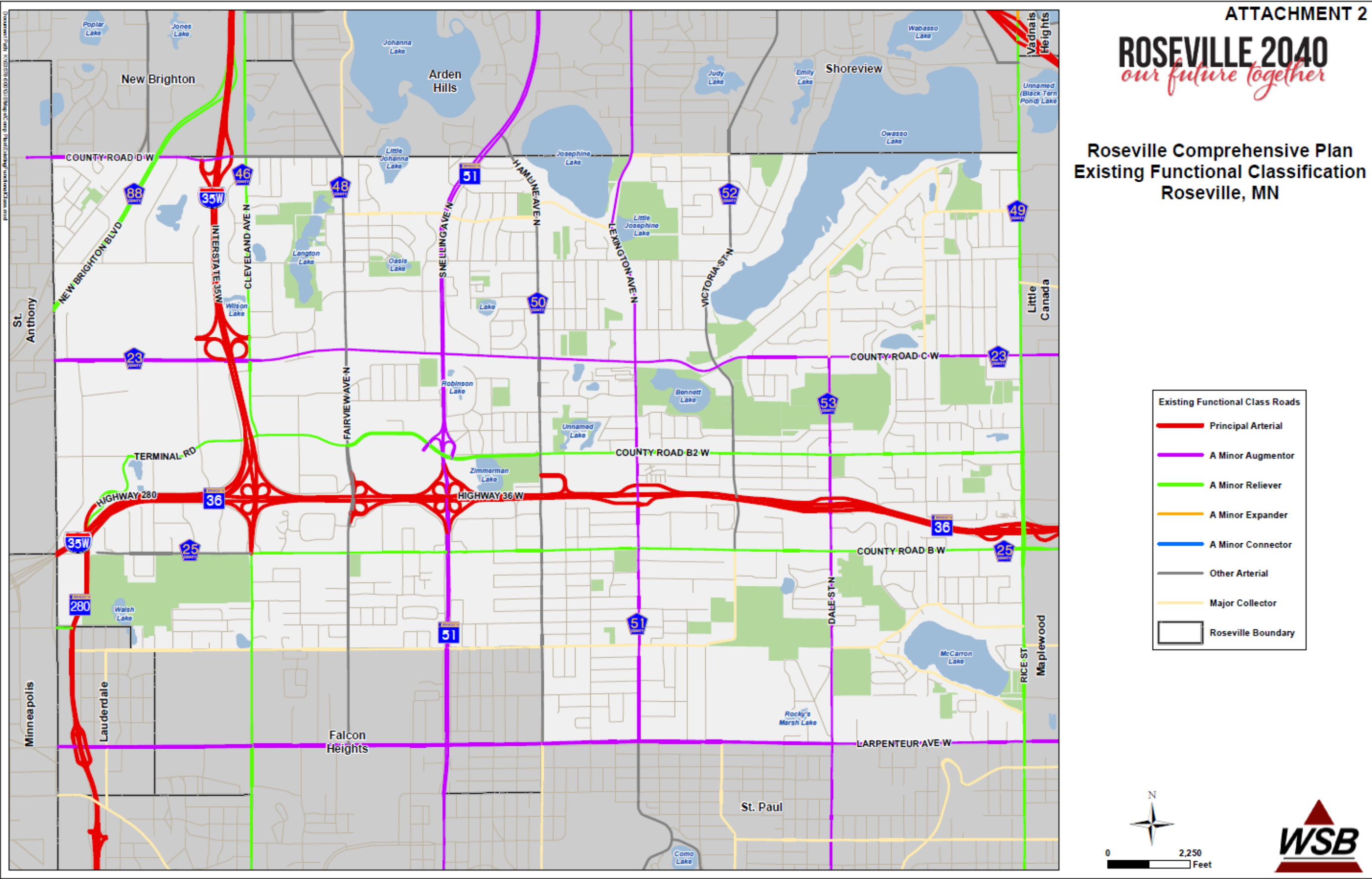
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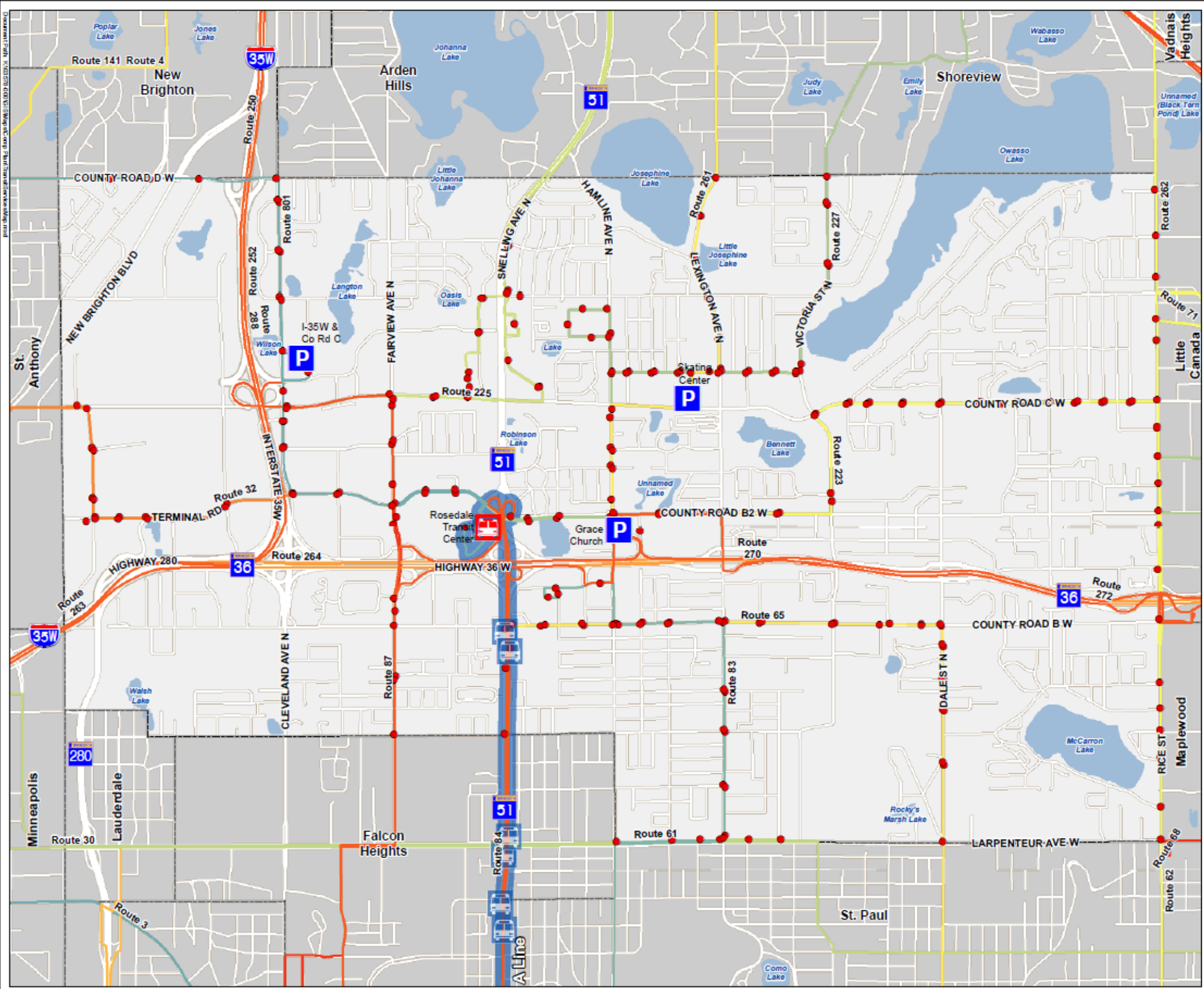
8. ATTACHMENTS

Attachment 1:	Existing Land Use Map
Attachment 2:	Roadway Functional Classification Map
Attachment 3:	Transit Services Map
Attachment 4:	Existing Pathways Map
Attachment 5:	Pathway Master Plan Map
Attachment 6:	Project Preference List and Scoring Results
Attachment 7:	Parks & Recreation System Master Plan Trails and Parks Constellation Link Map.

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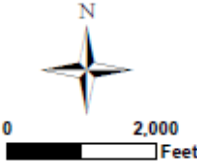


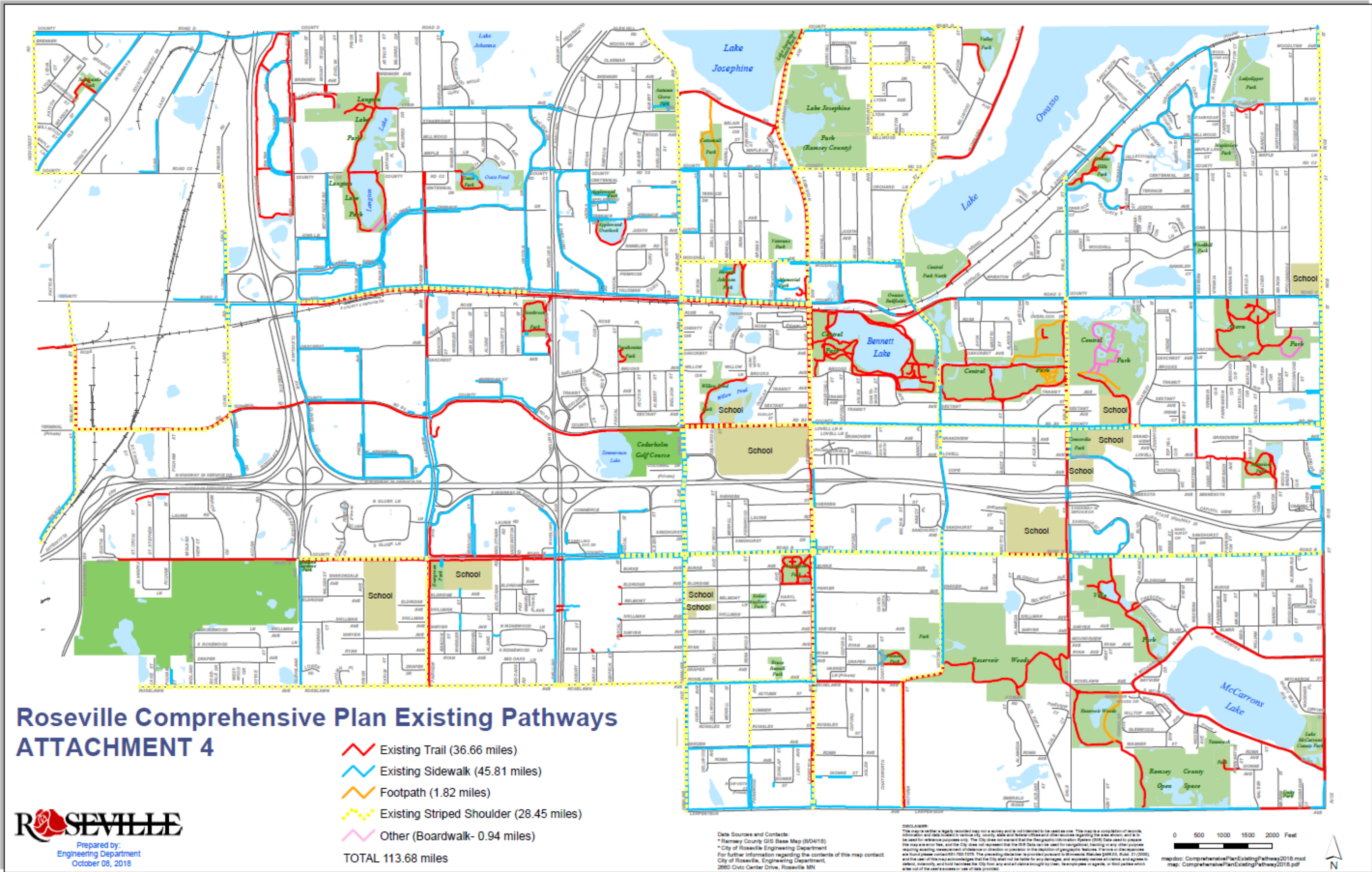
ATTACHMENT 3

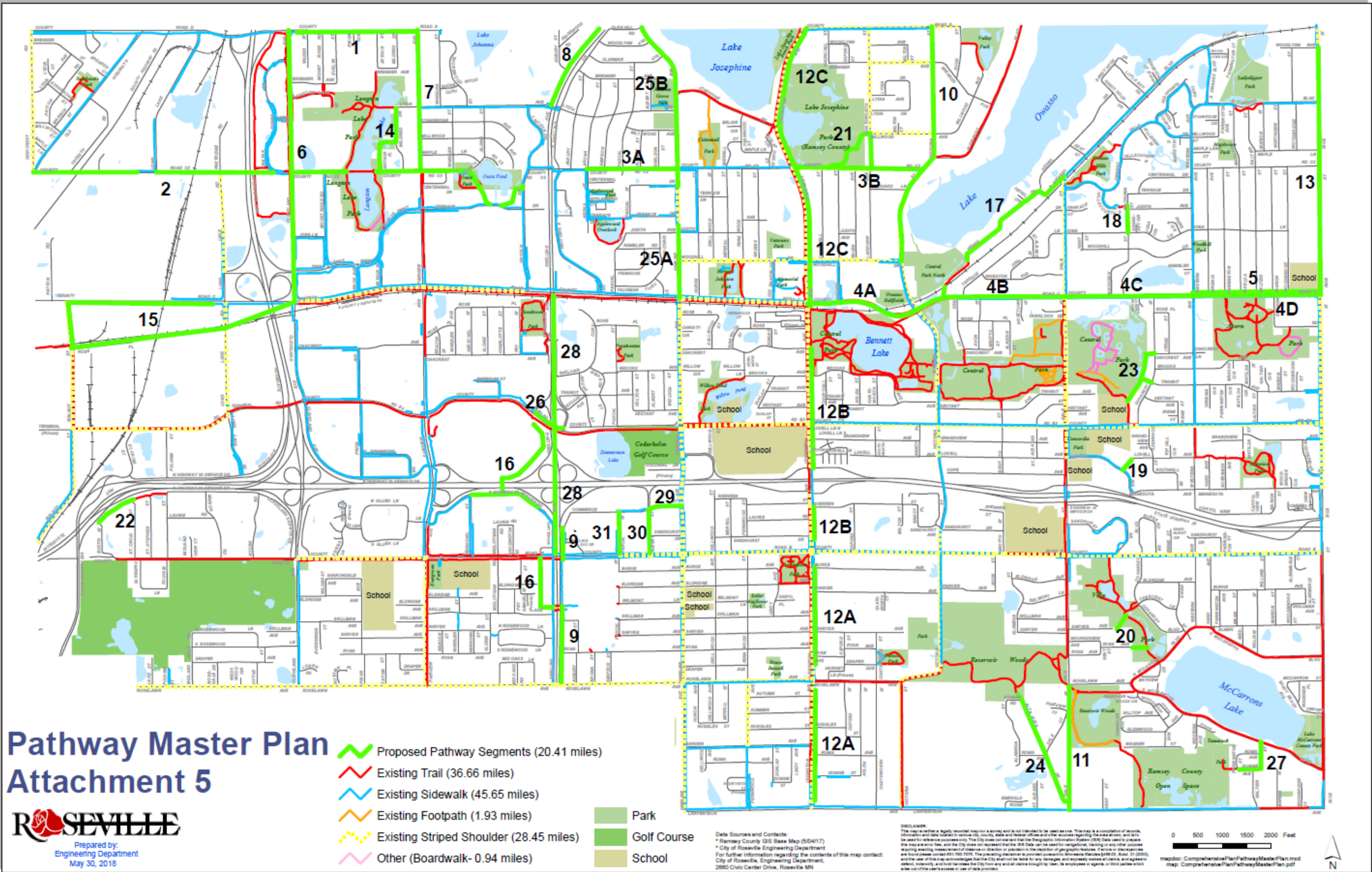
ROSEVILLE 2040
our future together

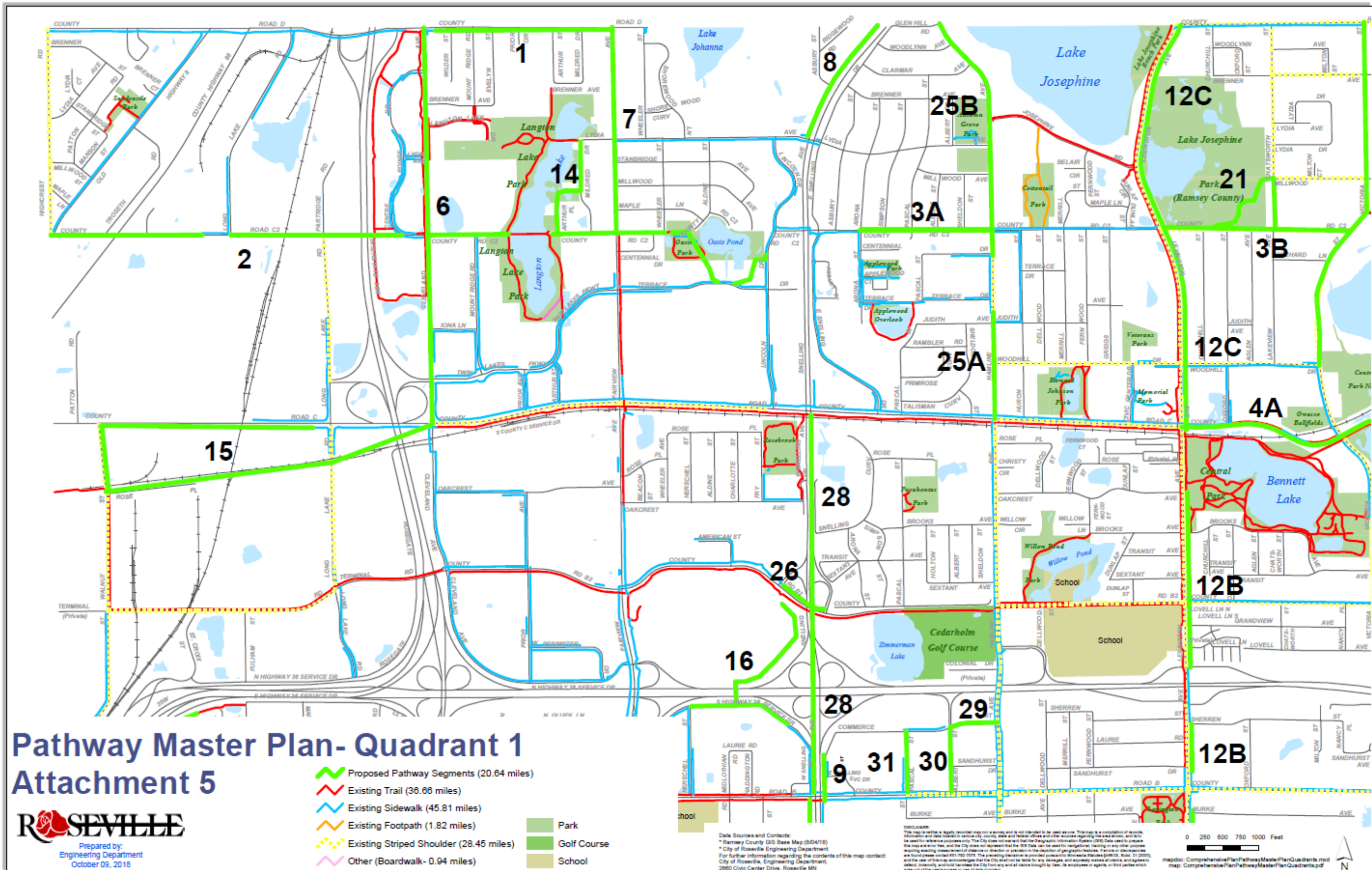
**Roseville Comprehensive Plan
Transit Services
Roseville, MN**

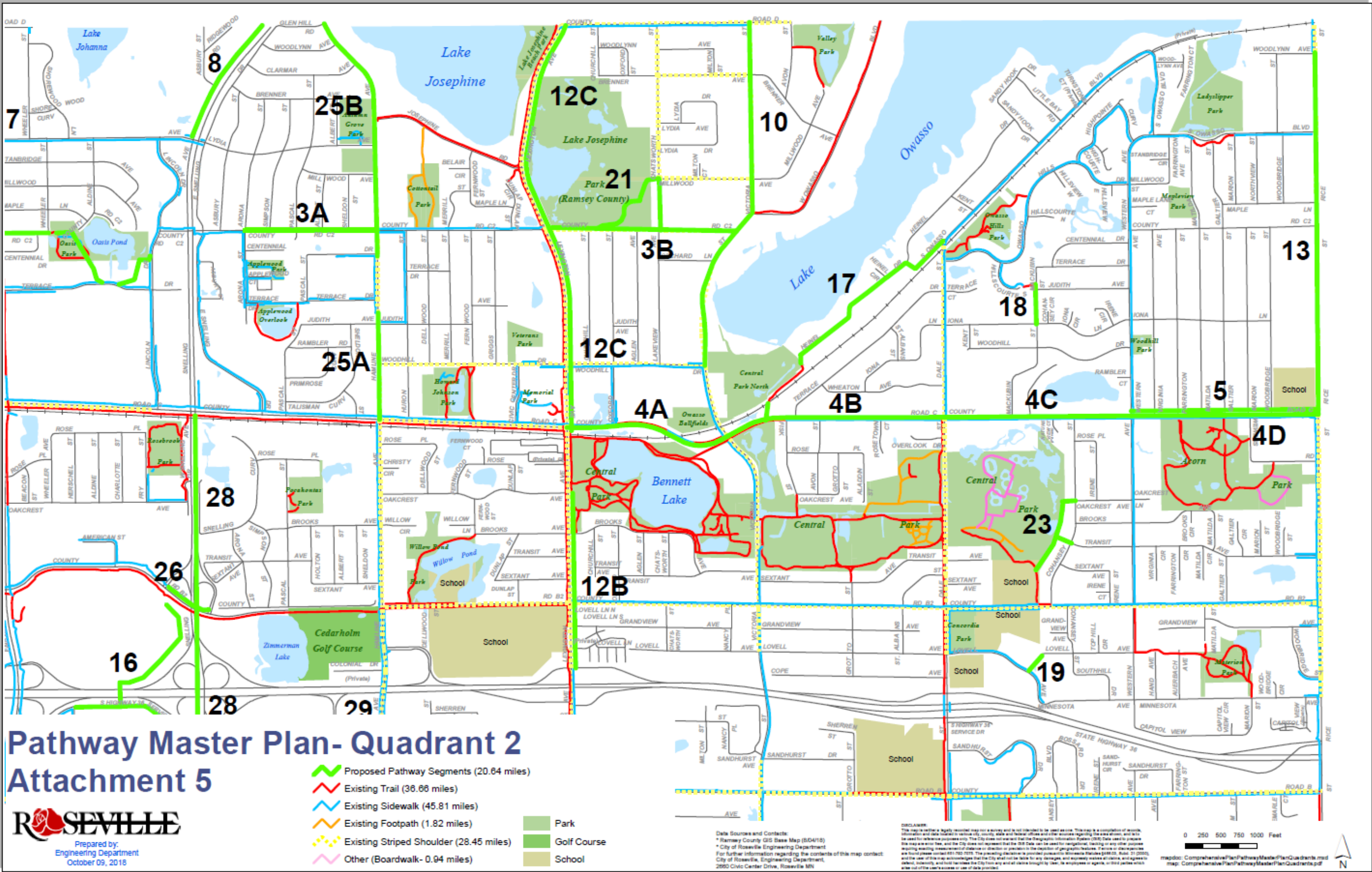
	Rosedale Transit Center	272
	Park and Ride	288
	A-Line BRT Transitway	3
	A-Line BRT Stations	30
	Bus Stop	32
Existing Bus Route		4
	141	61
	223	62
	225	65
	227	68
	250	71
	252	801
	261	83
	262	84
	263	860
	264	87
	270	

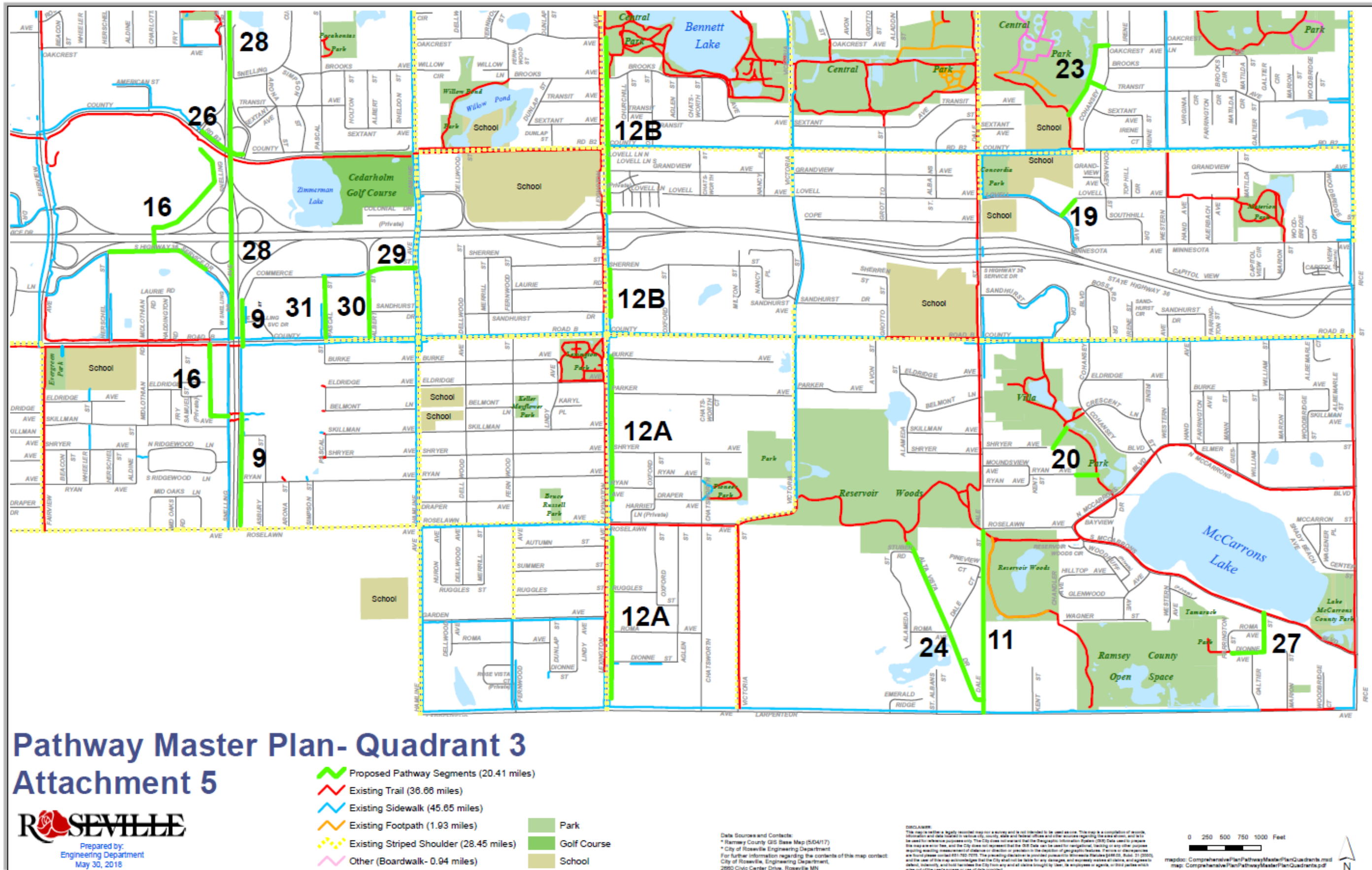


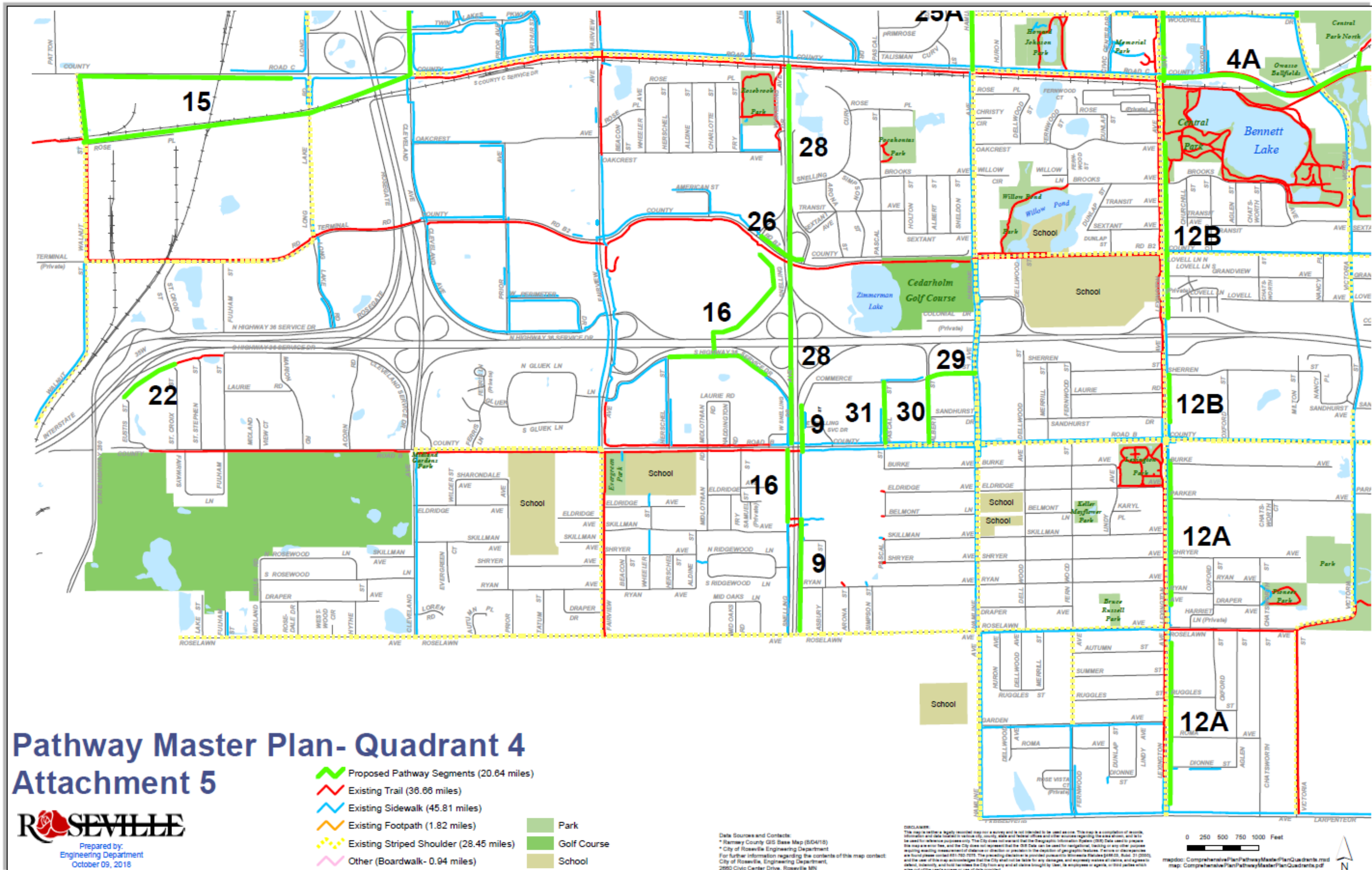






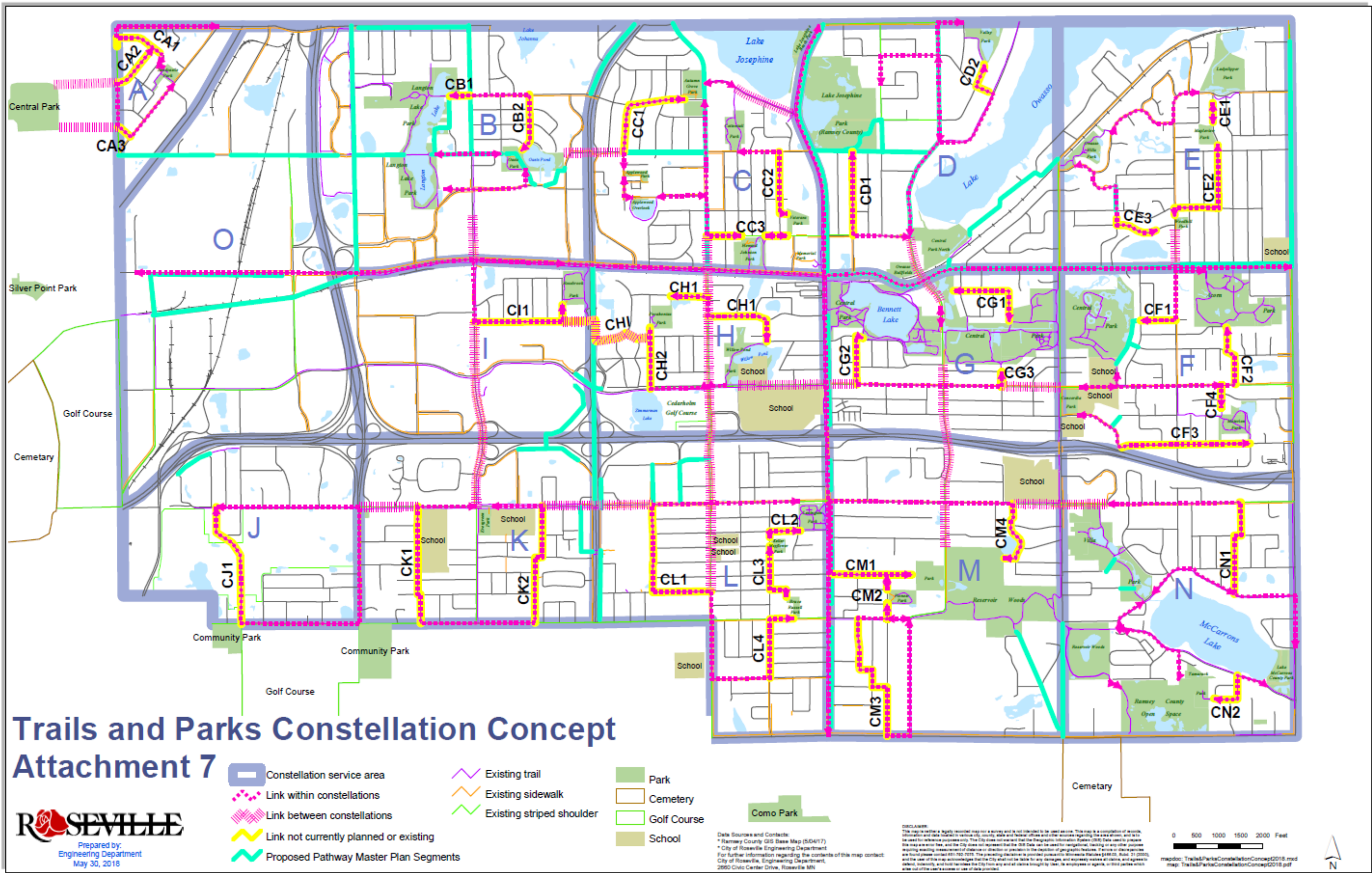






Project Preference List											Attachment 6
Map Ref.	Project Name	Description	Connects Multiple Destinations	Volume Usage - Population	Volume Usage - Employment	Connects to Regional System	Addresses a Gap or Barrier in the Transportation System	Connects to Transit	Connects Highly Density to Transit or Parks	Total Points	Pathway Master Plan and Parks Constellation Plan Rank
Pathway Master Plan Segment on Arterial Roadway with more than 4,000 ADT, with no pathway on either side of the roadway.											
Parks and Recreation Master Plan Constellation Link											
28	Snelling Avenue*	Develop off road pathway between County Road B and County Road C	3	1	3	3	3	3	3	23	1
4A	County Road C (A)	Construct an on-road pathway from Lexington Avenue to Victoria St.	3	1	1	3	4	4	3	23	2
9	Snelling Avenue South of Highway 36	Complete pathways along Snelling Avenue for improved access to A-BRT transit stations.	2	1	3	2	3	4	3	22	3
16	Rosedale to HarMar Connection	A pedestrian bridge across Highway 36 and pathway connection between Rosedale and HarMar Mall.	2	1	1	2	3	6	3	22	3
12C	Lexington Avenue (C)	Complete off-road pathway on the east side of Lexington Avenue from County Road C to County Road D.	4	1	1	3	4	4	3	22	3
12A	Lexington Avenue (A)	Complete off-road pathway on the east side of Lexington Avenue from Larpenteur Avenue to County Road B	3	2	1	3	4	1	3	21	6
12B	Lexington Avenue (B)	Complete off-road pathway on the east side of Lexington Avenue from County Road B to County Road C.	3	1	1	3	4	1	4	19	7
4B	County Road C (B)	Construct an on-road pathway from Victoria St to Dale St.	3	1	0	3	4	1	3	19	7
3A	County Road C-2 (A)	Complete both on- and off-road pathways within the County Road C-2 alignment from Snelling Avenue to Hamline Ave	3	2	1	3	1	1	3	18	9
4C	County Road C (C)	Construct an on-road pathway from Dale St to Western Ave.	4	1	0	3	4	1	3	18	9
4D	County Road C (D)	Complete both on- and off-road pathways within the County Road C alignment from Western Ave to Rice St.	4	1	1	3	4	1	4	18	9
6	Cleveland Avenue	Complete off-road pathway segments between County Road C and County Road D.	3	0	3	2	3	4	2	17	12
13	Rice Street	Complete an off-road pathway from County Road C to the north City boundary.	3	1	1	3	3	1	3	17	12
25A	Hamline Avenue A	An off-road trail from County Road C to County Road C-2.	3	1	1	3	3	1	3	17	12
10	Victoria Street (north of C)	Develop an on- road and off-road pathway from County Road C to County Road D.	6	1	1	2	3	1	2	16	13
CC-3	Constellation Link C3	Develop a constellation link pathway along Woodhill Drive between Hamline Avenue and Civic Center Drive to connect to Howard Johnson Park	3	1	1	2	1	4	2	16	13
2	County Road C-2 West of Snelling	Develop both on-and off-road pathways within the County Road C-2 alignment from the west City Boundary to Snelling Avenue. This corridor would include a pedestrian bridge across I-35W.	2	1	3	2	1	1	3	15	17
8	TH 51 connection to Old Snelling (Arden Hills)	Work with Arden Hills to develop a regional pathway connection along Snelling Avenue to Old Snelling Avenue in Arden Hills connecting Roseville to Mounds View High School, Valentine Hills Elementary School, Bethel College, Lake Johanna Park and County Road E2 commercial businesses.	3	1	1	2	4	1	1	15	17
26	County Road B2 & Snelling*	Install a sidewalk along the north side of CR B2 between the Snelling Ramps.	3	0	1	2	3	6	0	15	17
25B	Hamline Avenue B	An off-road trail from County Road C-2 to County Road D.	3	1	1	3	3	1	3	15	17
3B	County Road C-2 (B)	Complete an off-road pathway within the County Road C-2 alignment from Lexington Ave to Victoria St.	3	1	1	3	1	1	3	15	17
CD-1	Constellation Link D1	Develop a constellation link pathway along Oxford Street between Woodhill Avenue pathway and County Road C2.	3	1	1	2	1	1	4	15	17
27	Tamarack Park Connection*#	Install a pathway connection from South McCarron's Blvd to Tamarack Park.	4	1	0	2	1	1	3	14	23
CC-2	Constellation Link C2	Develop a constellation link pathway along Griggs Street between Veterans Park and County Road C2.	3	1	1	2	1	4	0	14	23
CK-2	Constellation Link K2	Develop a constellation link pathway along Aldine Street/Midlothian Road between Roselawn Pathways and County Road B pathways.	4	1	1	2	1	3	2	14	23
29	Commerce Street*	Develop a pathway connection between Albert St and Hamline Ave	3	1	1	1	1	4	0	13	26
CF-3	Constellation Link F3	Develop a constellation link pathway along Minnesota Avenue between Lovell Avenue pathways and Materion Park.	3	2	1	2	1	1	1	13	26
CI-1	Constellation Link I1	Develop a constellation link pathway along Oakcrest Avenue between Fairview Avenue pathways and Rosebrook Park.	3	1	3	2	1	1	0	13	26
5	County Road C Sidewalk	Construct a sidewalk on the north side of County Road C from Western to Rice Street.	2	1	1	2	3	1	2	12	29
7	Fairview Avenue C (north of B-2)	Development of off-road pathways between County Road C2 and County Road D.	3	1	0	3	3	0	0	12	29
31	Pascal Street*	Develop a pathway connection between County Road B and Commerce Street	3	1	1	1	1	3	0	12	29
CC-1	Constellation Link C1	Develop a constellation link pathway along Arona/Lydia between County Road C2 and Autumn Grove Park.	3	1	0	2	2	1	1	12	29
CF-2	Constellation Link F2	Develop a constellation link pathway along Galtier Street and Matilda Street to connect County Road B2 pathways to Acorn Park.	3	1	2	2	1	1	0	12	29
18	Judith to Iona Connection#	Develop a pathway connection between Judith Ave and Iona Lane.	1	1	0	2	1	1	3	11	34
CA-1	Constellation Link A1	Develop a constellation link pathway along Maple Lane between Highcrest Road pathway and Old Hwy 8 pathway.	3	1	1	2	1	3	0	11	34
CH-1	Constellation Link H1	Develop a constellation link pathway along Oakcrest Avenue and Fernwood Street between Hamline Avenue pathways and Willow Pond Park pathways.	4	1	1	2	1	1	1	11	34
CHI	Constellation Connection H to I	Develop a constellation connection between Constellation H and I across Snelling Avenue between County Road B2 and County Road C.	3	0	0	2	1	3	0	11	34
CN-1	Constellation Link N1	Develop a constellation link pathway along William Street between the pathway on N McCarrons Boulevard and the pathway along County Road B.	2	1	1	2	1	4	0	11	34
1	County Road D	Develop pathway facilities, both on- and off-road, between Cleveland and Fairview Avenue.	3	0	1	2	3	1	0	10	39
11	Dale Street South	The construction of an off-street pathway from Reservoir Woods Park to Larpenteur Avenue.	1	1	0	3	4	1	0	10	39
15	NE Diagonal RR Connection (Walnut to Co Rd C)	Develop a pathway connection between Cleveland Avenue and Walnut Street along County Road C or along the Railroad right-of-way south of County Road C.	2	0	3	3	1	1	0	10	39
19	Lovell to Minnesota Connection	Develop a pathway connection between Lovell Ave and Minnesota Street.	3	1	1	1	1	0	3	10	39
21	Millwood to County Road C2 Link	Develop a pathway connection that creates a link between the corner of Millwood and Chatsworth through the Ramsey County open space to County Road C2.	2	1	1	1	1	1	3	10	39
24	Alta Vista Drive	Develop a pathway connection along Alta Vista Drive between Larpenteur Avenue and Reservoir Woods Park.	1	1	1	3	1	1	2	10	39
30	Albert Street*	Develop a pathway connection between County Road B and Commerce Street	3	1	1	1	1	1	0	10	39
CB-2	Constellation Link B2	Develop a constellation link pathway along Aldine St between Oasis Park and Lydia Avenue pathway.	3	1	1	2	1	0	0	10	39

Project Preference List										Attachment 6	
Map Ref.	Project Name	Description	Connects Multiple Destinations	Volume Usage - Population	Volume Usage - Employment	Connects to Regional System	Addresses a Gap or Barrier in the Transportation System	Connects to Transit	Connects High Density to Transit or Parks	Total Points	Pathway Master Plan and Parks Constellation Plan Rank
Pathway Master Plan Segment on Arterial Roadway with more than 4,000 ADT, with no pathway on either side of the roadway.											
Parks and Recreation Master Plan Constellation Link											
CG-1	Constellation Link G1	Develop a constellation link pathway along Rose Place and Aladdin Street to connect Fisk Street with Central Park (Dale Street Soccer Fields)	5	1	0	2	1	1	0	10	39
CG-2	Constellation Link G2	Develop a constellation link pathway along Oxford Street between County Road B2 pathways and Central Park pathway off Brooks Street.	4	1	1	2	1	1	0	10	39
CH-2	Constellation Link H2	Develop a constellation link pathway along Pascal Street between County Road B2 pathways to Pocahontas Park.	4	1	1	2	1	1	0	10	39
CL-1	Constellation Link L1	Develop a constellation link pathway along Shryer Avenue and the east side of the Har Mar Mall to connect the pathway on Hamline to the pathway of County Road B.	2	1	1	2	1	3	0	10	39
CL-3	Constellation Link L3	Develop a constellation link pathway along Ryan Avenue and Fernwood Street to connect Bruce Russell Park to Keller Mayflower Park.	5	1	0	2	1	1	0	10	39
CM-2	Constellation Link M2	Develop a constellation link pathway along Chatsworth Street between Roselawn and Shryer to connect to Pioneer Park.	5	1	0	2	1	1	0	10	39
CM-4	Constellation Link M4	Develop a constellation link pathway along Alameda Street between Reservoir Woods and the pathways on County Road B.	4	1	1	2	1	1	0	10	39
CN-3	Constellation Link N2	Develop a constellation link pathway along Dionne Avenue and Galtier Street to connect Tamarack Park to the pathway on South McCarrons Boulevard.	5	1	0	2	1	1	0	10	39
23	Cohansey St to HANC Connection	Develop a pathway connection between Cohansey Street and HANC.	3	1	1	1	1	1	1	9	55
CA-2	Constellation Link A2	Develop a constellation link pathway along Lydia Avenue between Highcrest pathway and Brenner Street.	3	1	1	2	1	1	0	9	55
CB-1	Constellation Link B1	Develop a constellation link pathway along County Road C2 between Langton Lake Park and Fairview Avenue pathway.	5	1	0	2	1	0	0	9	55
CE-3	Constellation Link E3	Develop a constellation link pathway along Mackubin Street and Woodhill Drive to connect pathways to Owasso Hills Park to Woodhill Park.	1	1	0	2	1	1	3	9	55
CG-3	Constellation Link G3	Develop a constellation link pathway along Grotto Street between County Road B2 pathways and Central Park Pathways at Sextant Avenue.	4	1	0	2	1	1	0	9	55
CK-1	Constellation Link K1	Develop a constellation link pathway along Prior Avenue between Roselawn pathway and County Road B pathway/Fairview Community Center.	1	1	1	2	1	1	2	9	55
CL-4	Constellation Link L4	Develop a constellation link pathway along Fernwood Street and Roselawn Avenue to connect Garden Avenue pathways to Bruce Russell Park.	3	1	1	2	1	1	0	9	55
CM-1	Constellation Link M1	Develop a constellation link pathway along Shryer Avenue to connect Lexington Park pathways to Pioneer Park.	4	1	0	2	1	1	0	9	55
CM-3	Constellation Link M3	Develop a constellation link pathway along Chatsworth Street, Roma Avenue, Aglen Street, Ruggles Street and Oxford Street to connect the pathway on Victoria Street to the pathway on Roselawn Avenue.	2	1	1	2	1	1	1	9	55
20	Villa Park Connections	Develop a pathway connection from Shryer Ave and from Ryan Ave into Villa Park.	3	1	0	1	1	1	1	8	64
CF-1	Constellation Link F1	Develop a constellation link pathway along Oakcrest Avenue between Cohansey Street and Western Avenue pathway.	2	1	1	2	1	1	0	8	64
CF-4	Constellation Link F4	Develop a constellation link pathway along Matilda Street to connect to Materion Park with County Road B2 pathways.	3	1	1	2	1	0	0	8	64
CL-2	Constellation Link L2	Develop a constellation link pathway along Fernwood Street and Eldridge Avenue to connect Keller Mayflower Park to Lexington Park.	3	1	0	2	1	1	0	8	64
17	Heinel Drive Connection	Develop a pathway connection between S. Owasso Blvd and County Road C along Heinel Drive.	2	1	0	1	1	1	1	7	68
CE-2	Constellation Link E2	Develop a constellation link pathway along Iona Street and Matilda Street to connect Woodhill Park to Mapleview Park.	2	1	0	2	1	1	0	7	68
CJ-1	Constellation Link J1	Develop a constellation link pathway through Midland Hills Golf Course between Roselawn Avenue and County Road B pathway.	1	1	1	2	1	0	1	7	68
14	Langton Lake Loop	Develop a pathway that goes around all of Langton Lake.	4	0	0	1	1	0	0	6	71
22	Eustis to St. Croix Connection	Develop a pathway connection between Eustis Street and St. Croix Street.	1	0	1	1	1	1	1	6	71
CE-1	Constellation Link E1	Develop a constellation link pathway along Matilda Street to connect Mapleview Park to S Owasso Boulevard pathway.	2	1	0	2	1	0	0	6	71
CA-3	Constellation Link A3	Develop a constellation link pathway along Brenner Street/Patton Road between Highcrest Road pathway and Sandcastle Park.	0	0	0	2	1	1	1	5	74
CD-2	Constellation Link D2	Develop a constellation link pathway along Millwood Avenue and Brenne Avenue to connect Valley Park to West Owasso Boulevard pathway.	1	0	0	2	1	1	0	5	74



From: Simon Sperl

Sent: Wednesday, October 18, 2023 8:56 AM

To: Jennifer Lowry <Jennifer.Lowry@cityofroseville.com>; Jesse Freihammer <Jesse.Freihammer@cityofroseville.com>; Maria Sperl <mariajsperl@gmail.com>

Subject: Re: Wagner/Western Trail Connection

Jennifer,

Please include the following:

For the record, I would like an ADA accessible path to help connect residents to the wonderful parks and playgrounds in Roseville. However, there are issues that need to be addressed.

There currently is an issue of people thinking that the Wagner St cul de sac and the N Western Ave cul de sac are connected. It could be due to the orientation of the houses or the design of the driveways on the Wagner St side (including mine) but very often people speed down Wagner St. only to slam on their breaks in our driveways. My concern is that a 8ft wide bituminous path will encourage this unsafe driving.

Years ago a small child was struck by a vehicle in the very spot that this path is being proposed which caused a traumatic brain injury. I have a 3-year-old daughter who loves to play outside. Anything that the city can do to discourage cars/trucks and other large vehicles like four-wheelers from driving between the cul de sacs is very important to me. Things that can be done include large rocks being placed on either side of the path (on both sides of the cul de sac and where our driveway connects to the path), making the path a narrower 6ft wide cement sidewalk, and proper use of fencing. My neighbors and I have asked that Jennifer Lowry to include these safety items in the design but to date (10/18/2023) I have not seen a finished design of the path and our suggestions/concerns were met with broken promises of follow-up from Jennifer. In fact, when I spoke with Jennifer on 10/6/2023 she stated that she has "obviously not spent much time on the design." In her email from yesterday (10/17/2023), Jennifer stated that she "still owe[s] [us] some follow up from our meeting, but any comments you provide can speak to your concerns or support regardless of what I have shown or not shown."

Please, build this path. Just ensure that the reasonable safety measures that I noted above are included in the plan. If these safety concerns are not included in the plan, please ask Jennifer Lowry and Jesse Freihammer to submit a redesign at the following meeting.

You'll be very familiar with these concerns by the time you read them in Jennifer and Jesse's proposal because I will have sent them to the city council email addresses and have spoken to each of you directly.

Thank you,

-Simon

Simon M. Sperl

386 Wagner St.

Roseville, MN 55113

Thank you,

-Simon

From: Dean Reasoner

Sent: Tuesday, October 10, 2023 1:59 PM

To: Jesse Freihammer <Jesse.Freihammer@cityofroseville.com>; Jennifer Lowry <Jennifer.Lowry@cityofroseville.com>

Subject: letter in support of the Tamarack Park and Wagner Pathways

Greetings Jesse and Jennifer,

I live on McCarrons Boulevard near the proposed pathways to Tamarack Park and the Wagner cul-de-sac. Both of these routes are heavily trafficked by pedestrians and cyclists. They provide local access to our nearest playground at Tamarack Park and the dog park in Reservoir Woods. I support these pathway improvement plans as a way to protect our access to local parks and believe that the city plans will increase accessibility to these neighborhood assets. The current pathways are often muddy and/or overgrown and could use improvement. I hope the city council will support both projects.

Best regards,

Dean Reasoner

362 S McCarrons Blvd, Roseville, MN 55113

From: Thomas Reasoner

Sent: Saturday, October 14, 2023 8:06 AM

To: Jesse Freihammer <Jesse.Freihammer@cityofroseville.com>

Subject: Tamarack Park and Wagner Pathways

Dear Mr. Freihammer, PE,

We were delighted to learn that Roseville Public Works staff are recommending to the City Council that they approve funding for the final design of the Tamarack Park and Wagner Pathways. We live nearby both Pathways and often walk them to connect to other pathways/ trails, take our grandchildren to the playground, etc..

It will be wonderful to have the Pathways clearly defined, paved and maintained.

These would complete the missing links in our Pathways and make our neighborhood more accessible for all.

Thanks for the support.

Tom and Bernadette Reasoner

1862 Western Ave. N

Roseville MN

55113

REQUEST FOR COUNCIL ACTION

Date: October 11, 2021

Item No.:

Department Approval



City Manager Approval

Item Description: Pathway Master Plan Amendment

1 **BACKGROUND**

2 As part of the comprehensive plan update in 2018, the City Council, based on extensive work and
3 recommendations from the Public Works, Environment and Transportation (PWET) Commission,
4 updated the Pathway Master Plan. The current version of the plan was adopted by the City Council
5 in October of 2018. Since that time, numerous pathways have been added and some new pathways
6 have been discussed as being added that are not currently in the plan.

7 Attachment A is the current plan that was adopted in 2018.

8 Attachment B includes proposed changes from staff based on what has been constructed since 2018,
9 including pathways which will be constructed in 2021, as well as six new proposed segments to the
10 pathway master plan. The proposed segments are based on feedback from Council and new
11 developments that have occurred or are planned to occur in the future.

12 Staff presented these segments to the PWET Commission in April as an introductory step for the
13 overall process. While no formal vote was taken, the Commission generally agreed with continuing
14 conversations about the six proposed segments.

15 At their July meeting, the PWET Commission received public comment on the proposed pathway
16 segments. The minutes for both the April and July meetings are included in Attachments H and I.
17 The public comment received before the meeting is included in Attachment F. At the conclusion of
18 the item at the July meeting, after much discussion and many questions to staff, the PWET
19 Commission did vote to recommend amending the Pathway Master Plan to include all six of the
20 proposed segments. A brief description of each segment is included below, along with a summary of
21 public comment received for each segment.

22 Included as attachments to this item are:

- 23 • Attachment A: The current Pathway Master Plan approved in 2018.
- 24 • Attachment B: A map showing the Pathway Master Plan pathway segments with the six
25 proposed segments highlighted.
- 26 • Attachment C: Figures depicting the proposed segments. These figures show the proposed
27 new segment for the Pathway Master Plan as well as existing pathways in the area and
28 pathway segments already included in the Pathway Master Plan.
- 29 • Attachment D: Updated Pathway Preference Ranking (from the Pathway Master Plan) with
30 proposed segments scored and listed, highlighted in yellow.
- 31 • Attachment E: Map showing all pathways (sidewalks, trails, and on road facilities) within the
32 City of Roseville.

- Attachment F: Public comments received prior to the July PWET Commission meeting.
- Attachment G: Public comments received between July PWET Commission meeting and City Council meeting.
- Attachment H: Excerpts from April PWET Commission meeting minutes
- Attachment I: Excerpts from July PWET Commission meeting minutes.
- Attachment J: Memo from City Attorney in response to letter from attorney representing residents near the proposed Tamarack Park trail connection.

Brief descriptions of proposed segments in the recommended amendment to the Pathway Master Plan:

- Segment 1 - Eustis Street from County Road B to end of cul-de-sac: This proposed trail segment would connect to a future planned segment already in the Pathway Master Plan that runs between the cul-de-sacs of Eustis Street and St Croix Street (shown in purple on page 1 of Attachment C). This would provide a separated facility that would largely be constructed when the large parcel along the east side of Eustis is developed. We have received comments of concern from residents near the proposed east west trail segment already in the Pathway Master Plan about loss of trees, privacy and areas that they have been maintaining for many years.
- Segment 2 – Fairview Ave west side of roadway from County Road B2 to County Road C2: Currently there are several segments of sidewalk along this stretch of Fairview on the west side. This proposal would fill in the large gaps in between the existing segments. Staff received a comment very early on about adding a segment on the west side of Fairview to make non-motorized travel easier along the entire stretch. We did receive a concern from a resident that lives on Fairview near County Road C2 whose yard and driveway would be impacted by a sidewalk on the west side.
- Segment 3 – Lydia Ave from Snelling Ave to Hamline Ave: In recognition of increasing traffic volumes on Lydia due to access modifications by MnDOT along Snelling Ave, staff recommended this segment for the Pathway Master Plan. We received several comments (some of which are included in the packet – some were quicker phone calls that weren't documented) from residents concerned about impacts to their properties. At this time, staff has not done a comprehensive analysis of the corridor to determine if a pathway is best located on the north or south side of Lydia. That analysis would be done in advance of an actual project.
- Segment 4 – East Snelling Ave Service Drive from County Road C2 to Lydia Ave: Staff received input from residents of the apartment buildings along this frontage road requesting a sidewalk so they can walk to the University of Northwestern or connect to the existing sidewalk south of County Road C2. Given the high-density land uses, connection to the University and transit, this segment scores very high on the preference list. No other comments were received about this segment.
- Segment 5 – Marion Street from Larpenteur Ave to cul-de-sac: This pathway section would connect to the soon to be constructed pathway along the newly developed Enclave at McCarrons Lake. This segment will connect many high-density units with a very diverse population to Lake McCarrons and other destinations. No comments were received on this segment. Unlike the other segments above, this and segment 6 do have potential funding

identified for construction in the near term. Community Development staff has applied for Community Development Block Grant (CDBG) funds to construct this segment as early as 2022.

- Segment 6 – Tamarack Park connection to Western Ave: This proposed pathway segment would provide a paved connection between Tamarack Park and Western Ave. This would be constructed in an existing right-of-way corridor. The segment is also shown to extend north along Western Ave to South McCarrons Boulevard. At this time, staff does not have a proposed design for the north/south portion of the segment. It is possible that an on road facility would be identified here. The east/west segment was going to be constructed in 2020, but staff received significant concerns from the nearby residents, many of which use this right-of-way corridor to access the rear portions of their properties along South McCarrons Boulevard. These residents have hired an attorney to represent them and to try to reach a resolution with the City whereby their current use is not completely terminated. Their attorney has raised several legal questions and challenges to the placement of the proposed pathway in the right-of-way corridor. The attorney's major concerns are laid out in his memo to staff in Attachment G. The City Attorney has drafted a response to the concerns. That is included in Attachment J. This is admittedly a very complex issue revolving around the long-term use of the right-of-way corridor. The frequency and duration of the use has caused a rutted corridor that looks like a rural driveway. Staff has held firm that if a pathway is constructed in this corridor, any vehicular use without notice and a permit from the City is incompatible with the non-motorized modes of travel intended for this pathway. The residents desire some sort of written agreement allowing them some sort of motorized access through this corridor. The City has been unwilling to commit to anything in writing. Staff has looked at somehow constructing a driveway adjacent to the trail, but the in-place wetlands along the corridor make this impossible without significant impact to the wetlands. Further, even without the pathway being constructed here, staff has informed the attorney and some of the residents that the current use cannot be allowed to continue without some sort of improvement along the right-of-way corridor to prevent erosion and other issues. Again, staff has received significant input from the residents in the area with concerns about the pathway construction. We have received two comments in favor of the paved pathway noting access to the closest playground and park to their homes. This pathway would be funded with remaining funds from the Park Renewal Program.

With the exception of segments 5 and 6, the proposed pathway segments are merely lines on paper at this point. Also, segment 1 may get built as part of a new development at the developer's cost. As with all of the other segments in the existing Pathway Master Plan, staff uses this as a reference for desired and planned infrastructure. When funding opportunities arise or large projects are scheduled along the roadways with planned segments, staff then works with adjacent properties on the placement, design and other factors before construction would begin.

FINANCIAL IMPLICATIONS

Approval of the amendments does not obligate the City to any immediate or near-term spending. While two of the six segments either have funding identified (segment 6) or the City has applied for funding (segment 5), and one segment may be constructed by a developer (segment 1), any other costs for the proposed segments would be identified and declared as part of the normal project development process as the segments are designed and ultimately constructed.

120 **STAFF RECOMMENDATION**

121 Staff recommends Council consider the approval of the proposed amendments to the Pathway Master
122 Plan.

123 **REQUESTED COUNCIL ACTION**

124 Consider the approval of the proposed amendments to the Pathway Master Plan. If some or all of the
125 amendments are acceptable, a motion to amend the Pathway Master Plan with the selected segments
126 would be in order.

Prepared by: Marc Culver, Public Works Director
Attachments: A: Pathway Master Plan
B: Pathway Master Plan Map with Amendments
C: Pathway Segment Figures
D: Pathway Preference Ranking
E: Existing Roseville Pathways Map
F: Public Comments: Received prior to July PWET Commission Meeting
G: Public Comments Received after July PWET Commission Meeting
H: Excerpts from April PWET Commission Meeting
I: Excerpts from July PWET Commission Meeting
J: Memo from City Attorney regarding proposed Tamarack Trail connection
K: Presentation

Prepared by:
Engineering Department
May 11, 2021

-  Existing Pathway Master Plan Segments (20.6 miles)
 Proposed New Pathway Master Plan Segments (2.2 miles)
 Completed Pathway Segments Since 2018 (5.2 miles)
 Existing Trail (37.6 miles)
 Existing Sidewalk (43.7 miles)
 Other (Boardwalk- 1.9 miles)
 Existing Striped Shoulder (18.0 miles)
-  Park
 Golf Course
 School

Data Sources and Contacts:
 * Ramsey County GIS Base Map (3/31/21)
 * City of Roseville Engineering Department
 For further information regarding the contents of this map contact:
 City of Roseville, Engineering Department,
 2660 Civic Center Drive, Roseville MN

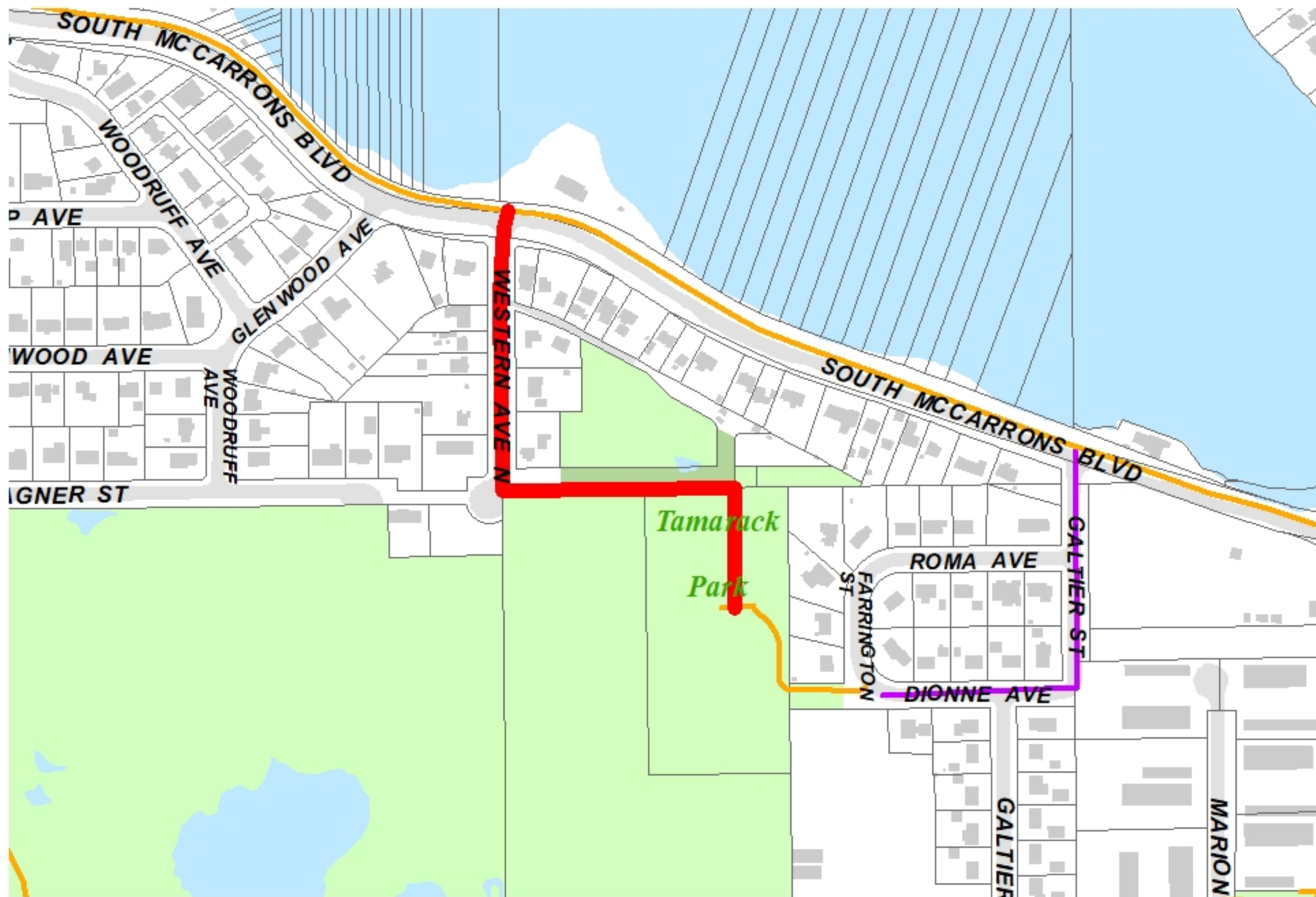
DISCLAIMER:

This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are free from error or omission. The City disclaims all liability for any damages, claims, losses or expenses incurred by anyone 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, Sub. 21 (2008) 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.

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map: ComprehensivePlanPathwayMasterPlan2021Updates.pdf



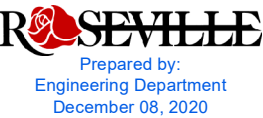
PROPOSED PATHWAY MASTER PLAN SEGMENT

-  Proposed Tamarack Park Connection Pathway
-  Existing Proposed Pathway Master Plan Segment
-  Existing Pathway

Project Preference List											
Thursday, July 1, 2021											
Map Ref.	Project Name	Description	Connects Multiple Destinations	Volume Usage - Population	Volume Usage - Employment	Connects to Regional System	Addresses a Gap or Barrier in the Transportation System	Connects to Transit	Connects High Density to Transit or Parks	Total Points	Pathway Master Plan and Parks Constellation Plan Rank
Pathway Master Plan Segment on Arterial Roadway with more than 4,000 ADT, with no pathway on either side of the roadway.											
Parks and Recreation Master Plan Constellation Link											
28	Snelling Avenue*	Develop off road pathway between County Road B and County Road C	5	1	3	3	5	3	5	25	1
4A	County Road C (A)	Construct an on-road pathway from Lexington Avenue to Victoria St.	5	1	1	3	4	4	5	23	2
9	Snelling Avenue South of Highway 36	Complete pathways along Snelling Avenue for improved access to A-BRT transit stations.	2	1	3	2	5	4	5	22	3
16	Rosedale to HarMar Connection	A pedestrian bridge across Highway 36 and pathway connection between Rosedale and HarMar Mall.	2	1	1	2	5	6	5	22	3
12C	Lexington Avenue (C)	Complete off-road pathway on the east side of Lexington Avenue from County Road C to County Road D.	4	1	1	3	4	4	5	22	3
12A	Lexington Avenue (A)	Complete off-road pathway on the east side of Lexington Avenue from Larpenteur Avenue to County Road B	5	2	1	3	4	1	5	21	6
12B	Lexington Avenue (B)	Complete off-road pathway on the east side of Lexington Avenue from County Road B to County Road C.	5	1	1	3	4	1	4	19	7
4B	County Road C (B)	Construct an on-road pathway from Victoria St to Dale St.	5	1	0	3	4	1	5	19	7
3A	County Road C-2 (A)	Complete both on- and off-road pathways within the County Road C-2 alignment from Snelling Avenue to Hamline Ave	5	2	1	3	1	1	5	18	9
4C	County Road C (C)	Construct an on-road pathway from Dale St to Western Ave.	4	1	0	3	4	1	5	18	9
4D	County Road C (D)	Complete both on- and off-road pathways within the County Road C alignment from Western Ave to Rice St.	4	1	1	3	4	1	4	18	9
6	Cleveland Avenue	Complete off-road pathway segments between County Road C and County Road D.	3	0	3	2	3	4	2	17	12
13	Rice Street	Complete an off-road pathway from County Road C to the north City boundary.	3	1	1	3	3	1	5	17	12
25A	Hamline Avenue A	An off-road trail from County Road C to County Road C-2.	3	1	1	3	3	1	5	17	12
10	Victoria Street (north of C)	Develop an on- road and off-road pathway from County Road C to County Road D.	6	1	1	2	3	1	2	16	15
CC-3	Constellation Link C3	Develop a constellation link pathway along Woodhill Drive between Hamline Avenue and Civic Center Drive to connect to Howard Johnson Park	5	1	1	2	1	4	2	16	15
36	Snelling Service Dr E	Develop an off road pathway along the east side of the East Snelling Service Drive	5	1	2	1	1	1	5	16	15
2	County Road C-2 West of Snelling	Develop both on-and off-road pathways within the County Road C-2 alignment from the west City Boundary to Snelling Avenue. This corridor would include a pedestrian bridge across I-35W.	2	1	3	2	1	1	5	15	18
8	TH 51 connection to Old Snelling (Arden Hills)	Work with Arden Hills to develop a regional pathway connection along Snelling Avenue to Old Snelling Avenue in Arden Hills connecting Roseville to Mounds View High School, Valentine Hills Elementary School, Bethel College, Lake Johanna Park and County Road E2 commercial businesses.	5	1	1	2	4	1	1	15	18
25B	Hamline Avenue B	An off-road trail from County Road C-2 to County Road D.	3	1	1	3	3	1	3	15	18
3B	County Road C-2 (B)	Complete an off-road pathway within the County Road C-2 alignment from Lexington Ave to Victoria St.	3	1	1	3	1	1	5	15	18
CD-1	Constellation Link D1	Develop a constellation link pathway along Oxford Street between Woodhill Avenue pathway and County Road C2.	5	1	1	2	1	1	4	15	18
27	Tamarack Park Connection*#	Install a pathway connection from South McCarron’s Blvd to Tamarack Park.	4	1	0	2	1	1	5	14	23
CC-2	Constellation Link C2	Develop a constellation link pathway along Griggs Street between Veterans Park and County Road C2.	5	1	1	2	1	4	0	14	23
CK-2	Constellation Link K2	Develop a constellation link pathway along Aldine Street/Midlothian Road between Roselawn Pathways and County Road B pathways.	4	1	1	2	1	3	2	14	23
35	Fairview Ave, west side B2 to C2	Develop an off road pathway along the west side of Fairview Avenue from County Road B2 - C2	3	1	3	3	3	1	0	14	23
29	Commerce Street*	Develop a pathway connection between Albert St and Hamline Ave	5	1	1	1	1	4	0	13	27
CF-3	Constellation Link F3	Develop a constellation link pathway along Minnesota Avenue between Lovell Avenue pathways and Materion Park.	5	2	1	2	1	1	1	13	27
CI-1	Constellation Link I1	Develop a constellation link pathway along Oakcrest Avenue between Fairview Avenue pathways and Rosebrook Park.	5	1	3	2	1	1	0	13	27
37	Lydia Avenue	Develop and off road pathway on Lydia Avenue between Snelling Avenue and Hamline Avenue	5	1	1	2	2	1	1	13	27
5	County Road C Sidewalk	Construct a sidewalk on the north side of County Road C from Western to Rice Street.	2	1	1	2	3	1	2	12	31
7	Fairview Avenue C (north of B-2)	Development of off-road pathways between County Road C2 and County Road D.	5	1	0	3	3	0	0	12	31
31	Pascal Street*	Develop a pathway connection between County Road B and Commerce Street	5	1	1	1	1	3	0	12	31
CC-1	Constellation Link C1	Develop a constellation link pathway along Arona/Lydia between County Road C2 and Autumn Grove Park.	5	1	0	2	2	1	1	12	31
CF-2	Constellation Link F2	Develop a constellation link pathway along Galtier Street and Matilda Street to connect County Road B2 pathways to Acorn Park.	5	1	2	2	1	1	0	12	31
18	Judith to Iona Connection#	Develop a pathway connection between Judith Ave and Iona Lane.	1	1	0	2	1	1	5	11	36
CA-1	Constellation Link A1	Develop a constellation link pathway along Maple Lane between Highcrest Road pathway and Old Hwy 8 pathway.	3	1	1	2	1	3	0	11	36
CH-1	Constellation Link H1	Develop a constellation link pathway along Oakcrest Avenue and Fernwood Street between Hamline Avenue pathways and Willow Pond Park pathways.	4	1	1	2	1	1	1	11	36
CHI	Constellation Connection H to I	Develop a constellation connection between Consellation H and I across Snelling Avenue between County Road B2 and County Road C.	5	0	0	2	1	3	0	11	36
CN-1	Constellation Link N1	Develop a constellation link pathway along William Street between the pathway on N McCarrons Boulevard and the pathway along County Road B.	2	1	1	2	1	4	0	11	36
1	County Road D	Develop pathway facilities, both on- and off-road, between Cleveland and Fairview Avenue.	3	0	1	2	3	1	0	10	41
11	Dale Street South	The construction of an off-street pathway from Reservoir Woods Park to Larpenteur Avenue.	1	1	0	3	4	1	0	10	41
19	Lovell to Minnesota Connection	Develop a pathway connection between Lovell Ave and Minnesota Street.	3	1	1	1	1	0	3	10	41
21	Millwood to County Road C2 Link	Develop a pathway connection that creates a link between the corner of Millwood and Chatsworth through the Ramsey County open space to County Road C2.	2	1	1	1	1	1	3	10	41
24	Alta Vista Drive	Develop a pathway connection along Alta Vista Drive between Larpenteur Avenue and Reservoir Woods Park.	1	1	1	3	1	1	2	10	41
30	Albert Street*	Develop a pathway connection between County Road B and Commerce Street	5	1	1	1	1	1	0	10	41
CB-2	Constellation Link B2	Develop a constellation link pathway along Aldine St between Oasis Park and Lydia Avenue pathway.	5	1	1	2	1	0	0	10	41
CG-1	Constellation Link G1	Develop a constellation link pathway along Rose Place and Aladdin Street to connect Fisk Street with Central Park (Dale Street Soccer Fields)	5	1	0	2	1	1	0	10	41
CG-2	Constellation Link G2	Develop a constellation link pathway along Oxford Street between County Road B2 pathways and Central Park pathway off Brooks Street.	4	1	1	2	1	1	0	10	41
CH-2	Constellation Link H2	Develop a constellation link pathway along Pascal Street between County Road B2 pathways to Pocahontas Park.	4	1	1	2	1	1	0	10	41
CL-1	Constellation Link L1	Develop a constellation link pathway along Shryer Avenue and the east side of the Har Mar Mall to connect the pathway on Hamline to the pathway of County Road B.	2	1	1	2	1	3	0	10	41
CL-3	Constellation Link L3	Develop a constellation link pathway along Ryan Avenue and Fernwood Street to connect Bruce Russell Park to Keller Mayflower Park.	5	1	0	2	1	1	0	10	41
CM-2	Constellation Link M2	Develop a constellation link pathway along Chatsworth Street between Roselawn and Shryer to connect to Pioneer Park.	5	1	0	2	1	1	0	10	41
CM-4	Constellation Link M4	Develop a constellation link pathway along Alameda Street between Reservoir Woods and the pathways on County Road B.	4	1	1	2	1	1	0	10	41
CN-3	Constellation Link N2	Develop a constellation link pathway along Dionne Avenue and Galtier Street to connect Tamarack Park to the pathway on South McCarrons Boulevard.	5	1	0	2	1	1	0	10	41
34	Marion Street	Develop an off road pathway along Marion Street from Larpentuer Avenue to the cul-de-sac	3	0	1	1	1	1	3	10	41

Project Preference List											
Thursday, July 1, 2021											
Map Ref.	Project Name	Description	Connects Multiple Destinations	Volume Usage - Population	Volume Usage - Employment	Connects to Regional System	Addresses a Gap or Barrier in the Transportation System	Connects to Transit	Connects Highly Density to Transit or Parks	Total Points	Pathway Master Plan and Parks Constellation Plan Rank
23	Cohansey St to HANC Connection	Develop a pathway connection between Cohansey Street and HANC.	3	1	1	1	1	1	1	9	57
CA-2	Constellation Link A2	Develop a constellation link pathway along Lydia Avenue between Highcrest pathway and Brenner Street.	3	1	1	2	1	1	0	9	57
CB-1	Constellation Link B1	Develop a constellation link pathway along County Road C2 between Langton Lake Park and Fairview Avenue pathway.	5	1	0	2	1	0	0	9	57
CE-3	Constellation Link E3	Develop a constellation link pathway along Mackubin Street and Woodhill Drive to connect pathways to Owasso Hills Park to Woodhill Park.	1	1	0	2	1	1	3	9	57
CG-3	Constellation Link G3	Develop a constellation link pathway along Grotto Street between County Road B2 pathways and Central Park Pathways at Sextant Avenue.	4	1	0	2	1	1	0	9	57
CK-1	Constellation Link K1	Develop a constellation link pathway along Prior Avenue between Roselawn pathway and County Road B pathway/Fairview Community Center.	1	1	1	2	1	1	2	9	57
CL-4	Constellation Link L4	Develop a constellation link pathway along Fernwood Street and Roselawn Avenue to connect Garden Avenue pathways to Bruce Russell Park.	3	1	1	2	1	1	0	9	57
CM-1	Constellation Link M1	Develop a constellation link pathway along Shryer Avenue to connect Lexington Park pathways to Pioneer Park.	4	1	0	2	1	1	0	9	57
CM-3	Constellation Link M3	Develop a constellation link pathway along Chatsworth Street, Roma Avenue, Aglen Street, Ruggles Street and Oxford Street to connect the pathway on Victoria Street to the pathway on Roselawn Avenue.	2	1	1	2	1	1	1	9	57
33	Tamarack Park	Develep a pathway from Western Avenue into Tamarack Park	3	1	1	2	1	0	1	9	57
20	Villa Park Connections	Develop a pathway connection from Shryer Ave and from Ryan Ave into Villa Park.	3	1	0	1	1	1	1	8	67
CF-1	Constellation Link F1	Develop a constellation link pathway along Oakcrest Avenue between Cohansey Street and Western Avenue pathway.	2	1	1	2	1	1	0	8	67
CF-4	Constellation Link F4	Develop a constellation link pathway along Matilda Street to connec to Materion Park with County Road B2 pathways.	3	1	1	2	1	0	0	8	67
CL-2	Constellation Link L2	Develop a constellation link pathway along Fernwood Street and Eldridge Avenue to connect Keller Mayflower Park to Lexington Park.	3	1	0	2	1	1	0	8	67
17	Heinel Drive Connection	Develop a pathway connection between S. Owasso Blvd and County Road C along Heinel Drive.	2	1	0	1	1	1	1	7	71
CE-2	Constellation Link E2	Develop a constellation link pathway along Iona Street and Matilda Street to connect Woodhill Park to Mapleview Park.	2	1	0	2	1	1	0	7	71
CJ-1	Constellation Link J1	Develop a constellation link pathway through Midland Hills Golf Course between Roselawn Avenue and County Road B pathway.	1	1	1	2	1	0	1	7	71

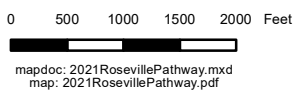
Roseville Pathways



- Trail (37.6 miles)
 - Sidewalk (43.7 miles)
 - Boardwalk (0.8 miles)
 - Bridge (0.05 miles, 8 bridges)
 - Park Asset (1.7 miles)
 - Other- Aglime, Woodchips, Turf (1.0 miles)
 - Striped Shoulder (18.0 miles)
 - Pathway Crossing (6.3 miles)
- Total Mileage: 109.3 mileage

Data Sources and Contacts:
* Ramsey County GIS Base Map (11/03/20)
* City of Roseville Engineering Department
For further information regarding the contents of this map contact:
City of Roseville, Engineering Department,
2660 Civic Center Drive, Roseville MN

DISCLAIMER:
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PUBLIC WORKS, ENVIRONMENT AND TRANSPORTATION COMMISSION

PATHWAY MASTER PLAN AMENDMENT

July 27, 2021

Public Comments Received Prior to Meeting

From: Matt Anderson**Sent:** Thursday, May 13, 2021 2:40 PM**To:** Joe Wozniak**Cc:** Karen Huiett**Subject:** Pathway Plan and McCarron's Blvd Residents

Joe and Karen,

I am emailing you as the listed Chair and Vice Chair of the Public Works, Environment & Transportation Commission. I gave a presentation regarding why certain homeowners were against the plan to put a paved pathway through the wetlands behind their houses leading to Tamarack Park.

I am emailing you to clarify one piece of information for the commission. I've gone back and watched the video of the meeting from April 27 and realized that there was a statement that there is no way to access the park from the west side unless this pathway were to be installed. I want it to be perfectly clear to the commission members that nothing currently prohibits anyone from accessing the park through the path as it currently exists. It just isn't paved. It is a dirt path. The status quo would be that people can walk the current dirt path to the park, rather than a paved one.

Thank you for your time and the work you do.

Best,

Matt Anderson

Summary of Phone Conversation with Sean Emery - July 19th

Re: New Segment by Tamarack Park

It cuts off access to the back of properties on S McCarrons Blvd, there's no other way to get to back of the homes. He's not sure why portions of pathways are paved and some are not. Wants to suggest boardwalk through end of Wagner up to tamarack – reduces street crossings, driveway crossings, and would be a more beautiful walk, more direct.

From: James Arcand
Sent: Friday, June 11, 2021 6:36 AM
To: Jesse Freihammer
Subject: Master plan paths

Caution: This email originated outside our organization; please use caution.

Hi Jesse,

I live on the west side of Snelling just north of Lydia in a closed neighborhood with no outside public paths or walkways. Please remember these Roseville neighborhoods with kids who have no access but busy Snelling to walk/bike on when trying to escape this neighborhood and explore Roseville.

Thank you.

Summary of Phone Conversation with Madeline Mohler - July 9th

Opposed – Lydia

Tree loss, loss of yard. Impacts to property value.

Asked about funding. Jesse Freihammer indicated no assessments per city policy.

Jesse Freihammer indicated this is just a plan and that if funding was made available, additional neighborhood input about design would take place then.

Summary of Phone Voicemail from Andrew Montain, 286 South McCarrons Blvd - July 6th

He is against the Tamarack pathway along Western Ave. He said it is not a practical route. It is too steep. It would disrupt the nice wetland and add too much pavement. If this was added, more people would cut through his property to get to the new pathway.

From: Will Defiel
Sent: Friday, July 16, 2021 10:42 AM
To: Jesse Freihammer
Subject: Proposed Tamarack Segment Opposition

Hello Jesse,

It's been a while since we last spoke about the easement vacation behind my house at 326 S McCarrons Blvd. I hope you are well.

As you may be aware, there has been a lot of opposition to the Proposed Tamarack Segment of the updated Master Plan. Last year, all of the neighbors that use this road to access their back yards met with members of the city and parks depts. Our main goal has been to maintain vehicle access to our homes via the existing road (which Parks is proposing to turn into a non-motorized pathway). When we

could not reach an agreement with the city, we hired an attorney, Matt Anderson of Anderson Law Group, PLLC, to represent our claim to the use of the road.

This email is meant to reiterate that we (residents along the proposed pathway) are still opposed to this Proposed Tamarack Segment, as currently outlined in the Master Plan.

Our attorney is planning on attending the July 27th meeting, and will be voicing our concerns at that time, but we wanted to make sure that there was direct opposition from the residents affected as well. Please pass this email along to the Parks Dept and City Council.

Thank you,

Will Defiel

From: [Lisa](#)

Sent: Monday, July 26, 2021 8:42 AM

To: joesvillemn@hotmail.com; jarrodcicha@gmail.com; bjficek@yahoo.com; joyce082@umn.edu; misra.stenquist@prodigy.net; shanespencer_42@yahoo.com

Cc: [Matt Anderson](#); [Ann Tran](#); [Sean Emery](#); [Joe Linn](#); [Jody Lulich](#); [Will Defiel](#); [Benjamin Olsen](#)

Subject: Proposed Changes to Tamarack Park Pathway

Thank you for this opportunity to voice our concern over the impact the proposed changes to the Tamarack pathway will have on our lives. This change will be discussed at Tuesday's meeting. Please forward this to any of the members that we may have inadvertently missed.

Our names are Lisa and Dave Booms and we moved to 300 McCarrons Blvd S in 1995. At that time, it was our understanding from the neighbors and the seller that the alley behind our home was one that had been in use since the 1940s (as illustrated by attached aerial photos from the University of MN from 1940s and 1950s). We used it to park the 24 foot moving van we needed to unload all of our possessions on moving day. We did so because the access from our garage to the front door of our home has 38 stairs – we just counted them again.

Since then, we've used the alley on a semi-regular basis for many things including:

1. Construction materials for contractors and DIY. Most recently, for roofing materials this summer.
2. Large purchases such as furniture, appliances, etc.
3. Groceries.
4. Boat storage.
5. Elderly family members who are not able to walk the steps.
6. Transporting each other when injuries made walking up the 38 steps difficult and dangerous. An ambulance once took one of us to the hospital via stretcher.

7. In addition, our utilities are accessed from the back of the house including electricity, internet and phone lines.

Much of the day to day routines of our lives are conducted by the alleyway as are our neighbors. To not have that access would severely limit and inconvenience us all but most particularly our property as we have the most difficult access in the front with our 38 stairs.

As you can see, we utilize the alley quite regularly and we can honestly say that we very rarely encounter anyone walking on it so we are surprised that this small alley seems to be such a high priority to the city. Indeed, the "pathway access" to it from South McCarrons Blvd is not a real pathway, it's the street. There is no pathway or sidewalk at all on Western Ave.

City employees have told us that once the new walkway is in place, we will have severely limited access (once or twice a year at the most) at best and cannot even guarantee that for us. We would be expected to contact the city to request a date and time to drive on it well in advance and wait for them to either accept or deny our request. They will not put even that small concession in writing so it is possible that, in the future, even that access could be denied or disavowed. In that case, we would then be forced to bring heavy items up the 38 stairs. We do not know how we would transport ailing or elderly family member up the stairs for visits and holidays.

Many of the neighbors along the alley have, therefore, chosen to retain a lawyer to help communicate and plead our case for continuing to allow the freedom of access that many of us have had for decades. We are leaving it to him to communicate our legal reasoning. This email's primary purpose is to tell you about the personal impacts to the lives of the Booms.

It is our hope that we can come to a reasonable agreement about the use of the alley so that we all can continue to bring heavy or cumbersome loads, ailing family members, etc. to our homes.

Sincerely,

Lisa and Dave Booms
300 S. McCarrons Blvd
Roseville MN 55113

From: [Joe Linn](#)

Sent: Tuesday, July 27, 2021 12:17 PM

To: [Lisa](#)

Cc: joesvillemn@hotmail.com; jarrodciha@gmail.com; bjficck@yahoo.com; joyce082@umn.edu; misra.stenquist@prodigy.net; shanespencer_42@yahoo.com; [Matt Anderson](#); [Ann Tran](#); [Sean Emery](#); [Jody Lulich](#); [Will Defiel](#); [Benjamin Olsen](#); [James Carpender](#)

Subject: Re: Proposed Changes to Tamarack Park Pathway

We won't be able to be at tonight's meeting so we're letting you know our concerns about the proposal to take away the road that provides access to our homes.

We have lived and paid taxes at 318 S McCarrons for 25 years. During that time, like all of our neighbors we have relied on the road behind our house. The road has been there since the 1940s and provides the only access to the living level of our homes.

The homes on this section of S McCarrons are built on a steep grade and the existing road provides the only way to move large items in and out of our homes or to get construction equipment to the back of our homes. Let me repeat, because of the steep slope, there is no other access.

We have used the road to move large furniture in and out of our homes. We have done multiple remodels on our home and have relied on the road to provide access for construction equipment. When we have had tree work done, that is how they got the equipment in and the dead wood out.

Other neighbors rely on the road to allow them to bring their boats and campers behind their homes. We have all used the road to bring elderly and disabled guests to our homes.

As we get older, that road will allow us to continue living in our home. And when the time comes to leave, it will provide the only possible way to move large items like a grand piano out of our home.

Your proposed project will pave through a wetland that provides a nesting area for waterfowl.

I hope you will consider the unanimous opposition by every household that would be hurt by this project and not close this necessary road.

Joe Linn and Jody Lulich



ANDERSON LAW GROUP PLLC
1010 DALE ST., ST. PAUL, MN 55117

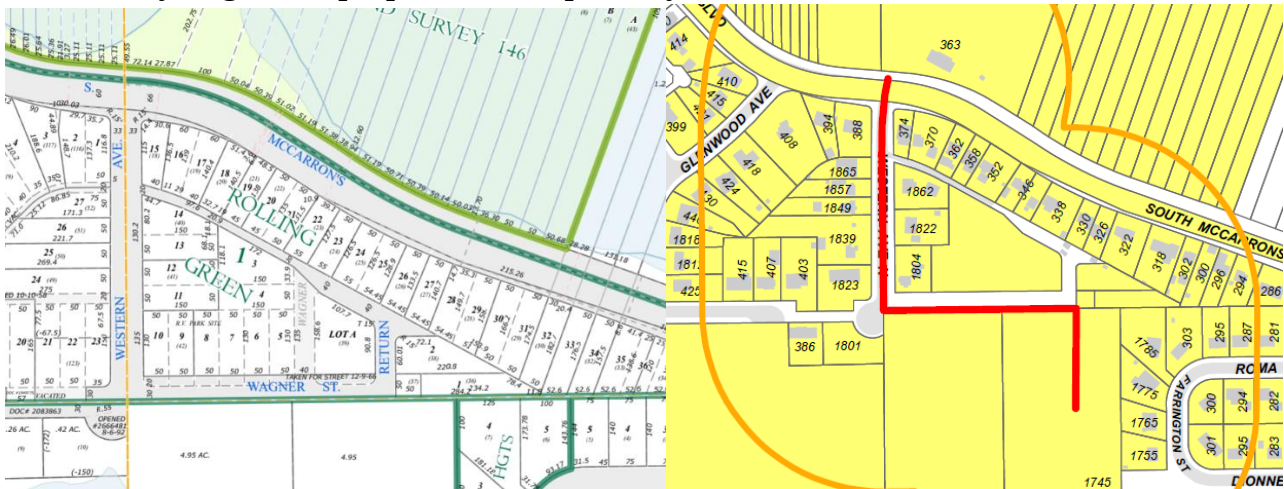
Joe Wozniak
Roseville Public Works Department
via email joesvillemn@hotmail.com

Mark Gaughan
via email [REDACTED]

Mr. Wozniak,

I am writing to discuss opposition to the Tamarack Park Connection Proposed Pathway. I gave a Power Point presentation at the April meeting, and will not rehash what I have already raised as concerns. However, there are certain aspects I want to elaborate upon.

A. The area in question is designated as a street according to the Ramsey County Parcel Map and the City Engineer's proposal for the pathway.



The area being proposed as a pathway is clearly Wagner Street. This is important for two major reasons. First, it defines the City's authority to make improvements on it. Second, it demonstrates the residents' reliance on the street.

1. A Municipality lacks authority to turn a Street into a Pathway.

In Minnesota, a municipality cannot act without express authority from the state. *See Harstad v. City of Woodbury*, 916 N.W.2d 540, 545 (Minn. 2018). A municipality's authority regarding street improvements and maintenance is limited by Minnesota Statutes. Specifically, Minn. Stat. § 429.021, subd. 1(1) permits a city to "acquire, open, and widen any street" or to improve a street by "constructing, reconstructing, or maintaining sidewalks, [and] pavements. . . ." The statute is clear: a municipality can add a pathway to an existing street, but has no authority to replace an existing street with a sidewalk. Thus, Roseville does not have the authority to what it is proposing to do regarding the Tamarack Park Connection Proposed Pathway.

In fact, when a municipality acquires "land for a limited public purpose, the land reverts back to the fee owner if the property is no longer used for the public purpose." *Wolfson v. City of St. Paul*,

535 N.W.2d 384, 387 (Minn. App. 1995). In the *Wolfson* case, St. Paul tried to turn public parking lot into a right-hand turn lane. The Court ruled it lacked authority to do so, and as a result of its attempts, the ownership of the parking lot reverted back to the old owners.

Roseville is attempting the same thing St. Paul was not allowed to do: take a public right-of-way specifically meant for one purpose and turn it into something else entirely. Roseville has no authority to do so.

2. People have long relied on the street to access their property.

For my clients, this street is their *only vehicle access to the back of their property*. They have used this street for unloading groceries, unpacking after trips, vehicle storage, accessing lawn clipping and leaf bags, hauling gardening supplies, etc. One client has used this street since before Roseville was incorporated as a City. Some have health and mobility issues, and this street gives them their only realistic chance to access the back yard.

Furthermore, a closer look at the maps above and you will see that there are three properties completely isolated with the *only access* via Wagner Street. Two of those properties are owned by Roseville, and have the designated address of 0 Wagner Street. One property is owned by two of my clients, and is also designated as 0 Wagner Street. If this Street were to be turned into a Pathway, my clients will *completely* lose the ability to access their property by vehicle.

B. The negatives outweigh any potential benefit.

The neighborhood is very much opposed to the project. I represent the owners of eight homes that will overlook this pathway. All of them vehemently opposed to the project. This Commission has so far heard from one other citizen on this project who was also vehemently opposed.

The potential environmental degradation is a massive risk. I highlighted the environmental degradation such pathway would cause, running directly through a designated wetland. This wetland was one of only two in the entire Capital Region Watershed District to score in the “moderate” zone for plant life and macroinvertebrate in a recent CRWD study. (See attachments). The pathway proposed by Roseville runs the risk of knocking the wetland into the “poor” category by replacing plant life, natural vegetation, native soil, and healthy wetland with Class 5 and asphalt, displacing habitat for wildlife such as migratory birds.

Yet, there remains little reason for adding this pathway. There already is access to this park, and this exact route is already open for the public to use. There is no benefit to disrupting the status quo.

Dated: July 23, 2021

Anderson Law Group PLLC

/s/ Matthew Anderson

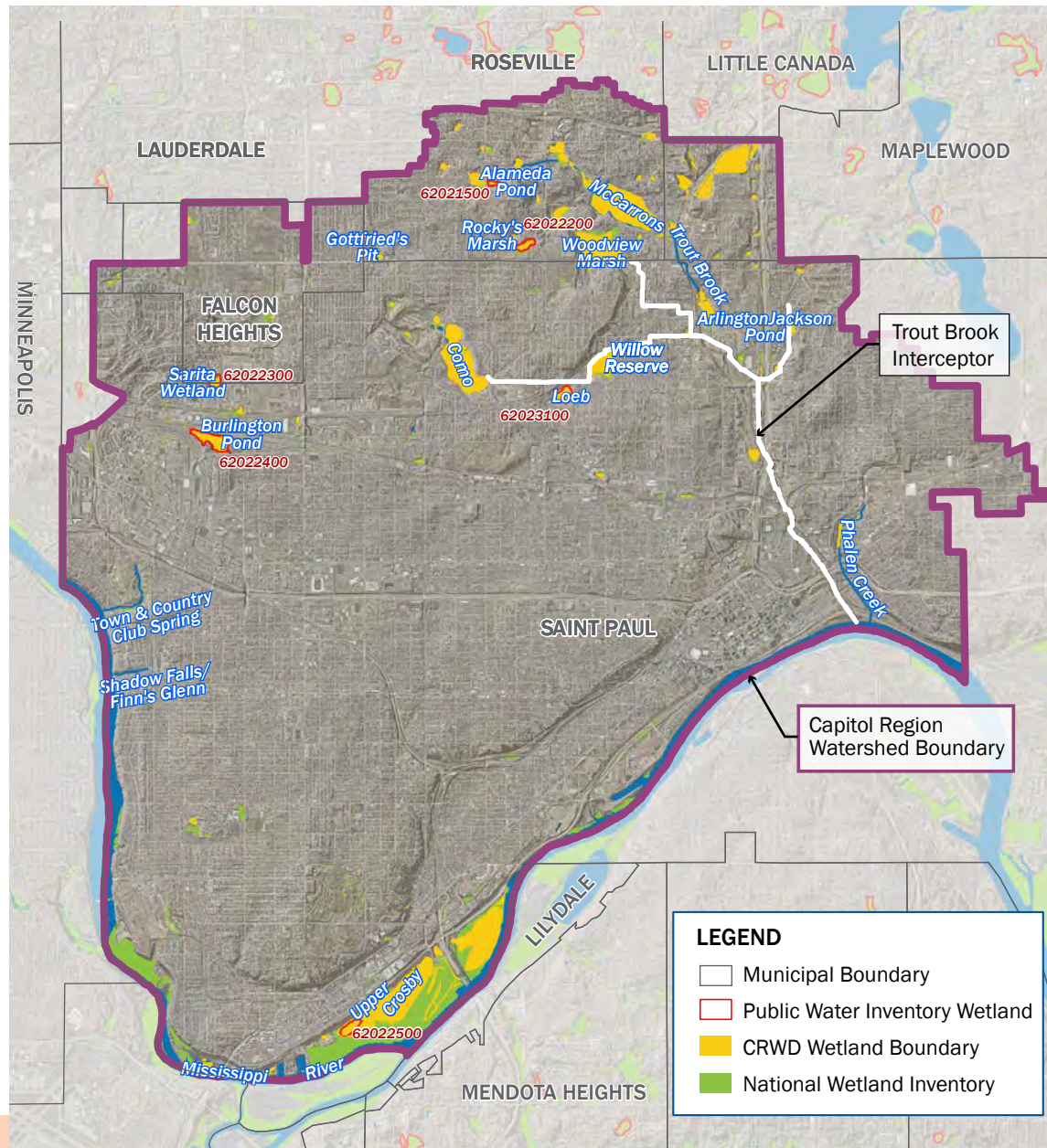
By: Matthew E. Anderson (ID#: 0397364)

1010 Dale St. N.

St. Paul, MN 55117

[REDACTED]

Email: [REDACTED]



and water retention benefits that these natural areas provide. The District has inventoried and continues to monitor wetlands within its jurisdiction (see [Figure 2-9](#) and [Appendix A](#)). Results from wetland monitoring performed from 2007-2014 generally indicate that the District contains wetlands of “poor” to “moderate” quality based on indices of biological integrity (IBIs) of the macroinvertebrate and plant communities ([CRWD, 2016](#)). None of the wetlands surveyed in the District scored in the “excellent” category for either IBI assessment. The low levels of species diversity and robustness observed in District wetlands are likely due to watershed stressors introduced by the surrounding land uses, stormwater inputs, and the lack of habitat connectivity ([CRWD, 2016](#)). [Arlington-Jackson wetland and Woodview Marsh](#) were the only wetlands that scored in the “moderate” condition category for both plant and macroinvertebrate IBIs historical average scores ([CRWD, 2016](#)). The District’s 2010 Wetland Management Strategy (see [Appendix F](#)) includes the identification, evaluation, and prioritization of potential wetland restoration and enhancement projects. This analysis will be updated based on wetland monitoring data and natural resource inventories to plan District actions during the life of this Plan.

The District has also inventoried and mapped historic water resources (see [Figure 2-10](#)). The location of historic resources is useful for

Figure 2-9: District Wetlands

22 WOODVIEW MARSH

22.1 BACKGROUND

Woodview Marsh is a large wetland that is bounded on the southern edge by Larpenteur Avenue in between Dale and Rice Street, and located southeast of Lake McCarrons (Figure 22-1). It is located within Tamarack Park in Roseville MN, and most of the open water portion of the wetland is surround by tree cover (Figure 22-2). Surrounding land use is primarily residential and green space. Woodview Marsh was monitored for macroinvertebrates and plants in 2007 and 2013 (Table 22-1).

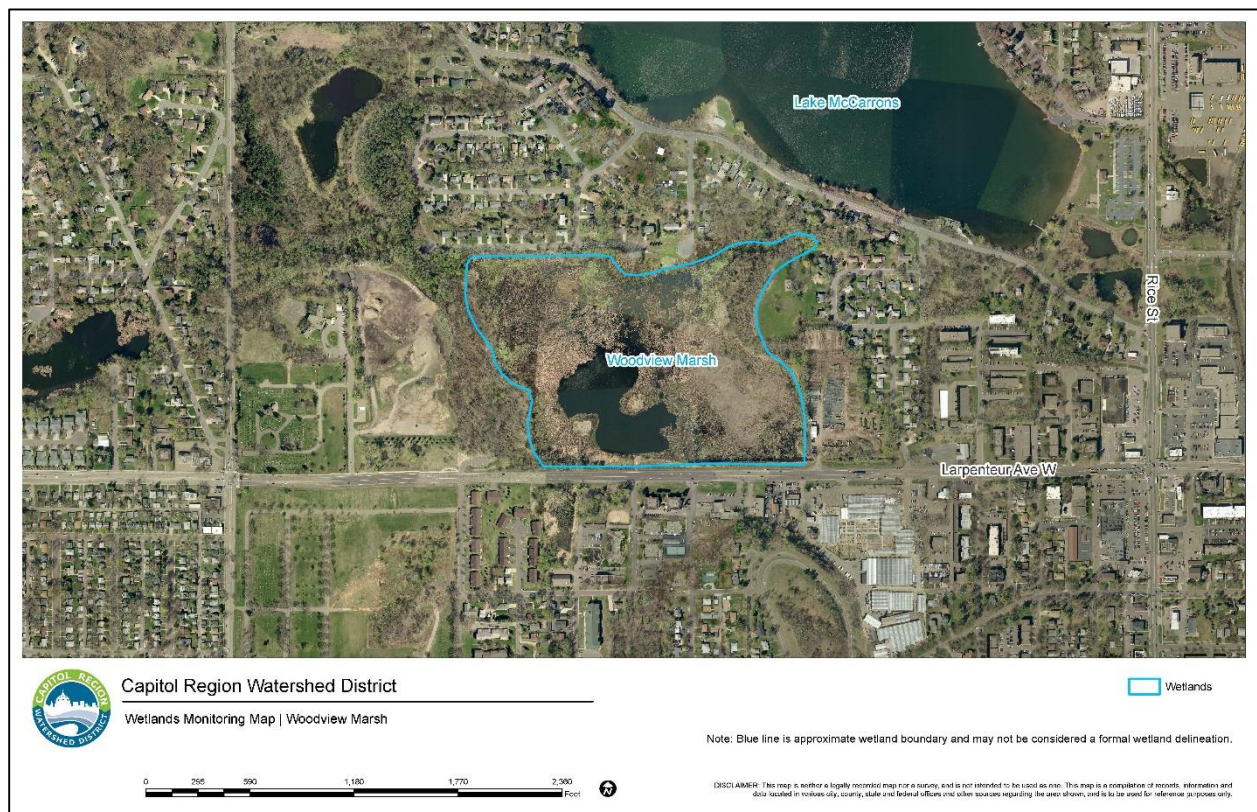


Figure 22-1: Map of Woodview Marsh.



Figure 22-2: View of northeastern shore of Woodview Marsh.

Table 22-1: Dates monitored for Woodview Marsh (2007, 2013).

Year Monitored	Macroinvertebrate Date	Plant Date
2007	6/22	8/1
2013	7/24	7/29

22.2 RESULTS

The macroinvertebrate IBI score of 28 for Woodview Marsh in 2007 places this wetland in the mid-range of the moderate condition category (Figure 22-3). The score drops to the poor condition in 2013 with a score of 22. The major drivers behind this drop in score were a decrease in total invertebrate taxa, odonatan taxa and taxa within the ETSD metric (Table 22-2). Also contributing to this drop in score was an increase in Corixidae specimens observed. Interestingly, during this same time period, the number of chironomid genera increased which increased this metric score.

The plant IBI score of 26 also places the wetland in the moderate condition category, but contrary to the macroinvertebrate trend, the plant IBI increases between 2007 and 2013 to a score of 34 (Figure 22-3). This is caused by an increase in vascular genera and aquatic guild species, as well as a decrease in the proportion of the dominant three taxa and persistent litter (Table 22-3).

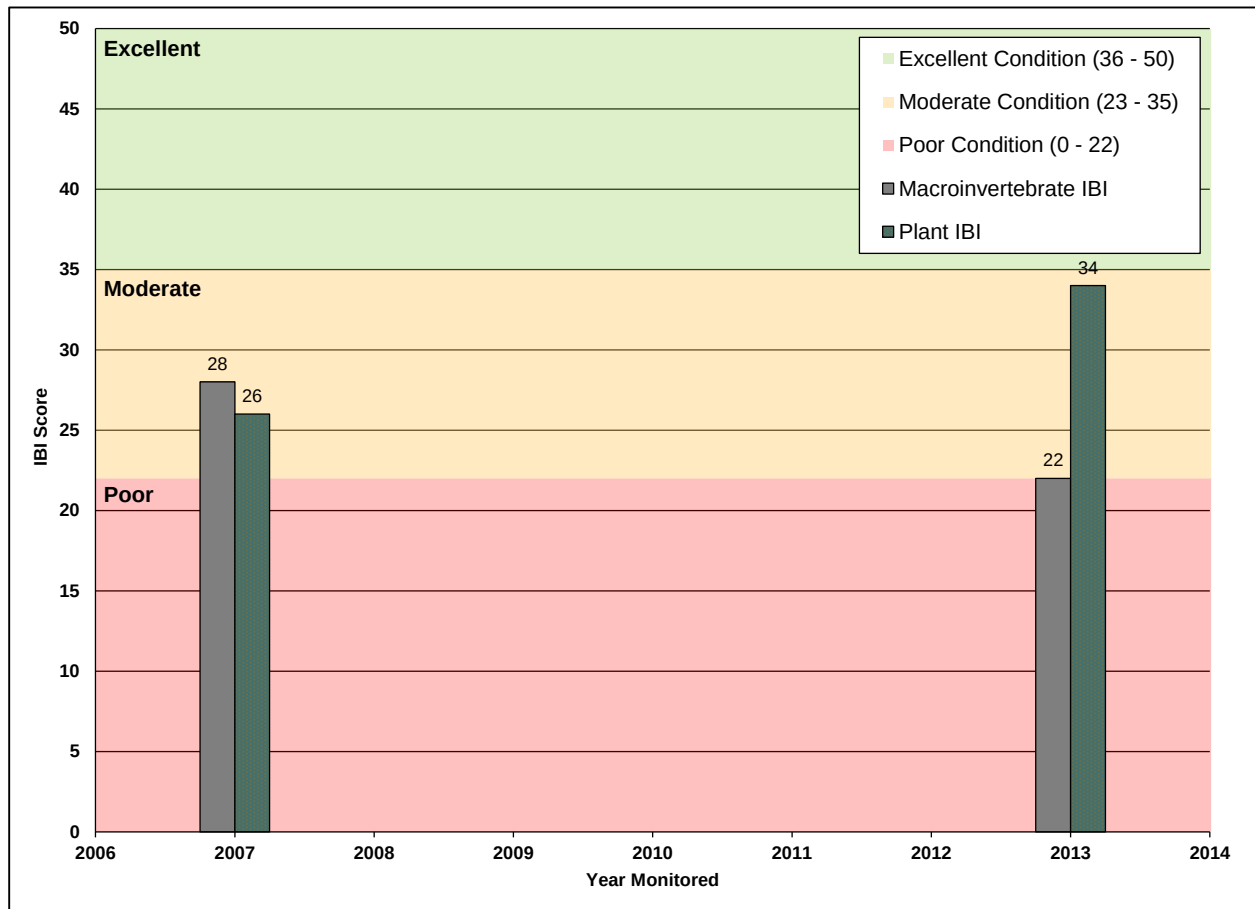


Figure 22-3: Macroinvertebrate and plant IBI scores for Woodview Marsh.

Table 22-2: Woodview Marsh macroinvertebrate metric scores/values and total score.

Macroinvertebrate Metrics		2007		2013	
		value	score	value	score
1	Total invertebrate taxa	55	5	39	3
2	Odonata taxa	4	3	0	1
3	Chironomid genera ^a	13	3	17	5
4	Leech taxa	6	5	3	3
5	Snail taxa	3	1	2	1
6	ETSD metric: # genera mayflies, caddisflies; presence of fingernail clams, dragonflies	5	3	2	1
7	Number of intolerant taxa	1	1	2	1
8	Tolerant taxa proportion of sample count ^a	74.9%	1	69.8%	1
9	Dominant 3 taxa as proportion of sample count ^a	79.4%	1	73.0%	3
10	Corixidae proportion of beetles and bugs in AT ^b	1.5%	5	61.3%	3
Total Macroinvertebrate IBI Score			28		22

a Metric calculated from dip-net samples only.

b Metric calculated from activity trap samples only.

Table 22-3: Woodview Marsh aquatic plant metric scores/values and total score.

Plant Metrics		2007		2013	
		value	score	value	score
1	Vascular genera ^a	12	3	19	5
2	Nonvascular genera	0	1	0	1
3	Carex cover ^a	6.5	5	7	5
4	Sensitive species (#) ^a	3	3	3	3
5	Tolerant taxa proportion	0.31	3	0.39	3
6	Grasslike species (#) ^a	4	3	4	3
7	Perennials species (#) ^a	11	3	17	3
8	Aquatic guild species (#)	3	1	5	3
9	Proportion of dominant 3 taxa cover class	0.48	3	0.32	5
10	Persistent litter	35.5%	1	25.7%	3
Total Plant IBI Score			26		34

^a Only native species used in metric calculation.

The physical properties and water chemistry for Woodview Marsh are reported in Tables 22-4 and 22-5. Physical and chemical properties of the water recorded from the Sonde can be dependent upon the date in which it was recorded due to seasonal variability. Additionally, attributes such as pH, SC, and DO can differ naturally because of the complexity of wetland systems (MPCA, 2005). According to MPCA (2015) for the Mixed Wood Plain (MWP) ecoregion, the averages for all years sampled of the following chemical parameters fall into Stressor Level Categories (relative to other regional reference sites): NO₃+NO₂ (low); TKN (high); TP (medium); Cl⁻ (high); and SO₄ (low) (Tables 3-2 and 22-5).

Table 22-4: Sonde data for Woodview Marsh (2007, 2013).

Sample Date/Time	Water Temperature (°F)	pH	Specific Conductivity (µS/cm3)	DO (%)	DO (mg/L)
08/01/2007 13:40	89.17	7.8	546	65.1	4.77
07/29/2013 14:34	-	-	-	-	-

Table 22-5: Water chemistry data for Woodview Marsh (2007, 2013).

Sample Date/Time	Chl-a (µg/L)	Ortho-P (mg/L)	TP (mg/L)	TKN (mg/L)	NO ₃ (mg/L)	NO ₂ (mg/L)	Cl ⁻ (mg/L)	SO ₄ (mg/L)	Turbidity (NTU)
06/27/2007 15:05	-	0.013	0.120	1.9	-	-	90.0	-	-
07/24/2013 15:15	160.0	0.046	0.550	5.6	0.05	0.03	44.3	0.6	45
Average	160.0	0.030	0.335	3.8	0.05	0.03	67.2	0.6	45

	Actual number less than value (<)
	Estimated concentration above the method detection limit and below the reporting limit (~)

PUBLIC WORKS, ENVIRONMENT AND TRANSPORTATION COMMISSION
PATHWAY MASTER PLAN AMENDMENT

October 11, 2021

Public Comments Received Prior to City Council Meeting

Greetings,

We live at 362 S McCarrons Blvd and would like to offer our perspective on the proposed Tamarack Segment of the Pathway Master Plan. I watched the previous Public Works, Environment and Transportation Commission discussion and feel that I have some understanding of the complexity of this issue. We are also frequent users of the existing unimproved trail that connects the Western Avenue cul-de-sac to Tamarack Park. We have small children and this connection is our best access to our local playground without adding an additional 1/2 mile round-trip of walking.

With any resolution that is reached, we ask the council to please find a way to maintain public access to this trail and its connection to our neighborhood park. In the commission meeting, it sounded like the option to allow private paving / improvement of the alley might not guarantee continued access to other residents. We hope that the city council will find a solution that preserves this right-of-way for all users.

Additionally, we hope that any resolution considers at least some improvement of the existing trail. Currently, the trail is heavily rutted and collects muddy rain water for several days after precipitation.

The trail connection up Western Avenue seems like a fine option, although we are unsure how it would be constructed. An alternate or additional route would be to connect the Western Avenue cul-de-sac westward to Wagner Street. There is already a desire path trod in this area and it would allow a direct connection from Tamarack Park along the county-owned wetlands to the newly-improved access to Reservoir Woods. This feels like an opportunity to create more access to the park, wetlands, and woods for all residents.

We feel very fortunate to have Tamarack Park near our home and believe it is an under-used neighborhood asset. Improved access for pedestrians and bikers would likely increase discovery and usage of Tamarack and its playground facilities, especially for homes located north and west of the playground. More usage would add to the feeling of ownership and safety for park users and perhaps support future park improvements.

Thank you for your consideration of our comments.

Regards,

Dean and Kusuma Reasoner

A long time Roseville resident since 1966. She noted that Lydia has gotten very busy since the turn to east Hamline was closed. She is concerned that the sidewalk will be very close to her house and the increased traffic will be right next to her picture window. She is also concerned about the number of trees that would be cut down.

Carol Dawner

1423 Lydia Ave

Dear Marc and city engineers:

I am writing about the Tamarack trail segment. First, I'd like to say that I support greater accessibility but I hope you are very careful not to damage those wetlands. Secondly, I would like to suggest that the trail also be split through to Wagner Road, to run west along the marsh over to Reservoir Woods. This would essentially just be a bit that crosses from Western to Wagner; currently it is ambiguous whether that is a public right of way. If that were clarified, probably nothing would be needed along Wagner as it is very wide with little traffic. I think there is a fair bit of foot traffic using that way already (many residents here appear to be travelling from Tamarack Park over to the woods and dog park) and this would provide a loop. Just something to consider. I think it's also fine if we can walk through the grass there but it would also be nice to know if that is publicly accessible or not. Thank you!

Alison Cariveau

1775 Farrington St, Roseville, MN 55113



ANDERSON LAW GROUP PLLC
1010 DALE ST., ST. PAUL, MN 55117

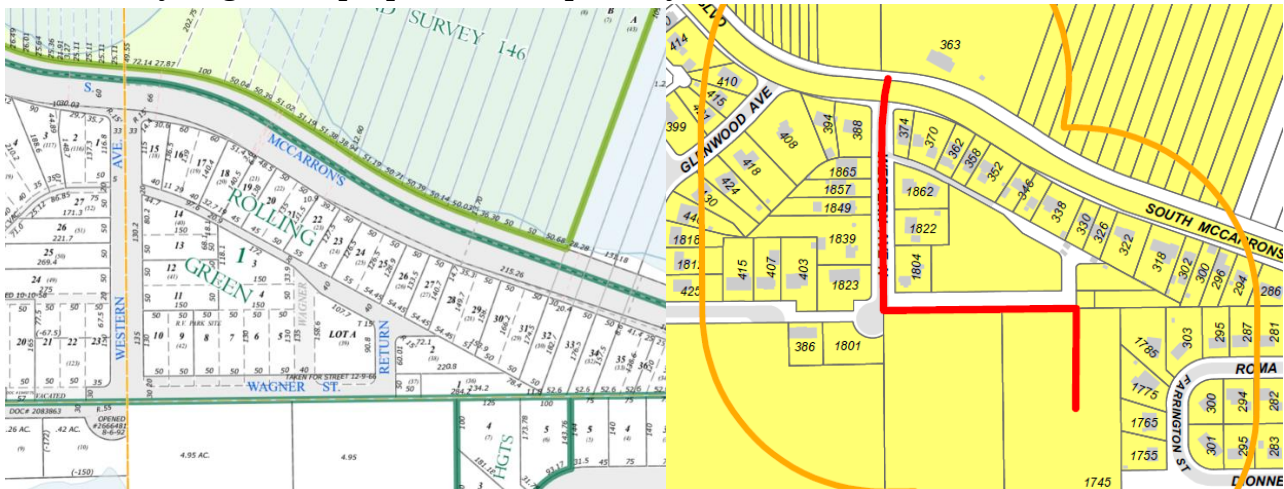
Joe Wozniak
Roseville Public Works Department
via email joesvillemn@hotmail.com

Mark Gaughan
via email mgaughan@ebbqlaw.com

Mr. Wozniak,

I am writing to discuss opposition to the Tamarack Park Connection Proposed Pathway. I gave a Power Point presentation at the April meeting, and will not rehash what I have already raised as concerns. However, there are certain aspects I want to elaborate upon.

A. The area in question is designated as a street according to the Ramsey County Parcel Map and the City Engineer's proposal for the pathway.



The area being proposed as a pathway is clearly Wagner Street. This is important for two major reasons. First, it defines the City's authority to make improvements on it. Second, it demonstrates the residents' reliance on the street.

1. A Municipality lacks authority to turn a Street into a Pathway.

In Minnesota, a municipality cannot act without express authority from the state. *See Harstad v. City of Woodbury*, 916 N.W.2d 540, 545 (Minn. 2018). A municipality's authority regarding street improvements and maintenance is limited by Minnesota Statutes. Specifically, Minn. Stat. § 429.021, subd. 1(1) permits a city to "acquire, open, and widen any street" or to improve a street by "constructing, reconstructing, or maintaining sidewalks, [and] pavements. . . ." The statute is clear: a municipality can add a pathway to an existing street, but has no authority to replace an existing street with a sidewalk. Thus, Roseville does not have the authority to what it is proposing to do regarding the Tamarack Park Connection Proposed Pathway.

In fact, when a municipality acquires "land for a limited public purpose, the land reverts back to the fee owner if the property is no longer used for the public purpose." *Wolfson v. City of St. Paul*,

535 N.W.2d 384, 387 (Minn. App. 1995). In the *Wolfson* case, St. Paul tried to turn public parking lot into a right-hand turn lane. The Court ruled it lacked authority to do so, and as a result of its attempts, the ownership of the parking lot reverted back to the old owners.

Roseville is attempting the same thing St. Paul was not allowed to do: take a public right-of-way specifically meant for one purpose and turn it into something else entirely. Roseville has no authority to do so.

2. People have long relied on the street to access their property.

For my clients, this street is their *only vehicle access to the back of their property*. They have used this street for unloading groceries, unpacking after trips, vehicle storage, accessing lawn clipping and leaf bags, hauling gardening supplies, etc. One client has used this street since before Roseville was incorporated as a City. Some have health and mobility issues, and this street gives them their only realistic chance to access the back yard.

Furthermore, a closer look at the maps above and you will see that there are three properties completely isolated with the *only access* via Wagner Street. Two of those properties are owned by Roseville, and have the designated address of 0 Wagner Street. One property is owned by two of my clients, and is also designated as 0 Wagner Street. If this Street were to be turned into a Pathway, my clients will *completely* lose the ability to access their property by vehicle.

B. The negatives outweigh any potential benefit.

The neighborhood is very much opposed to the project. I represent the owners of eight homes that will overlook this pathway. All of them vehemently opposed to the project. This Commission has so far heard from one other citizen on this project who was also vehemently opposed.

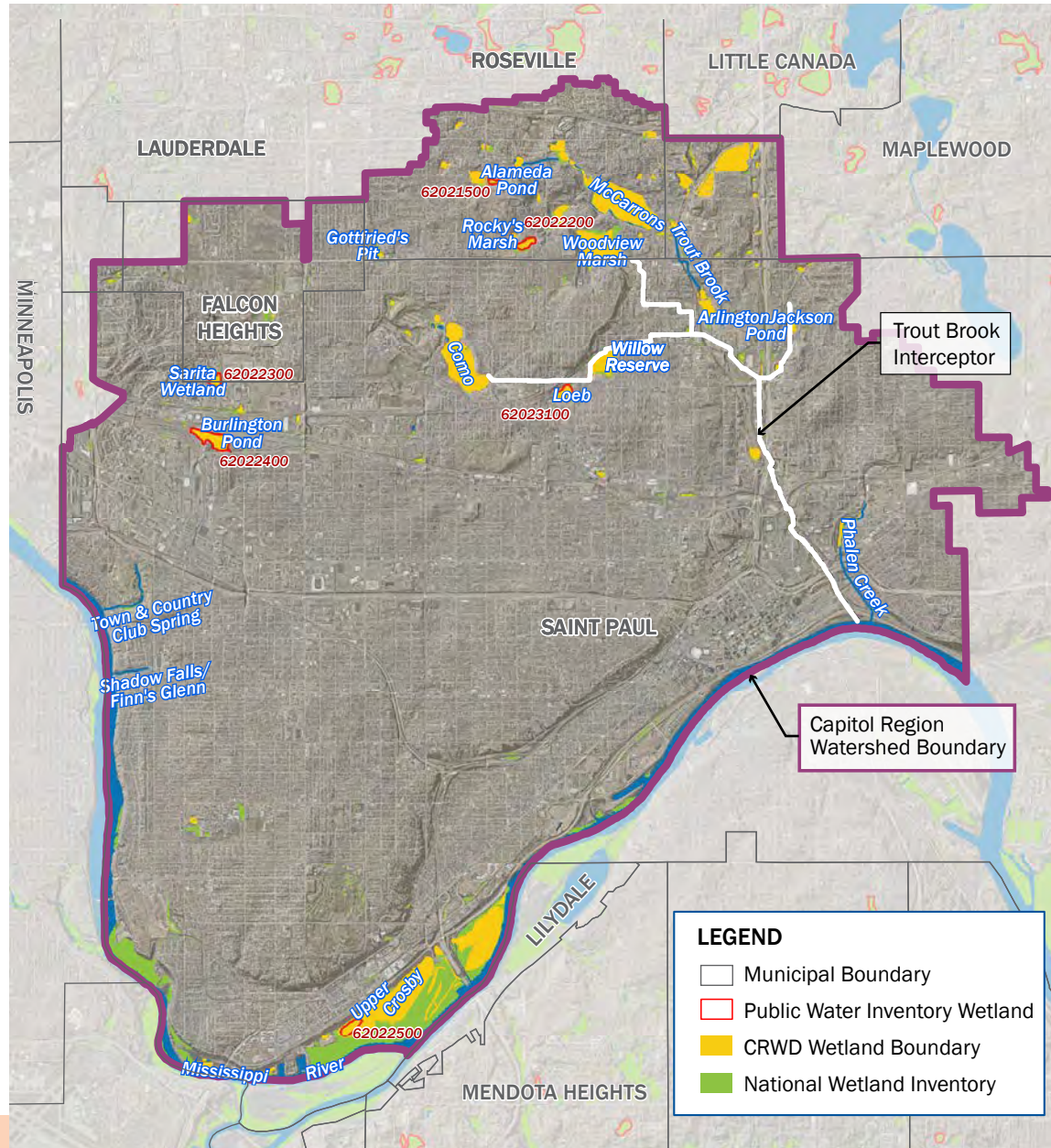
The potential environmental degradation is a massive risk. I highlighted the environmental degradation such pathway would cause, running directly through a designated wetland. This wetland was one of only two in the entire Capital Region Watershed District to score in the “moderate” zone for plant life and macroinvertebrate in a recent CRWD study. (See attachments). The pathway proposed by Roseville runs the risk of knocking the wetland into the “poor” category by replacing plant life, natural vegetation, native soil, and healthy wetland with Class 5 and asphalt, displacing habitat for wildlife such as migratory birds.

Yet, there remains little reason for adding this pathway. There already is access to this park, and this exact route is already open for the public to use. There is no benefit to disrupting the status quo.

Dated: July 23, 2021

Anderson Law Group PLLC

/s/ Matthew Anderson
By: Matthew E. Anderson (ID#: 0397364)
1010 Dale St. N.
St. Paul, MN 55117
651-253-2228
Email: matt@andersonlgnm.com



and water retention benefits that these natural areas provide. The District has inventoried and continues to monitor wetlands within its jurisdiction (see [Figure 2-9](#) and [Appendix A](#)). Results from wetland monitoring performed from 2007-2014 generally indicate that the District contains wetlands of “poor” to “moderate” quality based on indices of biological integrity (IBIs) of the macroinvertebrate and plant communities ([CRWD, 2016](#)). None of the wetlands surveyed in the District scored in the “excellent” category for either IBI assessment. The low levels of species diversity and robustness observed in District wetlands are likely due to watershed stressors introduced by the surrounding land uses, stormwater inputs, and the lack of habitat connectivity ([CRWD, 2016](#)). [Arlington-Jackson wetland and Woodview Marsh](#) were the only wetlands that scored in the “moderate” condition category for both plant and macroinvertebrate IBIs historical average scores ([CRWD, 2016](#)). The District’s 2010 Wetland Management Strategy (see [Appendix F](#)) includes the identification, evaluation, and prioritization of potential wetland restoration and enhancement projects. This analysis will be updated based on wetland monitoring data and natural resource inventories to plan District actions during the life of this Plan.

The District has also inventoried and mapped historic water resources (see [Figure 2-10](#)). The location of historic resources is useful for

Figure 2-9: District Wetlands

22 WOODVIEW MARSH

22.1 BACKGROUND

Woodview Marsh is a large wetland that is bounded on the southern edge by Larpenteur Avenue in between Dale and Rice Street, and located southeast of Lake McCarrons (Figure 22-1). It is located within Tamarack Park in Roseville MN, and most of the open water portion of the wetland is surround by tree cover (Figure 22-2). Surrounding land use is primarily residential and green space. Woodview Marsh was monitored for macroinvertebrates and plants in 2007 and 2013 (Table 22-1).

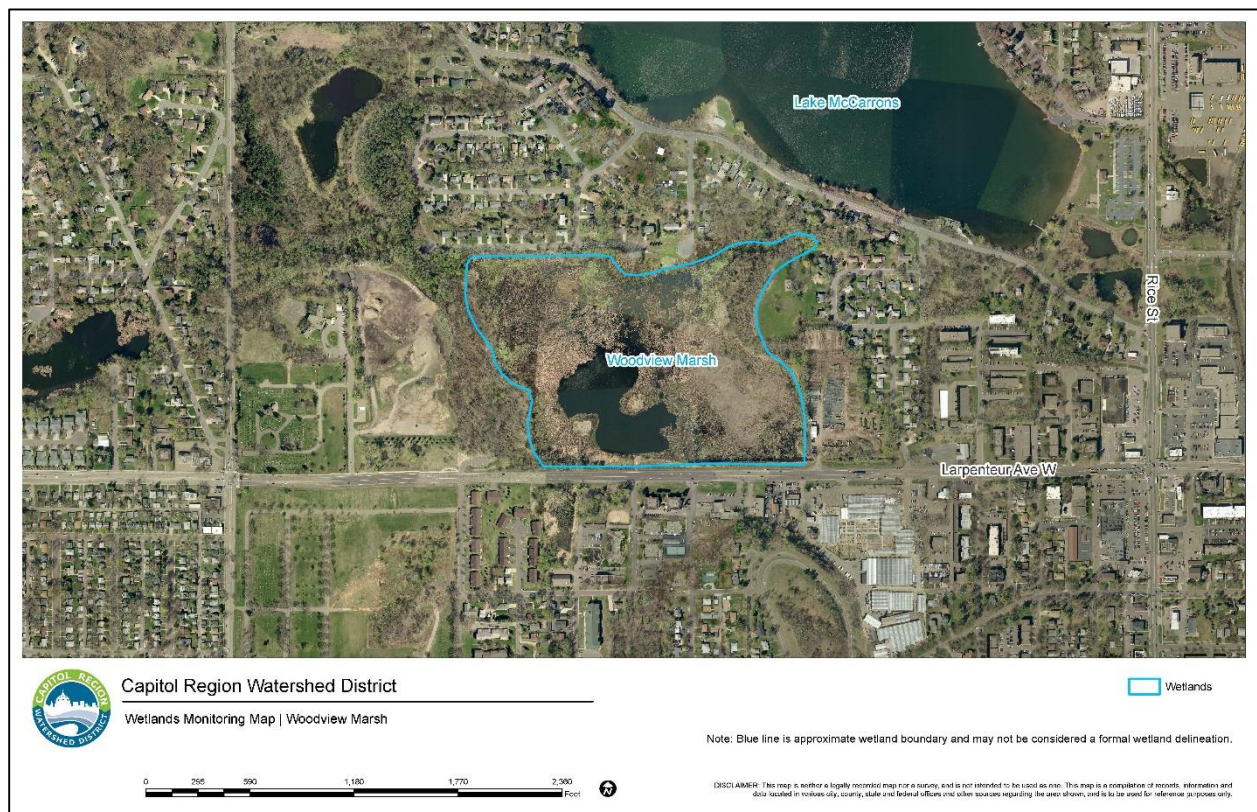


Figure 22-1: Map of Woodview Marsh.



Figure 22-2: View of northeastern shore of Woodview Marsh.

Table 22-1: Dates monitored for Woodview Marsh (2007, 2013).

Year Monitored	Macroinvertebrate Date	Plant Date
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22.2 RESULTS

The macroinvertebrate IBI score of 28 for Woodview Marsh in 2007 places this wetland in the mid-range of the moderate condition category (Figure 22-3). The score drops to the poor condition in 2013 with a score of 22. The major drivers behind this drop in score were a decrease in total invertebrate taxa, odonatan taxa and taxa within the ETSD metric (Table 22-2). Also contributing to this drop in score was an increase in Corixidae specimens observed. Interestingly, during this same time period, the number of chironomid genera increased which increased this metric score.

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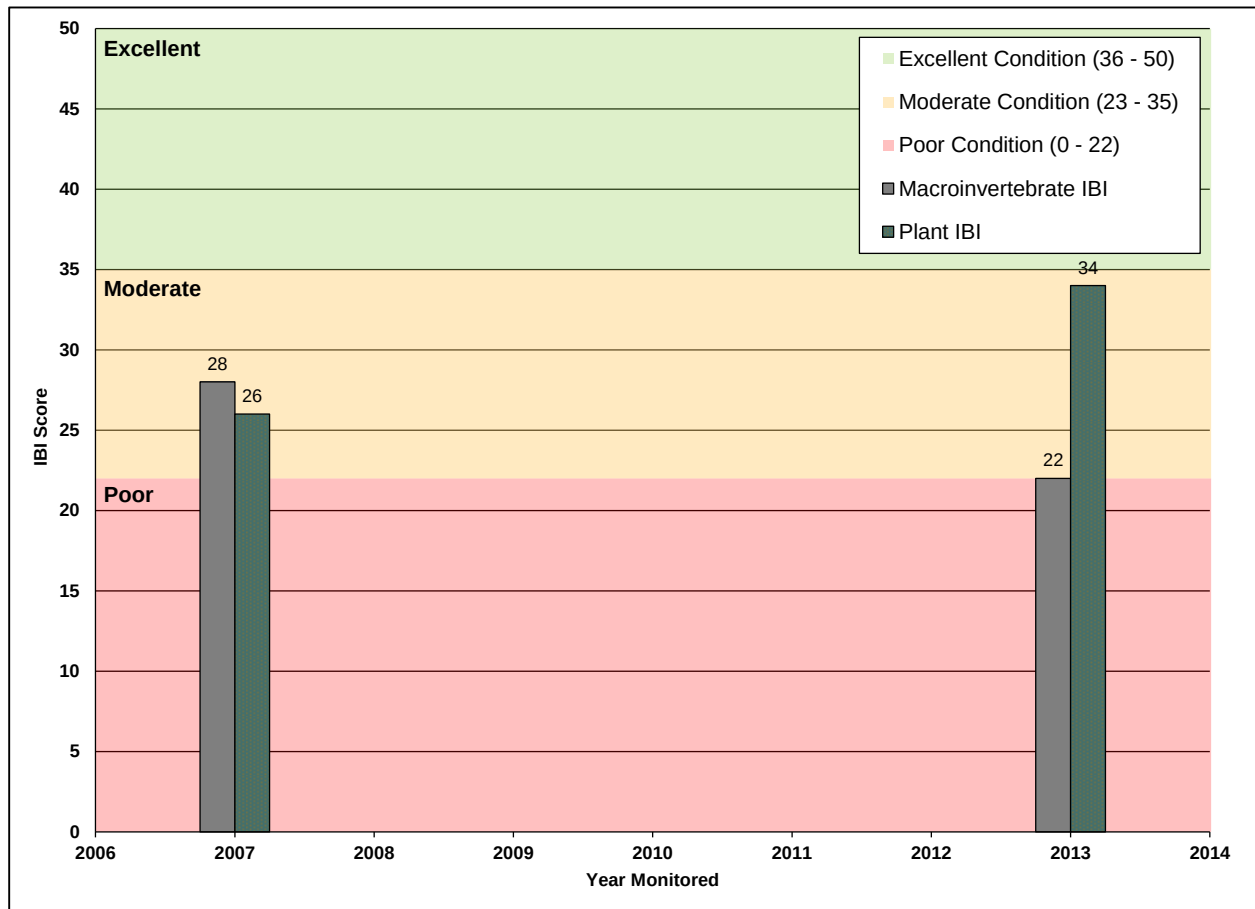


Figure 22-3: Macroinvertebrate and plant IBI scores for Woodview Marsh.

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a Metric calculated from dip-net samples only.

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8	Aquatic guild species (#)	3	1	5	3
9	Proportion of dominant 3 taxa cover class	0.48	3	0.32	5
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Table 22-5: Water chemistry data for Woodview Marsh (2007, 2013).

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06/27/2007 15:05	-	0.013	0.120	1.9	-	-	90.0	-	-
07/24/2013 15:15	160.0	0.046	0.550	5.6	0.05	0.03	44.3	0.6	45
Average	160.0	0.030	0.335	3.8	0.05	0.03	67.2	0.6	45

	Actual number less than value (<)
	Estimated concentration above the method detection limit and below the reporting limit (~)

**Excerpt from
Roseville Public Works, Environment
and Transportation Commission
Meeting Minutes**

Tuesday, April 27, 2021, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

*Pursuant to Minn. Stat. 13.D.021, Public Works, Environment
and Transportation Commission members, City Staff, and members of the
public participated in this meeting electronically due to the
COVID-19 pandemic.*

8. Proposed Updates to the Pathways Master Plan

Mr. Freihammer made a presentation to the Commission on the Pathways Master Plan update.

Member Cicha indicated regarding the ranking system, connecting to the transit system it is showing based off of 1 to 3 rating, but he saw numbers higher than 3. He wanted to be sure that they are taking connections into transit and evaluating that very highly with what paths they think they should be preferring because he thought it was pretty well understood that those that are taking transit are walking there.

Mr. Freihammer explained he will have to take a look at that criteria. He did not look too much at the table but that was a big need. A lot of times when they get the connected transit, they are usually connecting to multi-family which usually goes hand in hand and build off of each other.

Member Spencer asked when looking at a path, understanding the City has concrete and asphalt, is there a set construction method for the paths. He wondered if there is some sort of standard that has to be followed when construction happens.

Mr. Freihammer indicated the City does have some set minimum standards. The City's informal preference is to do bituminous pathways first. One of the advantages of this is bituminous is easier to maintain and is also wider so maintenance is actually easier. This is also a lot smoother for bikers to use as well. He reviewed the City standards for concrete and bituminous sidewalk construction.

Member Spencer indicated an email was sent to the Commission by somebody who wanted the City to consider a path on Fairview and he wondered if staff was going to respond to the person or how this should be handled.

Mr. Freihammer explained there are some segments being built this year with the credit union and there are also some additional developments that have some segments. Ramsey County is part of the B2 project and are going to make some of those connections. There will still probably be a gap north of there but that is a gap the City can look to fill in and complete.

Member Spencer indicated with the pathway going over the ditch, thinking about stuff like that and thinking about the pedestrian pathway over 35, he wondered if the City has every thought about partnering with companies to sponsor certain segments.

Mr. Freihammer explained he did not think staff ever discussed naming rights or any sort of cooperative thing with businesses or other property owners.

Mr. Culver noted the City could look at something such as adopt a trail program for litter control and maybe even snow control. This is something to consider.

Mr. Matthew Anderson, Anderson Law Group, PLLC, 1010 Dale Street North, Attorney representing residents of Roseville that live on McCarrons Boulevard. He indicated he wanted to talk about the Tamarack Trail Segment. He made a short presentation to the Commission about the residents' opposition to the proposed path.

Chair Wozniak thanked Mr. Anderson for the presentation.

Member Ficek asked if the homes have driveways on the McCarron's side or is this their only access to their garages.

Mr. Anderson was not sure, but he thought they all had McCarron's facing driveways. There is one homeowner that has lived in this area since before Roseville was incorporated and his first garage was the one in the back which he has been using consistently all of the years he has lived there. He noted there are a few properties he represents where the only way to access the back of their property is from Wagner Street.

Chair Wozniak asked what environmental harm Mr. Anderson is asserting that the pathway would cause that is not already present in the current land use.

Mr. Anderson explained when listening to the description of what goes into a pathway with at least six inches of base and then on top of that another two to three inches of asphalt and at least at eight feet wide, the City is filling a wetland and the City is losing wetland at a rapid pace as he showed in his presentation. He indicated

the wetland is a thriving environment that the homeowners have respected and driven on the dirt road but have not dug anything up and replaced it with outside vegetation or class five rather than the native soil that belongs there.

Chair Wozniak asked if the proposed pathway then would not, essentially follow the current path taken by the homeowners.

Mr. Anderson explained when looking at the map, he believed the proposal is to go right over those tracks, but he was not certain. The plan would still have to dig up what is there and replace it with class five rather than native soil and then cut back whatever vegetation is within the eight feet wide area.

Member Misra asked who is maintaining the road currently.

Mr. Anderson indicated no one is maintaining it. The homeowners who use the road are making sure it does not fall into total disrepair. He believed someone mows it once a year. He noted the City does not plow it and he did not think the City mowed it. It was his understanding the homeowners have maintained that stretch to be able to get a truck through there. In the winter, the road is rarely used.

Mr. Culver indicated staff needed to present a couple of more segments before the meeting is over for the Commission to give feedback on.

Mr. David Booms, 300 South McCarron's Boulevard, explained he wanted to talk about Mr. Anderson's comments, specifically to access. The one photo he showed was a stairway leading down to South McCarron's was taken from his property. He indicated they are roughly 36 feet above the south McCarron's. He noted he has lived in the area since 1995 and that road, the alley way has been used by the residents routinely. The road is the most common way to get to their property. He explained his pontoon is parked in the back along with having a shed in the back. He stated they are also having some work done now with their roof as well as working on the deck and all of the materials being used are being brought up the back using the street pathway. He wanted to affirm that the residents do maintain the back area.

Member Cicha asked if putting in a pathway would limit access for the homeowners. He wondered what would stop the residents from using the pathway.

Mr. Culver explained once this becomes a pathway then the primary user is the pedestrian or person on a bicycle and from a safety perspective the City cannot have that mix of traffic on a regular basis. If a person is using a pathway they are not expecting a car to be on the pathway. The City does have some rules about that, and the Parks Department actually does have some provisions for allowing occasional access via a pathway to a rear portion of an adjacent property owner's property for maintenance purposes or something like that, but there are rules, and the resident has to ask permission. This would not be an open access at that point

and not something the residents could use whenever they wanted or needed. He indicated to provide some facts from the City side, this has been a use that has been going on for decades however, it is a roadway right-of-way and is not a road. It is not a built road; it is a private access currently on a public right-of-way. It does not meet City standards. If anybody were to build an access to their property that they were going to use on a regular basis where it results in rutting, as this clearly does, and needs some sort of maintenance, then that has to be paved. That is clearly in the City's Zoning Standards and Requirements. The City has made property owners pave portions of rear access to their properties because they were using it too often. That gets into erosion and general maintenance and environmental concerns as well.

Mr. Culver explained he was not even aware that this use was going on. Certainly, members of his staff knew, and he did not know who put that dead end sign up or when it went up. The City, as a whole, knew that this access was being used in that way for a long time. He did not know it was being used like that until there was talk about the pathway. If the City is going to allow that continued use then really the access needs to be upgraded to meet City standards. He indicated all of the neighbors get along fine right now but there is also some concern because there is no actual legal access through the adjacent properties for these people to gain access to their own properties. There really needs to be some sort of defined legal cross easement in order for that to continue in perpetuity because any one property owner can say they do not want anyone crossing their property to get to another's property.

Mr. Culver explained the City actually vacated a portion of the right-of-way that was shown on that map a few years ago on the northern end because there were some issues with shed placement and property lines, etc. That did not necessarily impact the roadway being talked about, but it does impact some of the neighbor's ability to access their own property through that area. The City staff still thinks it is a beneficial access for the general public, particularly on the west side of Tamarac Park because of that wetland those residents cannot get to the park unless they drive around the neighborhood.

Chair Wozniak thought the Commission needed to start discussion on recommended changes. He thought the Commission should start discussion on the C2 bridge connection. He asked for Commission comments or potential pathway preference.

Member Ficek asked what exactly the path is connecting because on the west side are car dealerships and on the east side are some companies. He wondered what the draw would be for that pathway connection.

Mr. Culver thought the original intent was to connect the neighborhood on the west side of Roseville ultimately to the rest of Roseville across 35W. He noted this connection has been in the City Pathway plan for a long time.

Chair Wozniak thought Mr. Steve Gjerdingen had some very well thought out comments in his email and he encouraged the Commission to take a look at that. He was not sure how Mr. Gjerdingen found out about this being a topic at this meeting and he wondered how or if staff is asking for public comment about the Pathway Masterplan at this point.

Mr. Freihammer indicated some of the residents are much more in tune with all of Roseville's dealing so Mr. Gjerdingen may have caught that on an agenda. He indicated the City will reach out to specific impacted properties for the next meeting. He noted the City is in the community gathering phase and wants input from residents as well as the Commission.

Member Misra indicated she would be in favor of seeing something that would be helpful to pedestrians to cross Snelling.

Chair Wozniak asked the Commission to take a close look at the plan before the next meeting and look at what should be added and focused on. How these should be prioritized to make sure it still takes into account what they think it should, in terms of values and so forth, like transit. Also consider some of the concerns voiced by people on McCarron's who might not have access to their house if a pathway goes in.

Roseville Public Works, Environment and Transportation Commission EXCERPTS from Meeting Minutes

Tuesday, July 27, 2021, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

5. Pathway Master Plan Amendment Public Hearing

Mr. Culver explained as a part of the Comprehensive Plan update in 2018, the PWETC and Council updated the Pathway Master Plan. The current version of the plan was adopted by the City Council in October 2018. Since that time, numerous pathways have been added and some new pathways have been discussed as being added that are not currently in the plan. The PWETC is asked to hold a public hearing and provide a recommendation to the City Council on the proposed Pathway Master Plan Amendments.

Mr. Culver and Mr. Freihammer presented the proposed changes to the Pathway Master Plan.

Member Misra asked which pathways will connect to Snelling Avenue.

Mr. Culver reviewed the different pathway connections onto Snelling Avenue.

Vice Chair Ficek asked regarding trails being added, did the trails need to be on the list or does staff take opportunities as they come up.

Mr. Culver explained they do, just like with the transportation plan, staff has a list of transportation improvements being worked on and working towards and that are planned for. That does not mean that if opportunities arise to make transportation improvements, add a new street somewhere, that if it is not in the transportation plan staff can't add it. The same thing occurs with the Pathway Master Plan. When new development or redevelopment comes in staff can have them put in sidewalks and pathways adjacent to their development to either fill in a gap or create a new segment, whether or not that is in the Pathway Master Plan or not. The purpose of the Pathway Master Plan is it is a planning document and allows staff to focus energy on the pathways that are in there and to give priority or preference to the ones in there and plan for that, eventually, but it does not preclude staff from putting them in other areas.

Member Spencer indicated he had a couple comments around the proposed Tamarack pathway. He asked if there was anything else considered besides running it, reading the comments from the residents and the little dirt pathway that people are expected to use, was there any consideration given to Wagner Way, the alleyway connector north of there. Continuing that to allow for people to access behind their houses and then connecting Tamarack Park into something like that or is it just the pathway was going to go down the

dirt path that exists because that was what was convenient. He thought that was where the City saw most of the resistance from the residents.

Mr. Culver explained there is a green line on the top of the map that shows the private alley, which is in a public right-of-way, but it is a narrower right-of-way corridor and right now it is only wide enough for the alley itself, which is providing the vehicular access to those homes back there. He reviewed this is the point that connects the neighborhood and gives reasonable access to the Tamarack pathway from that neighborhood.

Vice Chair Ficek was curious if the City did not put a path in that area would the dirt path remain or does the City have to do something else.

Mr. Culver explained it is clearly in violation of City Code and he struggles with it a little bit. City Code is very clear in that any vehicular access that is frequent enough to cause rutting, which clearly there is rutting on that pathway, and erosion, then it must be paved. There cannot be a vehicular access to a property that is used frequently enough to have those issues and not pave them. He indicated this is clearly a defined route and per City Code the City should require that this access be paved and the benefiting properties would pay for it and would become a private access.

Mr. Culver explained the other complication to that is in 2017 the City actually vacated a portion of the right-of-way that connected the East/West portion of Wagner Street to the properties. He indicated that is all private property and is not right-of-way anymore. That vacation occurred at the request by petition of the property owners who had sheds and were storing their boats and other material in the right-of-way. There is really no legal public access between Wagner Street and the homes along South McCarron's.

Vice Chair Ficek asked if the residents could theoretically block off the road so it would not be accessible by the public because this is a private road for the residents.

Mr. Culver indicated that could potentially happen, but it is still in a public right-of-way.

Member Joyce asked if the pathway could be used or is it needed for a fire lane.

Mr. Culver explained it is not needed for a fire lane. From the City's perspective, there is appropriate and ample access to these properties via South McCarrons.

Chair Wozniak indicated he would like to start off by considering the pathways that have received the fewest comments with the Commission considering these pathways based on the comments submitted and presented. He would like to set aside Tamarack as a separate consideration.

Chair Wozniak opened the public hearing at 7:39 p.m. for Marion, Eustis, Lydia, Snelling, and Fairview Pathway Masterplan Segments.

No one wished to address the Commission regarding these pathway segment proposals.

Chair Wozniak closed the public hearing at 7:41 p.m. on the five proposed segments.

Vice Chair Ficek indicated these pathways are not imminent and there is no construction planned for them, but they are lines on paper which put it out there for people to see that this is where the City would like the pathways. He thought there was a lot of detail to be explored. That in combination with the Commission not hearing any opposition to them, he would like to make a motion.

Motion

Member Ficek moved, Member Cicha seconded, to recommend the City Council amend the Pathway Masterplan to include the Marion, Eustis, Lydia, Snelling, and Fairview segments with comments on the five segments submitted by the public.

Chair Wozniak indicated there was at least one comment submitted online in opposition to the Eustis segment as well as some opposition for the Lydia segment.

Ayes: 6

Nays: 0

Motion carried.

Chair Wozniak opened the public hearing at 7:46 p.m. for the Tamarack Pathway Masterplan Segment.

Mr. Matt Anderson, Anderson Law Group, indicated he was representing several residents along South McCarrons Boulevard. He explained he was going to keep his comments to the legal aspect of this item and would allow the residents to also speak on this as well. He thought the Commission should know the implications. This is a street. It has been referred to as a right-of-way corridor, but this is a street and the map shows it as a street, Ramsey County map shows it as a street and the proposal has it as a street. This matters because it defines the authority of Roseville and what the City can do with it. Every other pathway being proposed is along the side of the street. This is turning a street into a pathway, no longer for vehicle, pedestrian only. A City in Minnesota cannot do that. He indicated he wanted to address a couple of things that would happen if the Commission votes to approve this amendment. He was not sure that this can be a private ally either. This is a street, so what happens next, there might need to be negotiations, more conversations but was not sure if that was something of concern today. There was the discussion of the Wagner return which has been vacated, he noted that Wagner return is unaffected with this proposal, same thing for the pathway that is being proposed, it would run parallel to the road and then down. Wagner return vacated area is unaffected by the path that is currently driven and also unaffected by the path that is being proposed. If a fence were to be put up it would not affect anything the City would have to do, it would be a private neighbor dispute from there. The other thing he wanted to highlight is utilities run up the path and people have to use that path to get to the different properties, including emergency vehicles. The discussion today, started with a historic draught in Minnesota and the City is talking about paving through a wetland, and one of the healthiest wetlands in the Capital Region Watershed District. There is wildlife, vegetation, and plants there. This is not the type of area or the time to be cutting through a wetland with an asphalt path. He thought the Watershed District needed to be consulted on this before anything is done.

Mr. Shawn Emery, 302 S. McCarrons Boulevard, explained he uses the roadway behind his backyard a few times a year and his neighbors to the east, Dave and Lisa Boom use it

often because their house in front has many steps leading up to it and there is no way to get up to their house other than to come up the steps or from the back of the house. He explained the situation that the homeowners have with using the back roadway and some obstacles that are there. He indicated if the point is to get people to go to Tamarack Park, the street in the back of the homes is walkable. He reviewed a way through the area to get to the park. He did not think this made sense, as a pathway, going over a driveway. If looking for creative solutions, a perfect solution would be a boardwalk from the west end of Wagner that could skirt up to Tamarack Park.

Chair Wozniak asked for clarification on what this pathway would look like on Western and the cul-de-sac. He wondered if the road would be narrowed with a pathway on one side of the street.

Mr. Culver thought currently it would be an on-street pathway connection. That would be highlighted as how to connect to Tamarack Park.

Mr. Dave Boom, 300 S. McCarrons Boulevard, reviewed the history of his home and when it was purchased. He indicated the roadway was used for when they moved in and it is currently used to carry in groceries, home improvement projects and as he is getting older the 38 steps going to his house is getting more daunting. The back way in is a real relief to his family. He indicated he loves the trailways in the City and the oddities in Tamarack Park. He explained his family feels in a really tough spot now, either losing access do to this being converted into some parkway or losing access because the City might choose to throw it back at them. He noted they are looking for some relief and consideration. He wanted to appeal to them to consider some ways to present relief to them and the neighbors. He needed to speak up because his house is at the top of the hill and is pre-existing and it has come to people's attention. He felt this was an unexpected necessity, even though it has been in the works for a few years, to deal with something that has been there for decades. He thanked the Commission for playing their roles and did excellent work for the City.

Mr. Anderson indicated there were several late emails and a letter from him that were not a part of the agenda packet. He wanted to make sure that those were forwarded to the Commission and City Council.

Mr. Culver thought some of the members received them late Monday and even this morning but would make sure the Commission gets them as well as the City Council.

Chair Wozniak closed the public hearing at 8:09 p.m.

Chair Wozniak asked for comments and thoughts on the proposal.

Member Joyce indicated there is a new development that is not on the map, and this was brought up and in place before the new development, which is east of this.

Mr. Freihammer indicated the new development is the Enclave. He showed the new pathway being built in the development going up Marion Street.

Member Joyce thought the City should consider what the demographics are of the new development and if there would need to be a flat, paved, ADA surface by it for the new residents and how can the new residents access Tamarack. He wondered if it is feasible for them to go up to Wagner return and come back down Western. He wondered if that has been factored into any of the planning.

Mr. Freihammer indicated this was not factored in, but he did not think that just because of this new development the City would add or change anything.

Mr. Culver explained in response to a couple of things that came up at the public hearing, as far as funding is concerned, the City was using park renewal funds for this. Park renewal funds are intended to improve access to parks and a park function. He knew there is an ardent desire from the Parks Department to provide an increased access to Tamarack. There were a couple of comments about Tamarack being a hidden park and not many people use it which he thought was why the City wants to increase access to it, to get more people to this park.

Mr. Freihammer explained the segment on the east side of Tamarack, the City used that same funding source to build that first pathway segment from off of Farrington Street into the playground area.

Mr. Culver explained Mr. Anderson did bring up a couple of comments about the fact that based on State Statutes, the City cannot turn a street into a pathway. He explained staff has asked the City Attorney to explore that and they are digging into that and do not agree with that but wanted to check a few other things. He noted he was hoping to get an answer before the meeting, but he has not gotten any information yet regarding this.

Mr. Culver explained the particular Statute that Mr. Anderson references is a Statute that provides Council powers for local improvements and the first subdivision, which Mr. Anderson references, is that the "Council or Municipality shall have the power to make the following improvements to acquire, open and widen any street and to improve the same by constructing, reconstructing and maintaining sidewalks, pavement, gutters, curbs and vehicle parking strips of any material or by grading, graveling, oiling or otherwise improving the same, including the beautification thereof and including storm sewers or other street drainage and connections of sewer, water or similar means to curb lines." He explained he has not read the entire statute. He thought that currently City staff does not agree with that position and are trying to confirm it with the City Attorney. He stated certainly the Commission's recommendation, if recommended that this section be amended into the Pathway Masterplan, staff will bring the final opinion from the City Attorney to the City Council for a final decision. He noted that while this is a street right-of-way, there is not an improved street there. He thought that was a part of the equation of this as well. Also, this is not the only access to these properties.

Mr. Culver indicated as far as the wetland impacts; the City does have to get a permit from Capital Region Watershed District in order to construct this.

Mr. Freihammer noted the City has a permit from Capital Region Watershed District that has been extended because the City has not decided to construct it.

Chair Wozniak asked Mr. Culver to touch on the parks policy allowing people to access property using pathways.

Mr. Culver reviewed the meeting with the residents that occurred in 2020. He indicated, informally the Parks has an informal policy where, in practice, that if a person wants to access the rear part of their property, that person can call the Parks Department for permission. He noted this would need to be permitted with some provisions.

Member Misra asked why access from the other side of the park is prohibited right now.

Mr. Culver explained on the east side, he did not think it was prohibited but there is a desire to have more of a looped path through this area. He reviewed the access with the Commission. He thought the intent was to provide closer and easier access to Tamarack for those homes in the part of the neighborhood on the west side.

Member Misra asked how big of a trail would there be.

Mr. Culver explained it would be an eight-foot-wide bituminous trail.

Member Cicha asked what steps would need to be taken if the Commission did not recommend this pathway and the City Council was to not adopt that into the plan, Mr. Culver mentioned that right now it is in violation of City Code.

Mr. Culver reviewed the steps that would need to be taken after going through the City Council. He noted because this has been used like this for so long, the City would need to figure out how this would be treated but the way this is being used is clearly in violation of the City Code.

Vice Chair Ficek indicated one comment he saw was emergency services using the back way of the trail and he asked if this were made into a pathway could emergency services still use it.

Mr. Culver indicated it could still be used for emergency vehicles.

Member Misra thought part of this is that there are so many different issues at stake. It is not just a simple trail issue to a park, there is also City right-of-way issues and resident right-of-way concerns, but she thought one of the things is that she is definitely sensitive to the fact that there are residents who have been using this for a long time. On the other hand, this is City park land and to her she would not want to see that wetland area further encroached upon to build a wider road. Access to the park and allowing people to be able to use that facility feels reasonable. She wondered if this part of the plan could be tabled until August for further review.

Member Joyce explained most of the homes were built in the 40's with tuck under garages for access and are steep to access. He thought they were trying to solve a bunch of different problems, and this is a complicated issue. He wondered what the attraction is to the park. He wondered how the City is going to attract people to the park and will there be playground equipment installed and what is the intended use of the park.

Mr. Freihammer indicated there is a playground that was built in 2018 and the ballfield is still there but he was not sure if it is being used.

Chair Wozniak thought this pathway may be the best option for this right-of-way and it grants access to the park. He thought concerns about the wetland are valid but if it became a pathway, he thought this segment would receive a lot more park renewal funds. He thought there would be some tremendous improvements to the vegetation and to the wetland and park itself. He saw a lot of positives happening even though some people would lose access to their houses, and he did not know how to overcome or replace that. He indicated he would support this segment added to the Pathway Masterplan.

Motion

Member Wozniak moved, Member Ficek seconded, to recommend the City Council approval of the Tamarack Pathway segment to the proposed Pathway Master Plan Amendments.

Vice Chair Ficek agreed with what Chair Wozniak stated and what a lot of his questions have been driving towards is that the Commission is not comparing a trail to the existing condition. What the Commission is really looking at is a trail versus something that goes forward with the residents costing them more money, potentially a wider road, more impacts, and more expense to everyone. He explained he was weighing those two future conditions against each other in his decision making. He thought there were lots of issues on this one, but the City is not comparing a trail to the existing condition, the Commission is looking at what would go forward and what that other future condition may be.

Ayes: 5

Nays: 1 (Spencer)

Motion carried.

Member Misra wanted to thank the residents that spoke up and thought they have been very courteous.

MEMORANDUM

TO: Marc Culver, Public Works Director

FROM: Mark Gaughan, City Attorney

DATE: October 5, 2021

RE: Proposed Tamarack Park Public Way

This memorandum relates to a pedestrian public way proposed to be constructed in Tamarack Park over a never-developed stretch of right-of-way described as “Wagner Street” on a 1939 Rolling Green plat. Several homeowners along South McCarron’s Boulevard have voiced concerns regarding the proposed public way because they apparently have driven motor vehicles regularly over the years through this stretch of right-of-way to the rear of their properties. These homeowners do not want to lose such vehicular rear access, even though they have full vehicular access from McCarron’s Boulevard.

In conversation with these homeowners’ attorney, their central argument is that a platted “street” right-of-way must provide for vehicular traffic. Nothing in state law requires this, however.

Minnesota Statutes Chapter 505 (which governs plats) does not define “street” at all, but instead sets forth “public way” as “a thoroughfare or cul-de-sac which provides ingress and egress to the public.” A public way designated for non-vehicular ingress and egress by the public, as proposed by the City here, satisfies this definition.¹ And, Minnesota Statutes Section 412.221, subd. 6, (which governs City powers) expressly gives the City Council authority to *change, control, and regulate* the use of “streets, alleys, parks, squares, and other public grounds.” Further, when a city does construct a public way for vehicular traffic, such a project would invoke a special assessment process under Minnesota Statutes Chapter 429. There, the legislature defines “street” as “any street, alley, or other public way, or any part thereof.” Minn.Stat. §429.011, subd. 7. Again, the legislature does not mandate that a “street” requires motorized vehicular traffic.

As far as Minnesota’s courts are concerned, I am not aware of any binding caselaw in which the term “street” in a plat requires motorized vehicular traffic. By way of anecdote, however, I note *McLafferty v. St. Aubin*, 500 N.W.2d 165 (Minn.App. 1993), which concerned Lake Wabasso properties in the nearby City of Shoreview. There, a platted street right-of-way known as “Wabasso Avenue” was never developed by the city. The court stated that property owners would be required to remove their docks and other improvements at the time the city exercises its right-of-way rights, such as a then-proposed recreational trail within the “street” right-of-way. I do

¹ This makes sense, of course, because the concepts of “plats” and “streets” in Minnesota pre-date motorized vehicles.

believe this recreational trail has since been constructed on platted “Wabasso Avenue” today. Our situation with “Wagner Street” in Tamarack Park is no different.

Even if some legal authority did compel the City to construct a public way for motorized vehicle over this stretch of right-of-way, several practical issues would arise that would result in the same proposed pathway project anyway. First, if a right-of-way is not used as dedicated, ownership reverts to the fee owner of the underlying property. Here, the City is the fee owner of the underlying property. So any compelled reversion will simply result in the City being able to construct largely whatever it wishes on the subject land. Second, as the owner of the underlying property, the City could certainly choose to vacate the dedicated street right-of-way and similarly end up with unrestricted control over the property. Third, in recent years some or all of these residents petitioned the City to vacate other portions of right-of-way within the Rolling Green plat for their personal control. As such, the City does not possess sufficient right-of-way to construct a “street” over the entirety of the distance required to reach the rears of their properties. Additional private easements or vacation of private land would be necessary to accomplish what these residents want the City to do.

Finally, it is notable that the residents’ long-standing use of this stretch of property does not vest any property rights to them. Public property is not subject to adverse possession, and neighboring property owners cannot invoke pre-existing non-confirming use rights against the wishes of the owner of the subject property.

I hope this information is helpful in understanding some of the legal contours relative to this matter.

/s/ MFG

Pathway Master Plan Proposed Amendment

Public Works

October 11, 2021 City Council Meeting



Pathway Master Plan

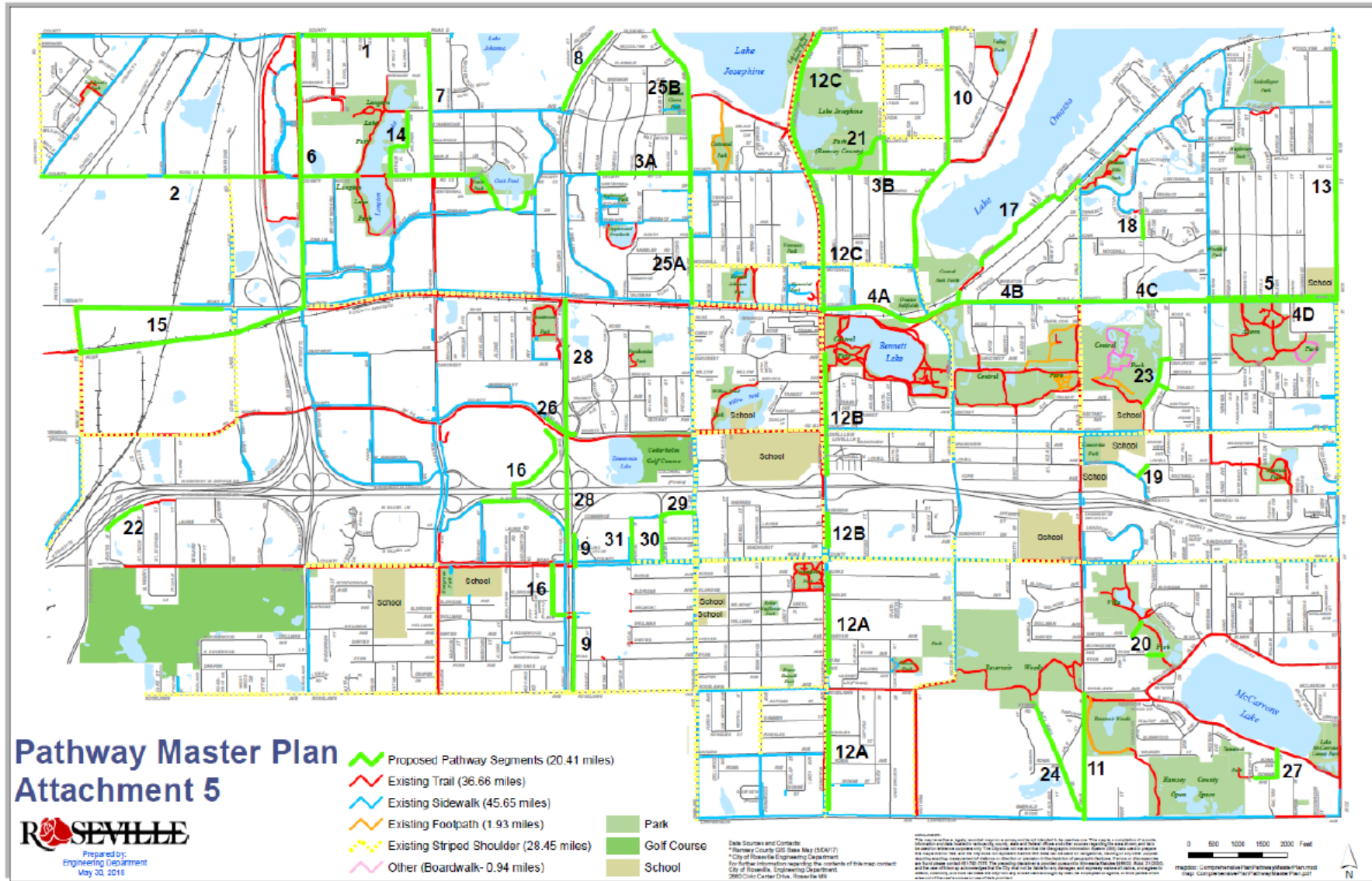
Background

- Latest version approved by Council – October 2018
 - Previously updated in 2008 and 1997
 - Updated as part of the Comprehensive Plan Update
 - Included as an appendix to the Comprehensive Plan
- Need for Update and Amendments
 - New pathways have been completed
 - New development/redevelopment
 - New segments suggested
- Process
 - April PWETC – initial feedback (COMPLETED)
 - Public notice of proposed segments (COMPLETED)
 - July PWETC – Public Hearing, PWET Commission recommended approval of proposed amendments (COMPLETED)
 - Council (October 11) – Present Pathway Master Plan
 - Additional public input
 - Adopt changes as approved by Council

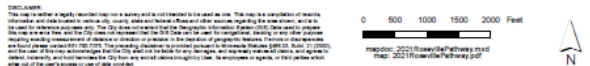


Pathway Master Plan

Current Plan

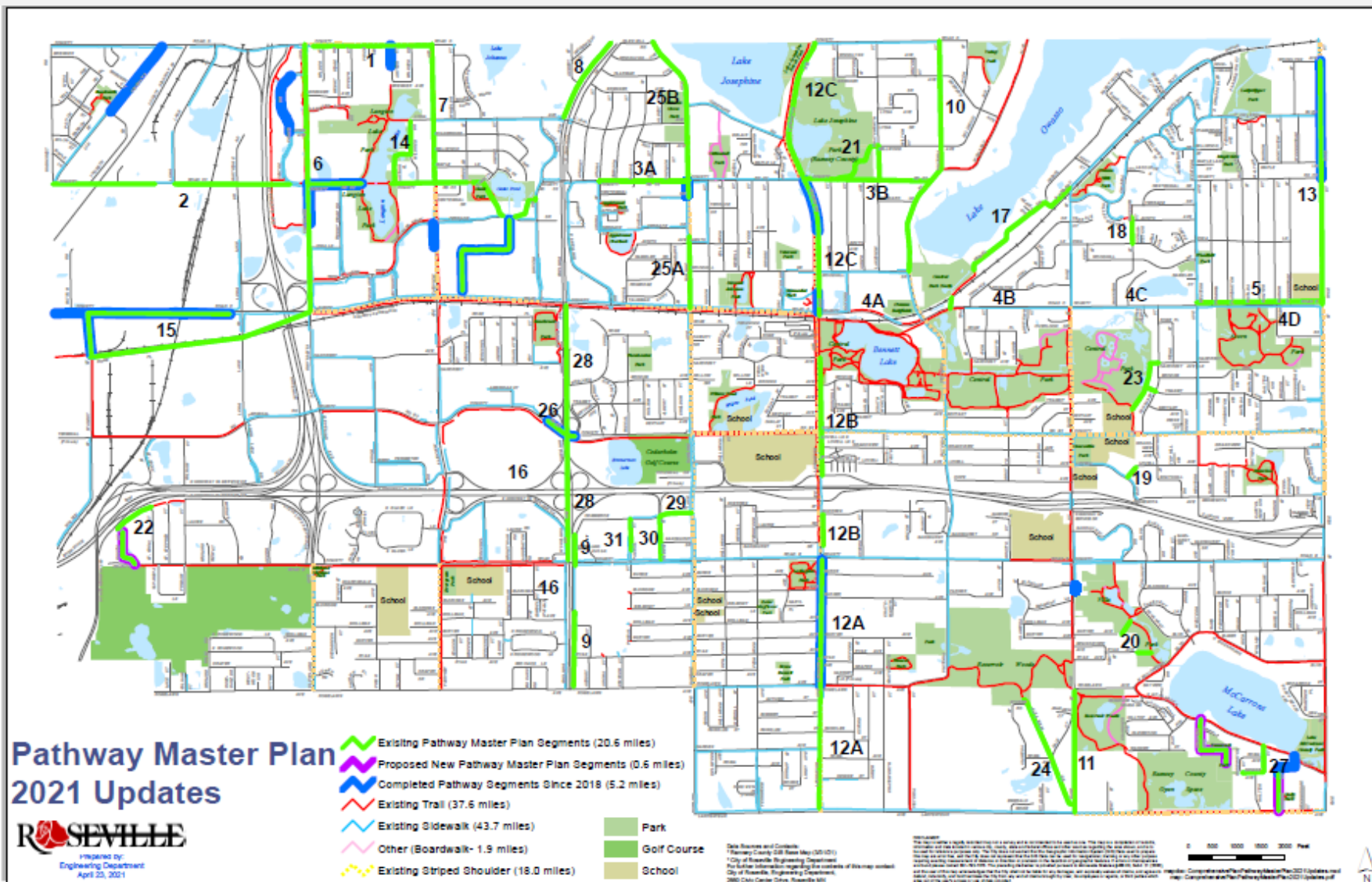


Existing Pathway Map (December 2020)



Pathway Master Plan

Proposed Changes



Pathway Master Plan

Proposed Changes

- I. Remove
 - 1. Completed segments
 - A. Segment 15: County Road C/Walnut
 - B. Portions of 12A and 12C: Lexington Avenue
 - C. Portions of 13: Rice Street
 - D. Segment 26: B2 under Snelling Bridge
- II. Additions
 - 1. Eustis Street (extension of segment 22)
 - 2. Fairview Ave – west side of Fairview from County Road C2 to County Road B2
 - 3. Lydia Ave – Snelling to Hamline Ave
 - 4. East Snelling Service Drive – east frontage road from Lydia Ave to County Road C2
 - 5. Complete Marion Street Connection
 - 6. Tamarack Park Connection

Proposed Changes

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Pathway Master Plan

Preference List

- Based on statistical analysis and is not subjective
- 6 Criteria (max 27 points)
 - 1) Connects Multiple Destinations (0-5)
 - 2) Volume of Usage (0-6)
 - a) Based on volume of employment and population within ¼ mile
 - 3) Connects to Regional System (1-3)
 - a) Constellation Links get 2 points
 - 4) Addresses a gap or barrier in the transportation network (1-5)
 - 5) Connects to Transit (1-3)
 - 6) Connects High-Density Residential to Transit or Parks (0-5)

Pathway Master Plan

Preference List

Project Preference List												Thursday, July 1, 2021	
Map Ref.	Project Name	Description	Connects Multiple Destinations	Volume Usage - Population	Volume Usage - Employment	Connects to Regional System	Addresses a Gap or Barrier in the Transportation System	Connects to Transit	Connects Highly Density to Transit or Parks	Total Points	Pathway Master Plan and Parks Constellation Plan Rank		
Pathway Master Plan Segment on Arterial Roadway with more than 4,000 ADT, with no pathway on either side of the roadway.													
Parks and Recreation Master Plan Constellation Link													
28	Snelling Avenue*	Develop off road pathway between County Road B and County Road C	5	1	3	3	5	3	5	25	1		
4A	County Road C (A)	Construct an on-road pathway from Lexington Avenue to Victoria St.	5	1	1	3	4	4	5	23	2		
9	Snelling Avenue South of Highway 36	Complete pathways along Snelling Avenue for improved access to A-BRT transit stations.	2	1	3	2	5	4	5	22	3		
16	Rosedale to HarMar Connection	A pedestrian bridge across Highway 36 and pathway connection between Rosedale and HarMar Mall	2	1	1	2	5	6	5	22	3		
12C	Lexington Avenue (C)	Complete off-road pathway on the east side of Lexington Avenue from County Road C to County Road D.	4	1	1	3	4	4	5	22	3		
12A	Lexington Avenue (A)	Complete off-road pathway on the east side of Lexington Avenue from Larpeur Avenue to County Road B	5	2	1	3	4	1	5	21	6		
12B	Lexington Avenue (B)	Complete off-road pathway on the east side of Lexington Avenue from County Road B to County Road C.	5	1	1	3	4	1	4	19	7		
4B	County Road C (B)	Construct an on-road pathway from Victoria St to Dale St.	5	1	0	3	4	1	5	19	7		
3A	County Road C-2 (A)	Complete both on- and off-road pathways within the County Road C-2 alignment from Snelling Avenue to Hamline Ave	5	2	1	3	1	1	5	18	9		
4C	County Road C (C)	Construct an on-road pathway from Dale St to Western Ave.	4	1	0	3	4	1	5	18	9		
4D	County Road C (D)	Complete both on- and off-road pathways within the County Road C alignment from Western Ave to Rice St.	4	1	1	3	4	1	4	18	9		
6	Cleveland Avenue	Complete off-road pathway segments between County Road C and County Road D.	3	0	3	2	3	4	2	17	12		
13	Rice Street	Complete an off-road pathway from County Road C to the north City boundary.	3	1	1	3	3	1	5	17	12		
25A	Hamline Avenue A	An off-road trail from County Road C to County Road C-2.	3	1	1	3	3	1	5	17	12		
10	Victoria Street (north of C)	Develop an on- road and off-road pathway from County Road C to County Road D.	6	1	1	2	3	1	2	16	15		
CC-3	Constellation Link C3	Develop a constellation link pathway along Woodhill Drive between Hamline Avenue and Civic Center Drive to connect to Howard Johnson Park	5	1	1	2	1	4	2	16	15		
36	Snelling Service Dr E	Develop an off road pathway along the east side of the East Snelling Service Drive	5	1	2	1	1	1	5	16	15		
2	County Road C-2 West of Snelling	Develop both on-and off-road pathways within the County Road C-2 alignment from the west City Boundary to Snelling Avenue. This corridor would include a pedestrian bridge across I-35W.	2	1	3	2	1	1	5	15	18		
8	TH 51 connection to Old Snelling (Arden Hills)	Work with Arden Hills to develop a regional pathway connection along Snelling Avenue to Old Snelling Avenue in Arden Hills connecting Roseville to Mounds View High School, Valentine Hills Elementary School, Bethel College, Lake Johanna Park and County Road E2 commercial businesses.	5	1	1	2	4	1	1	15	18		
25B	Hamline Avenue B	An off-road trail from County Road C-2 to County Road D.	3	1	1	3	3	1	3	15	18		
3B	County Road C-2 (B)	Complete an off-road pathway within the County Road C-2 alignment from Lexington Ave to Victoria St.	3	1	1	3	1	1	5	15	18		
CO-1	Constellation Link D1	Develop a constellation link pathway along Oxford Street between Woodhill Avenue pathway and County Road C2.	5	1	1	2	1	1	4	15	18		
27	Tamarack Park Connection*#	Install a pathway connection from South McCarron's Blvd to Tamarack Park.	4	1	0	2	1	1	5	14	23		
CC-2	Constellation Link C2	Develop a constellation link pathway along Griggs Street between Veterans Park and County Road C2.	5	1	1	2	1	4	0	14	23		
CK-2	Constellation Link K2	Develop a constellation link pathway along Aldine Street/Midlothian Road between Roselawn Pathways and County Road B pathways.	4	1	1	2	1	3	2	14	23		
35	Fairview Ave. west side B2 to C2	Develop an off road pathway along the west side of Fairview Avenue from County Road B2 - C2	3	1	3	3	3	1	0	14	23		
29	Commerce Street*	Develop a pathway connection between Albert St and Hamline Ave	5	1	1	1	1	4	0	13	27		
CF-3	Constellation Link F3	Develop a constellation link pathway along Minnesota Avenue between Lovell Avenue pathways and Materion Park.	5	2	1	2	1	1	1	13	27		
CI-1	Constellation Link I1	Develop a constellation link pathway along Oakcrest Avenue between Fairview Avenue pathways and Rosebrook Park.	5	1	3	2	1	1	0	13	27		
37	Lydia Avenue	Develop and off road pathway on Lydia Avenue between Snelling Avenue and Hamline Avenue	5	1	1	2	2	1	1	13	27		
5	County Road C Sidewalk	Construct a sidewalk on the north side of County Road C from Western to Rice Street.	2	1	1	2	3	1	2	12	31		
7	Fairview Avenue C (north of B-2)	Development of off-road pathways between County Road C2 and County Road D.	5	1	0	3	3	0	0	12	31		
31	Pascal Street*	Develop a pathway connection between County Road B and Commerce Street	5	1	1	1	1	3	0	12	31		
CC-1	Constellation Link C1	Develop a constellation link pathway along Arona/Lydia between County Road C2 and Autumn Grove Park.	5	1	0	2	2	1	1	12	31		
CF-2	Constellation Link F2	Develop a constellation link pathway along Galtier Street and Matilda Street to connect County Road B2 pathways to Acorn Park.	5	1	2	2	1	1	0	12	31		
18	Judith to Iona Connection*#	Develop a pathway connection between Judith Ave and Iona Lane.	1	1	0	2	1	1	5	11	36		
CA-1	Constellation Link A1	Develop a constellation link pathway along Maple Lane between Highcrest Road pathway and Old Hwy 8 pathway.	3	1	1	2	1	3	0	11	36		
CH-1	Constellation Link H1	Develop a constellation link pathway along Oakcrest Avenue and Fernwood Street between Hamline Avenue pathways and Willow Pond Park pathways.	4	1	1	2	1	1	1	11	36		
CH	Constellation Connection H to I	Develop a constellation connection between Constellation H and I across Snelling Avenue between County Road B2 and County Road C.	5	0	0	2	1	3	0	11	36		
CN-1	Constellation Link N1	Develop a constellation link pathway along William Street between the pathway on N McCarrons Boulevard and the pathway along County Road B.	2	1	1	2	1	4	0	11	36		
1	County Road D	Develop pathway facilities, both on- and off-road, between Cleveland and Fairview Avenue.	3	0	1	2	3	1	0	10	41		
11	Dale Street South	The construction of an off-street pathway from Reservoir Woods Park to Larpeur Avenue.	1	1	0	3	4	1	0	10	41		
19	Lovell to Minnesota Connection	Develop a pathway connection between Lovell Ave and Minnesota Street.	3	1	1	1	1	0	3	10	41		
21	Millwood to County Road C2 Link	Develop a pathway connection that creates a link between the corner of Millwood and Chatsworth through the Ramsey County open space to County Road C2.	2	1	1	1	1	1	3	10	41		
24	Alta Vista Drive	Develop a pathway connection along Alta Vista Drive between Larpeur Avenue and Reservoir Woods Park.	1	1	1	3	1	1	2	10	41		
30	Albert Street*	Develop a pathway connection between County Road B and Commerce Street	5	1	1	1	1	1	0	10	41		
CB-2	Constellation Link B2	Develop a constellation link pathway along Aldine St between Oasis Park and Lydia Avenue pathway.	5	1	1	2	1	0	0	10	41		
CG-1	Constellation Link G1	Develop a constellation link pathway along Rose Place and Aladdin Street to connect Fisk Street with Central Park (Dale Street Soccer Fields)	4	1	0	2	1	1	0	10	41		
CG-2	Constellation Link G2	Develop a constellation link pathway along Oxford Street between County Road B2 pathways and Central Park pathway off Brooks Street.	4	1	1	2	1	1	0	10	41		
CH-2	Constellation Link H2	Develop a constellation link pathway along Pascal Street between County Road B2 pathways to Pocahontas Park.	4	1	1	2	1	1	0	10	41		
CI-1	Constellation Link I1	Develop a constellation link pathway along Shryer Avenue and the east side of the Har Mar Mall to connect the pathway on Hamline to the pathway of County Road B.	2	1	1	2	1	3	0	10	41		
CI-3	Constellation Link I3	Develop a constellation link pathway along Ryan Avenue and Fernwood Street to connect Bruce Russell Park to Keller Mayflower Park.	5	1	0	2	1	1	0	10	41		
CM-2	Constellation Link M2	Develop a constellation link pathway along Chatsworth Street between Roselawn and Shryer to connect to Pioneer Park.	5	1	0	2	1	1	0	10	41		
CM-4	Constellation Link M4	Develop a constellation link pathway along Alameda Street between Reservoir Woods and the pathways on County Road B.	4	1	1	2	1	1	0	10	41		
CN-3	Constellation Link N2	Develop a constellation link pathway along Dionne Avenue and Galtier Street to connect Tamarack Park to the pathway on South McCarrons Boulevard.	5	1	0	2	1	1	0	10	41		
34	Marion Street	Develop an off road pathway along Marion Street from Larpeur Avenue to the cul-de-sac	3	0	1	1	1	1	3	10	41		

Pathway Master Plan

Preference List

Project Preference List

Thursday, July 1, 2021

Map Ref.	Project Name	Description	Connects Multiple Destinations	Volume Usage - Population	Volume Usage - Employment	Connects to Regional System	Addresses a Gap or Barrier in the Transportation System	Connects to Transit	Connects Highly Density to Transit or Parks	Total Points	Pathway Master Plan and Parks Constellation Plan Rank
23	Cohansey St to HANC Connection	Develop a pathway connection between Cohansey Street and HANC.	3	1	1	1	1	1	1	9	57
CA-2	Constellation Link A2	Develop a constellation link pathway along Lydia Avenue between Highcrest pathway and Brenner Street.	3	1	1	2	1	1	0	9	57
CB-1	Constellation Link B1	Develop a constellation link pathway along County Road C2 between Langton Lake Park and Fairview Avenue pathway.	5	1	0	2	1	0	0	9	57
CF-3	Constellation Link E3	Develop a constellation link pathway along Mackubin Street and Woodhill Drive to connect pathways to Owasso Hills Park to Woodhill Park.	1	1	0	2	1	1	3	9	57
CG-3	Constellation Link G3	Develop a constellation link pathway along Grotto Street between County Road B2 pathways and Central Park Pathways at Sextant Avenue.	4	1	0	2	1	1	0	9	57
CK-1	Constellation Link K1	Develop a constellation link pathway along Prior Avenue between Roselawn pathway and County Road B pathway/Fairview Community Center.	1	1	1	2	1	1	2	9	57
CL-4	Constellation Link L4	Develop a constellation link pathway along Fernwood Street and Roselawn Avenue to connect Garden Avenue pathways to Bruce Russell Park.	3	1	1	2	1	1	0	9	57
CM-1	Constellation Link M1	Develop a constellation link pathway along Shryer Avenue to connect Lexington Park pathways to Pioneer Park.	4	1	0	2	1	1	0	9	57
CM-3	Constellation Link M3	Develop a constellation link pathway along Chatsworth Street, Roma Avenue, Aglen Street, Ruggles Street and Oxford Street to connect the pathway on Victoria Street to the pathway on Roselawn Avenue.	2	1	1	2	1	1	1	9	57
33	Tamarack Park	Develop a pathway from Western Avenue into Tamarack Park	3	1	1	2	1	0	1	9	57
20	Villa Park Connections	Develop a pathway connection from Shryer Ave and from Ryan Ave into Villa Park.	3	1	0	1	1	1	1	8	67
CF-1	Constellation Link F1	Develop a constellation link pathway along Oakcrest Avenue between Cohansey Street and Western Avenue pathway.	2	1	1	2	1	1	0	8	67
CF-4	Constellation Link F4	Develop a constellation link pathway along Matilda Street to connect to Materion Park with County Road B2 pathways.	3	1	1	2	1	0	0	8	67
CL-2	Constellation Link L2	Develop a constellation link pathway along Fernwood Street and Eldridge Avenue to connect Keller Mayflower Park to Lexington Park.	3	1	0	2	1	1	0	8	67
17	Heinel Drive Connection	Develop a pathway connection between S. Owasso Blvd and County Road C along Heinel Drive.	2	1	0	1	1	1	1	7	71
CE-2	Constellation Link E2	Develop a constellation link pathway along Iona Street and Matilda Street to connect Woodhill Park to Mapleview Park.	2	1	0	2	1	1	0	7	71
CJ-1	Constellation Link J1	Develop a constellation link pathway through Midland Hills Golf Course between Roselawn Avenue and County Road B pathway.	1	1	1	2	1	0	1	7	71



Questions?



Excerpt from
Regular City Council Meeting Minutes
City Hall Council Chambers, 2660 Civic Center Drive
Monday, October 11, 2021

7. Business Items

d. Consider Pathway Master Plan Amendments

Public Works Director Culver briefly highlighted this item as detailed in the Request for Council Action and related attachments dated October 11, 2021.

Councilmember Willmus asked, regarding the East Snelling Service Drive, University of Northwestern owns a number of properties and he wondered if this was something the City could partner with Northwestern on to complete.

Mr. Culver indicated in the RCA he mentioned there are only a couple of segments that actually have some form of funding available or identified or is expected to have funding in the near term available. All the other segments the City does not have funding for so this would be a good one to go to Northwestern to see if there is some funding available, if added to the Pathway Master Plan.

Councilmember Willmus indicated regarding the Eustis Street connection, he talked to a resident that had concerns, not with the addition but the segment that would predate this between St. Croix and Eustis. He asked if this goes forward, is there some type of accommodation that can be made for people where a good portion of their property might abut or be right on top of that trail. He also asked if something could be done in terms of screening.

Mr. Culver indicated whenever the City builds those kinds of segments, they take those things into account and make efforts, as much as possible, to mitigate impacts that may occur as a part of the installation of the trails.

Mayor Roe noted he had a question about the segment on Eustis itself because it is a relatively low population and low traffic street as to why the City would be constructing an off-street facility there. He also asked if the City received any information on how the two segments to the east of the northern part have worked for people.

Mr. Culver indicated he has not heard complaints about the segments to the north. He was not sure how much use they get or how much the residents value those connections. The thought on the off-road portion is if they are going to have that connection to the north anyway, this provides a more comfortable, safer type of

environment and creates a circulator type of a route that would actually tie into the separated facility along County Road B.

Councilmember Groff noted he lives in that neighborhood, there are a lot of walkers, and it gets treacherous because the neighborhood does not have sidewalks. That is one of the issues on the segment being mentioned. He has heard from residents that live along Eustis and St. Croix Street and they are not very supportive of this. He wanted to reassure those residents that the City is not going to move forward without resident input.

Public Comment

Mayor Roe offered an opportunity for public comment.

Mr. David Eisermann, Eustis Street, Roseville

Mr. Eisermann thought the path on Eustis itself is unnecessary and, as someone who walks and runs every day in the Midland Hills area, he found the streets are very safe, and people are very polite. The one thing he does worry about is County Road B, which is the only danger zone. He was not sure if Eustis Street itself needs any kind of path because it would actually create another gap unless Eustis Street was connected to St. Croix Street, which is a bigger undertaking than most would think. He lives right next to it and the path would run parallel to his driveway for over thirty to fifty yards. He explained there is not a lot of space, there will be quite a lot of erosion, and a lot of trees in the wooded area would have to be destroyed. He wanted to keep as many trees up as they can to keep sound pollution down.

Ms. Lisa Booms, 300 S. McCarrons Boulevard, Roseville

Ms. Booms indicated she was talking about the Tamarack section, and she was speaking on behalf of herself and her husband, David Booms. She stated they are also part of the residents who have retained a lawyer who will be speaking later. She explained her house was built in 1940 and they have lived there since 1995. The residents of 300 South McCarrons Boulevard and their neighbors have had access to the alley behind their homes for more than seventy years. To her knowledge, there has never been any incident or attention about it until now. In the front of their house, they have thirty-eight steps from their garage to the front door so using the alley has been necessary for many things. In addition, some of their utilities are located at the back of their home so access would be necessary at times. She noted Tamarack is a relatively unused park and the walkway, if constructed, will not connect to any walkway at either of the two openings of the park. In order to use the walkway from South McCarrons Boulevard, it is her understanding, that pedestrians will need to walk up Western Avenue, which is a rather steep incline with poor visibility for oncoming cars. She stated City staff told them that they would be able to ask permission to use it once or twice per year, at

most, with no guarantees. The City will not put any agreement, even that insignificant, into writing and there has been little compromise. She stated they have all been told that if the walkway is not completed, one of two things will happen. Either the residents will be responsible to pave the alley at their expense and maintain it or it will be blocked for all automotive access. She stated neither of these outcomes is what they want. They see the writing on the wall here and know that it is highly unlikely they will be able to use the alley for groceries or smaller items and they do not want to do anything to jeopardize even a limited access to their backyard. However, after all this time, which is seventy plus years in the neighborhood, they feel that residents who utilize the alley should have more access to it than once or twice a year. She noted throughout this process they have been looking for some help and some compromise with this issue and hope that is forth coming. She wondered if there will be resident input with this trailway like what was mentioned with Eustis.

Mr. Matthew Anderson, 1010 Dale Street, Roseville

Mr. Anderson indicated he is the attorney for a group of homeowners on McCarrons Boulevard and read the house addresses he is representing. He agreed that the Tamarack Park issues is complicated and there has been some discussion about the current use not being up to code and that there is vacated land in the area. He stated there are also some other issues involved. Tonight, is about whether or not the Council is going to approve the pathway. He stated approving the pathway would forever foreclose vehicle access for his clients to the rear of their property. He reviewed the project preference list and noted this project scored the lowest of all proposed amendments, yet it seems to be the most imminent of any of these projects. He suggested with all of these issues on the table getting in the way of having a solid plan in motion, this project could be kicked aside while they iron out some of those issues. He wanted to echo Ms. Booms concern about the process that needs to be followed to approve a pathway. His understanding up to this point is that the Public Works or Parks Department could put in a pathway where they see fit whether or not it was on the Master Plan and even if it is on the Master Plan, it does not need any more approval after that. He would be interested in hearing the City Council's stance on the effect of saying 'yea' to this, if that is a full go on the project, or just a full go of it being included on the Master Plan.

Ms. Lacy Kapaun, Fairview Street, Roseville

Ms. Kapaun indicated she was confused on how this works because when she called a few weeks ago, she was told this was the time that she should raise her questions. She did not know that it was for approval because on the map she was given, it said it was going to County C2, noting she lives on County C2 and that would have a real impact on their yard. She explained that with the way the grading is and with the trees, it would severely impact where her kids play. She also wondered who asked for this, was it just the City or did residents ask for it. She

wondered about the benefit to other people because there is a large walkway on the other side to access other parks on that side.

Mr. Paul Nockleby, St. Croix Street, Roseville

Mr. Nockleby indicated he would like to respect his neighbors who do not like having their backyard taken by the City for a walking path. On paper, it made a lot of sense to him to connect all of the pathways in the back but he totally respected the neighbors who do not want to have people snooping in their back windows and walking along their house. He asked the Council to listen to the residents, try to understand how they are feeling, and try to develop plans with people who have lived in the City a long time, who know the area.

With no one else wishing to address the Council Mayor Roe closed the public comment.

Mr. Culver reviewed the issue with the proposed pathway on South McCarrons as well as a written agreement the residents want and issues with that. He answered questions raised by residents.

Council Discussion

Councilmember Willmus indicated he had a couple of questions pertaining to the Tamarack Park segment. He noted the Council has received correspondence about people utilizing unapproved right-of-way to access properties that front South McCarrons. He wondered if that is being used all year or only used in the summer months. He thought there was a comment about a landlocked parcel, which can be seen on the map, and was owned by someone that owns another connecting parcel that does front on South McCarrons. He indicated there are paths and trailways throughout the community that front rear yards or side yards and it would be wonderful to utilize Cottontail Park on a daily basis to get to his backyard. He wondered if this is something they are going to do citywide and if they were to do that here, what is so unique about that scenario that would afford people with property adjoining Tamarack Park to be able to do that. He thought that was a fairly broad question that would have implications citywide and should have a broader discussion.

Mayor Roe thought that was a discussion that has to be had but he did not want to put Mr. Culver on the spot. His understanding on the parcel is that the entire east/west from Western all the way to the east portion, approximately in the neighborhood of 300 or 290 South McCarrons, is a City-owned right-of-way all the way across. He noted a section was given back by the City that is north of there and connects with approximately 330 and 320 that reverted back to the adjoining properties not too long ago. But as far as the east/west connection, he believed the City was in control of all those properties.

Mr. Culver indicated Mayor Roe was correct. He explained a right-of-way corridor was platted in 1939 as Wagner Street. He reviewed the area on the map. He indicated there was a loop called Wagner Return that was platted and went north to the rear of the properties and back down.

Councilmember Willmus asked if the neighbors are utilizing the access throughout the year or is it something that is being used seasonally.

Mr. Culver explained what he had heard from the residents is that it is not used in the winter except occasionally. This is not plowed so once it gets to the point that it becomes impossible to traverse without some sort of maintenance, it is stopped being used. Otherwise, it is being used at all other times.

The Council discussed with staff the use of the right-of-way.

Councilmember Strahan indicated not represented at the meeting are the people who have reached out to the Council that live near this and were not aware that this was an access to this park. She noted when the Council hears people state that no one walks through there to get to the park, it is hard for someone to know if they can walk through a piece of land if they do not know who owns it and whether they have the right to walk it. She thought it was important to note that the people to the west of Western, this is their park and there is not another way for them to reach that park easily, at least by walking. She wondered if Tamarack is low on the priority list or is there a plan for it. She also noted that this is an unimproved road and there is not anywhere else in the city where there are dirt roads. As far as the continued use and people wanting to use this, it is not necessarily their land and it is unfortunate to have thirty-eight steps to a house but that was a part of purchasing the house.

Mayor Roe thought the last part of the question should not be answered by staff but the part about the policy and unimproved roads and things like that, especially regarding private use, could be answered by staff.

Mr. Culver explained, regarding preference versus priority, that staff intentionally calls that list within the Pathway Master Plan a preference list and it is scored from one particular lens. He indicated that is focusing on the transportation/access lens and scoring it when looking at proximity to mass transit and even park connections and population, but there are other lenses that the City uses when prioritizing projects and dollars spent. The Parks Department has spent money and made Tamarack Park a focus recently. He reviewed some of the changes and additions to the park and indicated it is time now to really improve the connections to that park. There are a good number of people that live west of Western and this is the closest playground to them.

Mr. Culver noted staff did receive some comments, included in the packet, from residents that indicated they do go to the park and it is difficult to access when it is wet so residents would love to have a paved connection. He stated there is support for this connection and he thought there was a lot of latent demand. In this case, that is the reason this project leapfrogged. The City had some park renewal dollars left, there was a focus on Tamarack Park, and that is why it became a focus for the City on that connection. He explained as far as unapproved roads, the City does not allow gravel roads in Roseville and this is not even a gravel road, it is dirt and grassy area that has been driven on for so long that it has become rutted and gravel laden on its own. That is not something the City allows for a regular vehicular access, even within a person's own property. He explained if an access becomes rutted by so much use on a property, the City requires the homeowner to pave that access to the rear of the property. This clearly has gone well beyond that and should be an improved surface. He reviewed the resident petition process that would normally happen with this access per City Code.

Mayor Roe asked if this is a process that should happen.

Mr. Culver indicated that was correct. He explained that the benefitting properties would pay the cost of that improvement.

Willmus moved, Groff seconded, approving the proposed amendments to the Pathway Master Plan as put forth by the Public Works Commission.

Council Discussion

Councilmember Willmus thought the amendments made a lot of sense and incorporating them into the Master Plan certainly would be the first step. He noted that each of these segments would continue to have some fairly significant discussion, particularly the Tamarack Park segment, as this moves forward. He was supportive of the amendments that have been identified.

Councilmember Groff pointed out that the City is not actually adding the one piece in between St. Croix and Eustis, they are only talking about the Eustis portion that goes along the sound wall. On the Tamarack Park pathway, there would need to be a lot of discussion and he would want input from the neighborhood on how this could be accommodated and made to work.

Mayor Roe noted it is very clear that discussion on the project in place for the Tamarack Pathway, because of the passage of time and access issues, needs to be set aside for a while even though it will be on the plan.

Roll Call

Ayes: Willmus, Strahan, Groff and Roe.

Nays: None

**EXTRACT OF MINUTES OF MEETING OF THE
CITY COUNCIL OF THE CITY OF ROSEVILLE**

Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Roseville, County of Ramsey, Minnesota, was held on the 23rd day of August 2004, at 6:30 p.m.

The following members were present: Ihlan, Schroeder, Maschka, Kough, Klausing
and the following were absent: None

Council Member Maschka introduced the following resolution and moved its adoption:

**RESOLUTION NO. 10239
A RESOLUTION APPROVING THE VACATION OF A PORTION OF THE WAGNER
STREET ROADWAY EASEMENT ADJACENT TO 386 WAGNER STREET (PF3592).**

WHEREAS, Judith LeTendre has requested a portion of the roadway easement adjacent her property be vacated; and

WHEREAS, Ms. LeTendre's property is located at 386 Wagner Street and legally described as:

***REQUIRES CORRECT LEGAL DESCRIPTION
PID # 13-29-23-34-0008***

WHEREAS, the Public Works Department has determined that the requested portion of Wagner Street is a roadway easement that is no longer necessary for public infrastructure; and

WHEREAS, the Roseville Planning Commission held a public hearing regarding the Roadway Easement Vacation request by Judith LeTendre and voted (6-0) to recommend approval of vacating a 30 foot by 153 foot portion thereof, based on the findings of Section 5 and the condition of Section 6 of the project report dated August 4, 2004;

NOW THEREFORE BE IT RESOLVED, by the Roseville City Council, to grant the VACATION of a 30 FOOT by 153 FOOT portion of the WAGNER STREET ROADWAY EASEMENT adjacent to 386 Wagner Street to Mr. Judith LeTendre based on the findings in Section 5 of the project report dated August 23, 2004, and subject to the following conditions:

- a. The applicant must submit the legal description of the area to be vacated and the proper legal document on which to record the vacation at Ramsey County, both to be reviewed and approved by the Director of Public Works.

The motion for the adoption of the foregoing resolution was duly seconded by Council Member Schroeder, and upon vote being taken thereon, the following voted in favor: Ihlan, Schroeder, Maschka, Kough, Klausing
and the following voted against: None

WHEREUPON said resolution was declared duly passed and adopted.

Resolution – Wagner Street Roadway Easement

STATE OF MINNESOTA)
) ss
COUNTY OF RAMSEY)

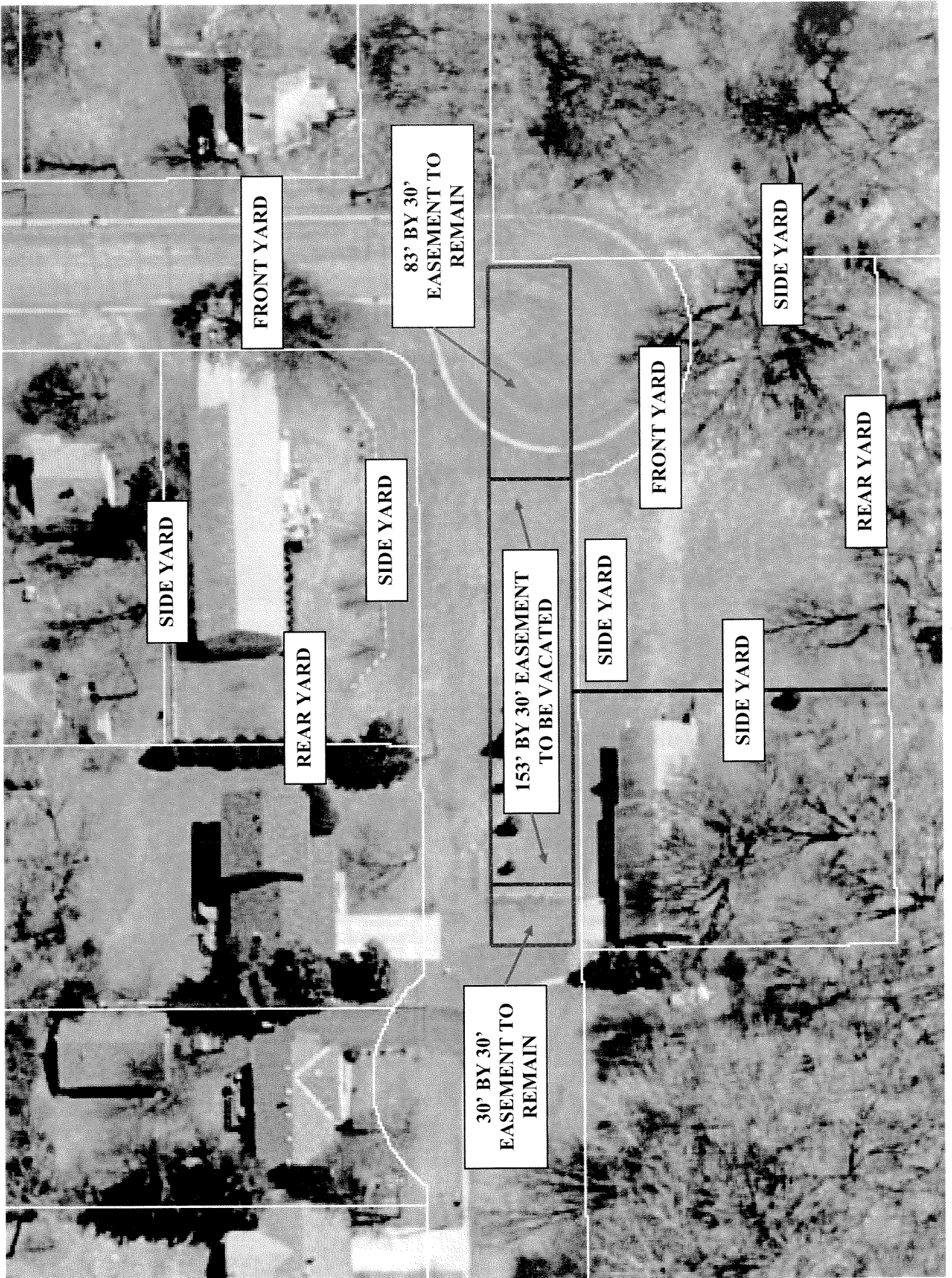
I, the undersigned, being the duly qualified City Manager of the City of Roseville, County of Ramsey, State of Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a regular meeting of said City Council held on the 23rd day of August, 2004, with the original thereof on file in my office.

WITNESS MY HAND officially as such Manager this 23rd day of August, 2004.



Neal J. Beets, City Manager





REQUEST FOR PLANNING COMMISSION ACTION

DATE: 07/07/04

ITEM NO: 5d

Department Approval:

TP

Agenda Section

PUBLIC HEARING

Item Description: A request by Judith LeTendre for a **ROADWAY EASEMENT VACATION** for a portion of Wagner Street (**PF3592**).

1.0 REQUESTED ACTION

- 1.1 Judith LeTendre seeks approval of a ROADWAY EASEMENT VACATION for a portion of Wagner Street adjacent to 386 Wagner Street.

PROJECT REVIEW HISTORY

- Application Submitted & Determined Complete: July 7, 2004.
- 60 Day Review Deadline: September 5, 2004.
- Project Report Recommendation: August 4, 2004.
- Anticipated City Council Action: August 23, 2004.

2.0 SUMMARY of RECOMMENDATION:

- 2.1 The Community Development & Public Works Departments recommends approval of the ROADWAY EASEMENT VACATION by Judith LeTendre.

3.0 SUGGESTED PLANNING COMMISSION ACTION:

- 3.1 Recommend approval of the ROADWAY EASEMENT VACATION (see Section 8 for detailed action).

4.0 BACKGROUND:

- 4.1 On November 2, 1939, Rolling Green was recorded with Ramsey County. This subdivision plat created lots and dedicated street right-of-way for an area generally west of Chandler Avenue, south of McCarrons Boulevard, and north of Wagner Street. Specific to this plat was a 30 foot wide dedication for the future roadway to be known as Wagner Street.
- 4.2 On July 2, 1980, a roadway easement was granted to the City of Roseville, which easement is 30 feet wide, 266 feet long, and directly adjacent to 386 Wagner Street.
- 4.3 On May 6, 1992, a roadway easement for a portion of the Western Avenue cul-de-sac was granted to the City of Roseville.
- 4.4 Judith LeTendre, property owner at 386 Wagner Street, has requested that a portion of the 30 foot wide by 266 feet long easement be vacated.

5.0 STAFF FINDINGS:

- 5.1 The proposal to vacate the southern portion of the 30 foot by 266 foot roadway easement has been reviewed by the Public Works Department. The need for the roadway easement has been determined to be unnecessary. Specifically, Wagner Street will remain a dead end cul-de-sac west of Western Avenue (never to connect) and the easement has no public utilities beneath it.

6.0 STAFF COMMENT & RECOMMENDATION:

- 6.1 Based on the determination of the Public Works Department that a portion of the previously granted roadway easement is no longer necessary for public infrastructure, the City Planner recommends approval of the ROADWAY EASEMENT VACATION request by Judith LeTendre.

7.0 SUGGESTED PLANNING COMMISSION ACTION:

- 7.1 **BY MOTION, RECOMMEND APPROVAL** of the request by Judith LeTendre to VACATE a portion of the 30 foot by 266 foot roadway easement directly adjacent to 386 Wagner Street, based on the finding of Section 5 of the project report dated August 4, 2004, subject to the following condition:
 - a. The applicant submitting the legal description of the area to be vacated and the proper legal document on which to record the vacation at Ramsey County, both to be reviewed and approved by the Director of Public Works.

Prepared by: Thomas Paschke (651-792-7074)

Attachments: Property location map, aerial photo w/details, site plan and narrative.

REQUEST FOR CITY COUNCIL ACTION

DATE: 08/23/04

ITEM NO: 3.g

Department Approval:

TP

Agenda Section

Consent

Item Description: A request by Judith LeTendre for a **ROADWAY EASEMENT VACATION** for a portion of Wagner Street (**PF3592**).

1.0 REQUESTED ACTION

- 1.1 Judith LeTendre seeks approval of a **ROADWAY EASEMENT VACATION** for a portion of Wagner Street adjacent to 386 Wagner Street.

PROJECT REVIEW HISTORY

- Application Submitted & Determined Complete: 07/07/04.
- 60 Day Review Deadline: 09/05/04.
- Project Report Recommendation: 08/04/04.
- Planning Commission Action: Approval (6-0) Recommendation 08/04/04.
- City Council Approval: 08/23/04.

2.0 SUMMARY of RECOMMENDATION:

- 2.1 At its meeting of August 4, 2004, the ROSEVILLE PLANNING COMMISSION recommended APPROVAL (6-0) to approve the **ROADWAY EASEMENT VACATION** requested by Judith LeTendre. The Community Development Department concurs with the Commission's recommendation.

3.0 SUGGESTED CITY COUNCIL ACTION:

- 3.1 **ADOPT a RESOLUTION GRANTING APPROVAL of the VACATION of a 30 FOOT by 153 FOOT PORTION of the WAGNER STREET ROADWAY EASEMENT** (see Section 8 for detailed recommendation).

4.0 BACKGROUND:

- 4.1 On November 2, 1939, Rolling Green was recorded with Ramsey County. This subdivision plat created lots and dedicated street right-of-way for an area generally west of Chandler Avenue, south of McCarrons Boulevard, and north of Wagner Street. Specific to this plat was a 30 foot wide dedication for the future roadway to be known as Wagner Street.
- 4.2 On July 2, 1980, a roadway easement was granted to the City of Roseville, which easement is 30 feet wide, 266 feet long, and directly adjacent to 386 Wagner Street.
- 4.3 On May 6, 1992, a roadway easement for a portion of the Western Avenue cul-de-sac was granted to the City of Roseville.
- 4.4 Judith LeTendre, property owner at 386 Wagner Street, has requested that a portion of the 30 foot by 266 feet easement be vacated. Specifically, a portion 30 feet by 153 feet as confirmed by the Public Works Department.

5.0 STAFF FINDINGS:

- 5.1 The proposal to vacate the southern portion of the 30 foot by 266 foot roadway easement has been reviewed by the Public Works Department. The roadway easement has been determined to be unnecessary. Specifically, Wagner Street will remain a dead end cul-de-sac west of Western Avenue (never to connect) and the easement has no public utilities beneath or above it.

6.0 STAFF COMMENT & RECOMMENDATION:

- 6.1 Based on the determination of the Public Works Department that a portion of the previously granted roadway easement is no longer necessary for public infrastructure, the City Planner recommends approval of the ROADWAY EASEMENT VACATION request by Judith LeTendre.

7.0 PLANNING COMMISSION ACTION:

- 7.1 On August 4, 2004 the Roseville Planning Commission held the public hearing regarding the LeTendre road right-of-way vacation request. At the meeting adjacent property owners addressed the Commission. Specifically, they sought answers to questions: What is being vacated?, Can the other side of the "road" be vacated?, Where can a home be placed on the new parcel?, What are the setbacks based on the proposed right-of-way vacation?
- 7.2 The City Planner indicated to the adjacent property owners that the road right-of-way to be vacated is separate from the north 30 feet; that the City would consider vacating the roadway portion of the north 30 feet, but would need to retain a portion of the area for the

underground public utilities; and that a home on the newly created parcel (Minor Subdivision approval 6/14/04) could be placed 30 feet from the northeast property line adjacent to Western Avenue cul-de-sac, 10 feet from the west and north property line, and a minimum of 50 feet from the delineated wetland (south). The placement of a home would change after the 30 wide by 153 foot long portion of Wagner Street is vacated, in essence allowing a principal structure 30 feet closer than previously noted.

- 7.3 The Planning Commission voted (6-0) to recommend approval of the vacation of a 30 foot by 153 foot portion of Wagner Street right-of-way, based on the findings in Section 5 and condition of Section 6 of the project report dated August 4, 2004.

8.0 **SUGGESTED CITY COUNCIL ACTION:**

- 8.1 **ADOPT a RESOLUTION GRANTING APPROVAL of the VACATION of a 30 FOOT by 153 FOOT PORTION of the WAGNER STREET ROADWAY EASEMENT** directly adjacent to 386 Wagner Street, based on the finding of Section 5 of the project report dated August 23, 2004, and subject to the following condition:

- a. The applicant must submit the legal description of the area to be vacated and the proper legal document on which to record the vacation at Ramsey County, both to be reviewed and approved by the Director of Public Works.

Prepared by: Thomas Paschke (651-792-7074)

Attachments: Property location map, aerial photo w/details, site plan, narrative, and draft PC minutes.

1 **d. Planning File 3592: Request by Judith LeTendre for a roadway easement**
2 **vacation for a portion of Wagner Street.**

3
4 Chair Mulder opened the hearing and requested City Planner Thomas Paschke to present
5 the verbal summary of the staff report dated August 4, 2004.

6
7 Mr. Paschke advised that on November 2, 1939, Rolling Green was recorded with
8 Ramsey County. This subdivision plat created lots and dedicated street right-of-way for
9 an area generally west of Chandler Avenue, south of McCarrons Boulevard, and north of
10 Wagner Street. Specific to this plat was a 30 foot wide dedication for the future roadway
11 to be known as Wagner Street. On July 2, 1980, a roadway easement was granted to the
12 City of Roseville, which easement is 30 feet wide, 266 feet long, and directly adjacent to
13 386 Wagner Street. On May 6, 1992, a roadway easement for a portion of the Western
14 Avenue cul-de-sac was granted to the City of Roseville.

15
16 Judith LeTendre, property owner at 386 Wagner Street, has requested that a portion of the
17 30 foot wide by 266 feet long easement be vacated.

18
19 Mr. Paschke further indicated that the proposal to vacate the southern portion of the 30
20 foot by 266 foot roadway easement has been reviewed by the Public Works Department.
21 The roadway easement has been determined to be unnecessary. Specifically, Wagner
22 Street will remain a dead end cul-de-sac west of Western Avenue (never to connect) and
23 the easement has no public utilities beneath it.

24
25 Ms. LeTendre had no comment.

26
27 George Cartwright, 1823 Western Avenue, asked for clarification on setbacks and
28 frontages and the vacation process. He expressed concern about the potential large house
29 on the lot south of his lot.

30
31 Ms. Ann Elias, 1823 Western Ave., asked how close an owner can build to a side lot line
32 (10 feet from the side lot line). She asked for further detail on the easement.

33
34 Jay Rollinger, 403 Wagner, asked if he could request a vacation of non-road land in front
35 of his house (yes).

36
37 Ann Elias likes the public access ways for pedestrians and hopes they can remain.

38
39 Deb Bloom and Thomas Paschke explained this right-of-way is not on the pathway plan
40 and there is no funding for a public pathway.

41
42 Chair Mulder closed the hearing.

43
44 **MOTION: Member Pust moved, second by Member Bakeman, to recommend**
45 **approval of the request by Judith LeTendre to vacate a portion of the 30 foot by 266**
46 **foot roadway easement, that being a piece 30' x 153', directly adjacent to 386**

1 Wagner Street, based on the finding of Section 5 of the project report dated August
2 4, 2004, subject to the following condition:

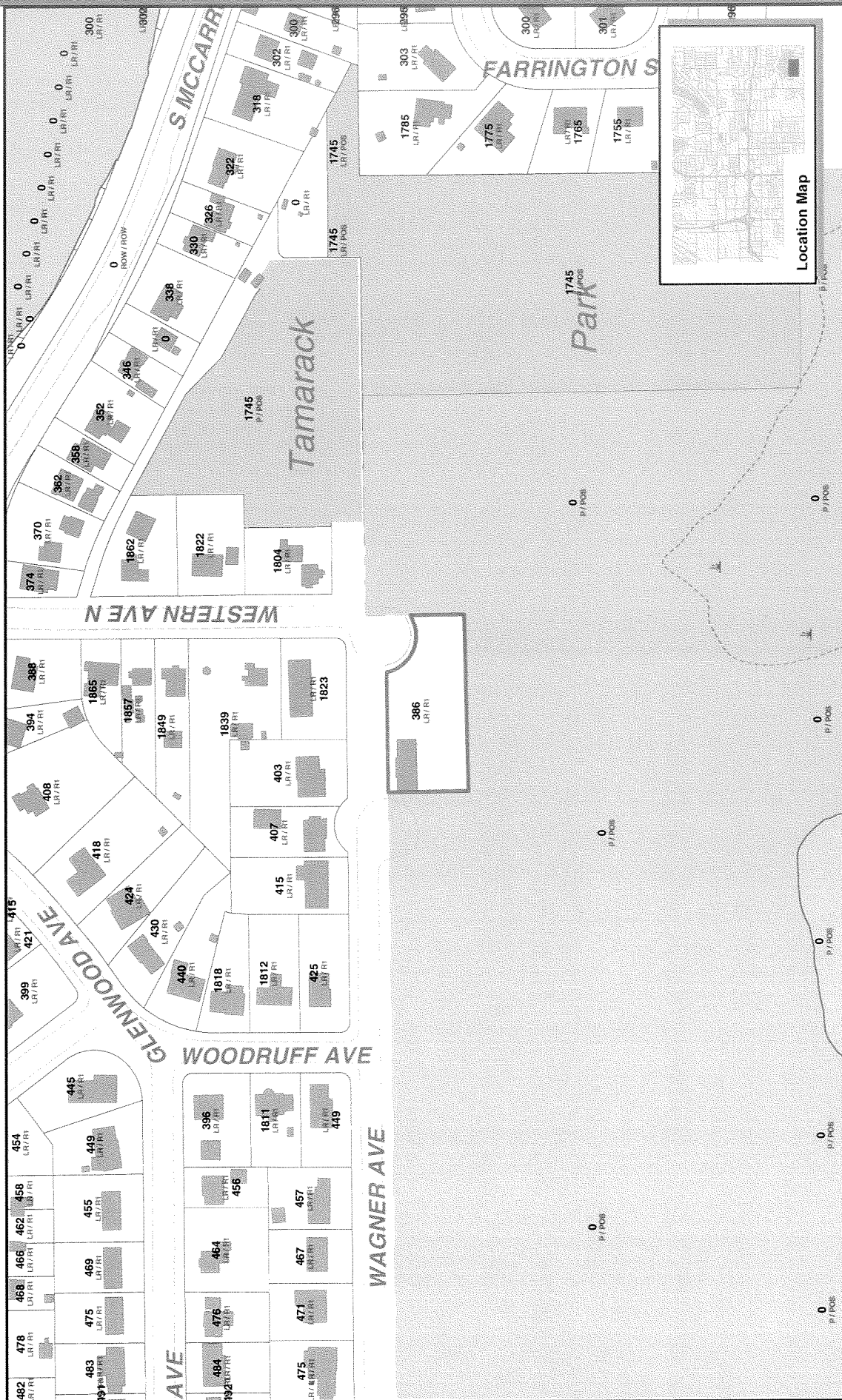
- 3
4 a. The applicant submitting the legal description of the area to be vacated
5 and the proper legal document on which to record the vacation at
6 Ramsey County, both to be reviewed and approved by the Director of
7 Public Works.

8
9 Ayes: 6

10 Nays: 0

11 Motion carried.

Request by Judith LeTendre to VACATE a portion of a ROADWAY EASEMENT adjacent to 386 Wagner Street W (PF#3592).



ROSEVILLE

Prepared by:
Community Development Department

Printed: July 21, 2004

Site Location

LR / RI Comp Plan / Zoning
Designations

Data Sources & Contacts:

- * Ramsey County GIS Base Map (6/1/2004)
- * City of Roseville Community Development

For further information regarding the contents of this map contact:
City of Roseville, Community Development Department,
2860 Civic Center Drive, Roseville MN

Disclaimer

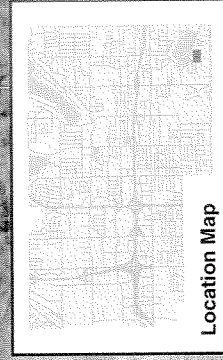
This is a legally recorded map not a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City 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, trading or any other purpose. The City of Roseville, Minnesota, and its employees or agents, and the user of this map acknowledge 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 this data provided.

Scale: 1 inch = 200 feet

0 100 200 Feet

mapdoc; planning_commission_location.mxd

Request by Judith LeTendre to VACATE a portion of a ROADWAY EASEMENT adjacent to 386 Wagner Street W (PF#3592).



Location Map



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, maps, and data from various sources, including but not limited to, the City of Roseville, the State of Minnesota, and the Federal Government. The City of Roseville 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 measurements. The City of Roseville is not responsible for any errors or omissions in this map, and the use 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.

Data Sources & Contacts:
 • Ramsey County GIS Base Map (01/2004)
 • Aerial Data: Horizons Inc. - 4/8/2003
 For further information regarding the contents of this map contact:
 City of Roseville, Community Development Department,
 2660 Civic Center Drive, Roseville MN

Site Location

ROSEVILLE
 Prepared by:
 Community Development Department
 Printed: July 21, 2004



**PUBLIC HEARING NOTICE
PLANNING COMMISSION**

To: Property owners within 350 feet of proposal.

Applicant: Judith LeTendre (PF3592)

Property Address: 386 Wagner Street

General Description: the North 150 feet of the East 266 feet of the Northwest Quarter of the Southeast Quarter of the Southwest Quarter of Section 13, Township 29, Range 23.

PIN: 13-29-23-34-0008

Purpose: to **VACATE** a portion of the **ROADWAY EASEMENT** that lies adjacent to Western Avenue to a point adjacent to 386 Wagner Street (30 feet wide by approximately 150 feet long).

Time & Place of Hearing: The Planning Commission will meet at 6:30 p.m. on Wednesday, August 4, 2004 in the **Fireside Room at the Roseville Skating Center**, 2661 Civic Center Drive.

Membership: Chairperson Jim Mulder and Members Mary Bakeman, Daniel Boerigter, Jim Doherty, Jed Ipsen, Tammy Pust and Mark Traynor.

How to Participate:

1. Attend the Public Hearing & testify.
2. Call Thomas Paschke, City Planner @ 651-792-7074 or mail a letter prior to the hearing.
3. Fax a letter to 651-792-7070 prior to the public hearing.
4. Send an email to thomas.paschke@ci.roseville.mn.us.
5. Staff Report available at www.cityofroseville.com under "Official City Meetings" on August 4, 2004.

Please See Map on Reverse Side for Property Location.



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PLANNING COMMISSION**

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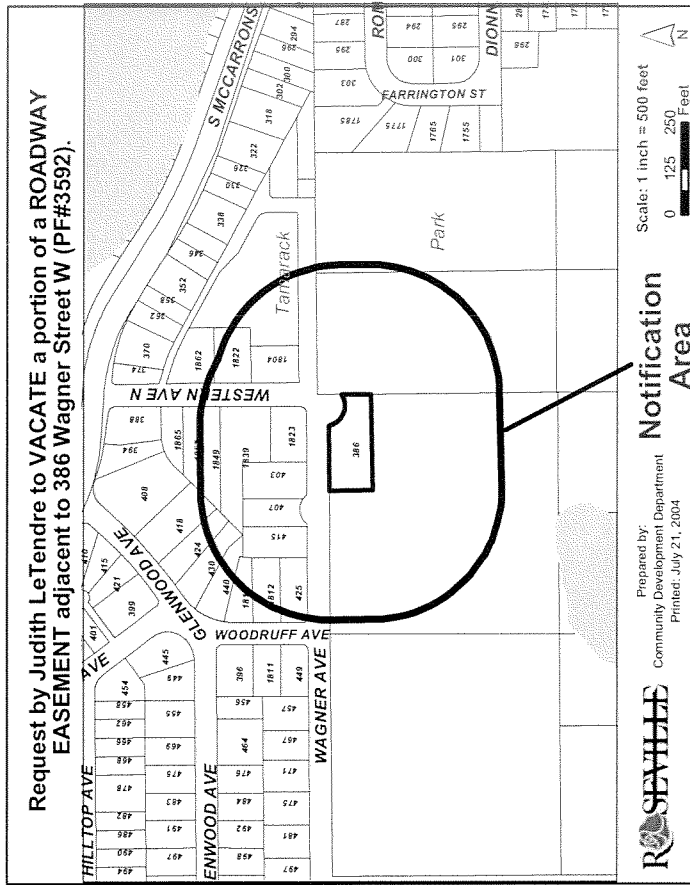
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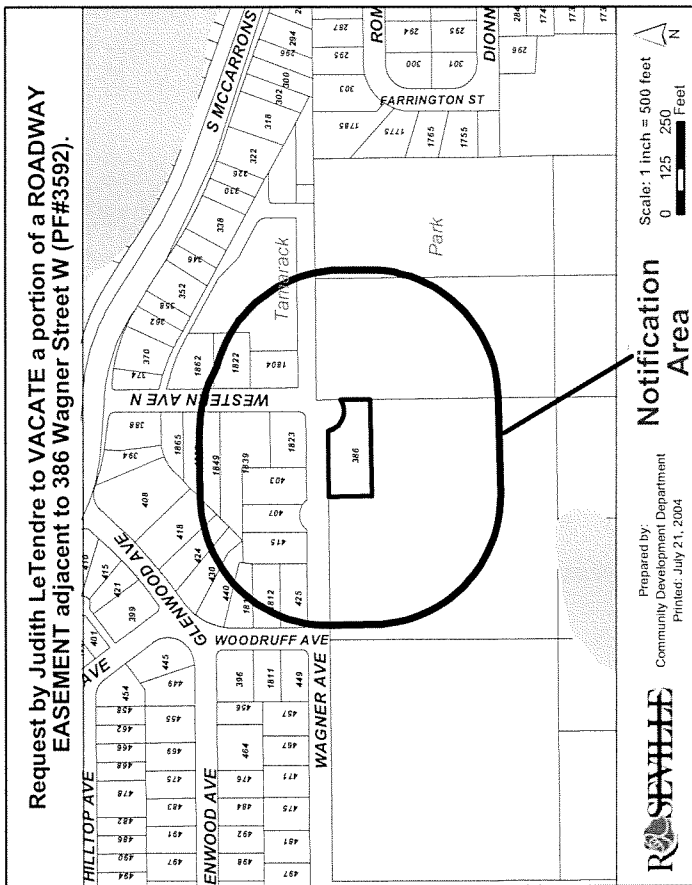
Please See Map on Reverse Side for Property Location.



The City of
ROSEVILLE
Minnesota

COMMUNITY DEVELOPMENT
2660 CIVIC CENTER DRIVE
ROSEVILLE, MINNESOTA 55113-1899

Disclaimer
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The City of
ROSEVILLE
Minnesota

COMMUNITY DEVELOPMENT
2660 CIVIC CENTER DRIVE
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3592

COMMUNITY DEVELOPMENT DEPARTMENT

2660 CIVIC CENTER DRIVE
ROSEVILLE, MINNESOTA 55113
PHONE: (651) 790-7005 FAX: (651) 792-7070

(City Code is available on the Internet: www.ci.roseville.mn.us).

RIGHT-OF-WAY/EASEMENT VACATION APPLICATION (CITY CODE CHAPTER 1013.04)



PUBLIC RIGHT-OF-WAY VACATION FEE - \$200

PUBLIC EASEMENT VACATION FEE - \$200

(Fee payable upon submittal of completed application)

Notice of a vacation is required under Minnesota State Statutes 412.851 to be published for two weeks prior to the hearing, for which an application must be submitted as follows.

Please complete the application by typing or printing in ink. If the spaces provided are insufficient, use additional sheets, keying information to the proper item numbers:

1. Name of Owner: (First) (Middle) (Last) (Phone)
Judith C LeTendre 763-784-6424
2. Address of Owner: (No. And Street) (City) (State) (Zip)
11148 Sunset Ave Circle Pines, MN 55014
3. Name of Applicant: (First) (Middle) (Last) (Phone)
Same as above
4. Address of Applicant: (No. And Street) (City) (State) (Zip)
Same as above
5. Street Address of Property Involved:
386 Wagner Street Roseville, MN 55113
6. State the need or desire for the street, alley, and/or public easement vacation:
Unutilized road easement

7. **Additional Required Information:**

- A. **Narrative:** A written narrative must be provided in support of an application for a street, alley, or public easement vacation. The narrative must fully describe the need or desire for the proposed vacation sought.
- B. A survey (1 Copy) including the legal description of the street, alley, and/or easement to be vacated must be submitted. Said survey must be 11" x 17" or greater in size.

8. **Signature:** The above statements are true and correct to the best of my knowledge.

Applicant Signature:

Judith LeTendre

Property Owner Signature:

Judith LeTendre

Date:

7/7/04

Phone #:

763-784-6424

Fax #:

651-490-0170

E-mail Address:

jletendre@catholicaid.com

Revised December 24, 2003

\\Victoria\CommDev\Planning_Zoning\Application Forms\ROW_Easement Vacation Application.doc

Re: Easement for 386 Wagner Street

Easement is currently not utilized by the city and the property owner has been maintaining it for over 25 years. A vacation of easement would add to the value of the property for the property owner of 386 Wagner Street. It would also allow for the setback requirements for the property being built on the Western lot to be similar to that of 386 Wagner Street. Since this easement has not been utilized by the city for many years and would be of value to both properties the property owner is requesting that this easement be vacated.

P 13-18

LAW OFFICES OF

PETERSON, BELL & CONVERSE

1800 AMERICAN NATIONAL BANK BUILDING
101 EAST FIFTH STREET
ST. PAUL, MINNESOTA 55101
224-4703 (812)

ERWIN A. PETERSON
ROBERT C. BELL
WILLARD L. CONVERSE
ROGER A. JENSEN
KURT F. WALTHER
W. TIMOTHY MALCHOW
MARTIN J. COSTELLO
DAVID S. ANDERSON

MINNEAPOLIS
1031 SOO LINE BUILDING

July 22, 1980

Engineering Division
City of Roseville
2660 Civic Center Drive
Roseville, Minnesota 55113

Attention: Christi M. Christea

Re: South Owasso Boulevard R/W Easement and
Wagner Street Easement, Project 79-20
Our File No. M9-805

Dear Ms. Christea:

Enclosed are the following:

1. Easement from Edward J. and Lucille E. Widerski to the City of Roseville.
2. Easement from George F. and Grace A. McMahon to the City of Roseville.

These easements have now been properly filed at the County Recorder's Office. They now may be placed in the City's files and marked closed.

Very truly yours,

PETERSON, BELL & CONVERSE

Robert C. Bell

RCB:gvp
encl.

EASEMENT

THIS INDENTURE, MADE this second day of July, 1980 by and between Edward J. Widderski and Lucille E. Widderski,
husband and wife

OF THE County of Ramsey, State of Minnesota, parties of the first part, and the CITY OF ROSEVILLE, Ramsey County, Minnesota, a municipal corporation, party of the second part.

WITNESSETH: That in consideration of the sum of One Dollar and other good
and valuable consideration DOLLARS (\$1.00)

in hand paid by the said party of the second part, said parties of the first part do hereby grant and convey unto party of the second part, its successors and assigns, a perpetual easement for a public road and highway and for underground utility mains, pipes and appurtenances over, under and across a strip of land in the City of Roseville, Ramsey County, Minnesota as follows:

THE NORTH 30 FEET OF THE FOLLOWING DESCRIBED PARCEL:

North 150 feet of the East 266 feet of the Northeast One-quarter of the Southeast One-quarter of the Southwest One-quarter of Section 13, Township 29, Range 23; Ramsey County.

EXEMPT FROM STATE DEED TAX

ENTERED IN TRANSFER RECORD

July 11 1980
LOU McKENNA

Auditor, Ramsey County, Minnesota

By [Signature]
DEPUTY

which easement shall include the perpetual rights of said City of Roseville, its successors or assigns, to grade, level, fill, drain, pave, build, maintain, and rebuild or widen a public road or highway, together with such culverts, cuts, or ditches as may be necessary, and to construct, maintain, operate, and repair utility mains, pipes, and appurtenances over and across the strip of land hereinbefore described, together with perpetual easement for ingress and egress.

TO HAVE AND TO HOLD THE SAME, together with all the hereditaments and appurtenances thereunto belonging, or in anywise appertaining, to the said party of the second part, its successors and assigns, forever.

IN TESTIMONY WHEREOF, the said parties of the first part have hereunto set their hands the day and year first above written.

This Instrument was drafted by
the City of Roseville, Minnesota
Engineering Division
2660 Civic Center Drive
Roseville, Minnesota 55113

[Signature]
Edward J. Widderski

[Signature]
Lucille E. Widderski

I hereby certify that this easement
is entitled to filing or recordation
without payment of fees pursuant to
laws 1967, Chapter 124, it being for
the benefit of the City of Roseville.

RETURN TO:
PETERSON, BELL & CONVERSE
1800 AMERICAN NAT'L BANK BLDG.
ST. PAUL, MN 55101

3202 \$00.00 - A

STATE OF MINNESOTA)
COUNTY OF RAMSEY) SS

On this 2nd day of July, 1980, before me, a Notary Public, within and for said County, personally appeared Edward J. Widderski and Lucille E. Widderski, husband and wife to me known to be the person^s described in and who executed the foregoing instrument, and acknowledged that they executed the same as their free act and deed.

C. M. Christea
Notary Public, Ramsey County, Minnesota
My commission expires: Nov. 5, 1988

C. M. CHRISTEA
RAMSEY COUNTY
NOTARY PUBLIC-MINNESOTA
MY COMMISSION EXPIRES NOV. 5, 1988

STATE OF MINNESOTA)
COUNTY OF RAMSEY) SS

On this _____ day of _____, 19____, before me, a Notary Public, within and for said County, personally appeared _____ and _____ to personally known, who, being each by me duly sworn did say that they are respectively the _____ President and the _____ of the corporation named in the foregoing instrument, and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors and said _____ and _____ acknowledged said instrument to be the free act and deed of said corporation.

Notary Public, Ramsey County, Minnesota
My commission expires: _____

2666481

R 13-46

WS

ROADWAY EASEMENT RECORDED ON

13-34-01

92-02-#72

AUG 6 1992

THIS INDENTURE, made this 6th day of May, 1992 by and between Edward J. Widerski and Lucille E. Widerski (husband & wife) of the County of Ramsey, of the State Minnesota, _____

parties of the first part, and the CITY OF ROSEVILLE, Ramsey County, Minnesota, a municipal corporation, party of the second part.

WITNESSETH: That in consideration of the sum of \$1.00 and other valuable considerations in hand paid by the said party of the second part, said parties of the first part do hereby grant and convey unto party of the second part, its successors and assigns, a perpetual easement for a public road and highway and for underground utility mains, pipes and appurtenances under and across the following described property in Ramsey County, Minnesota:

THAT PART OF THE NORTH 150.0 FEET OF THE EAST 266.0 FEET OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 (Subject to roads & easements) in Section 13, Township 29, Range 23, Ramsey County, Minnesota, Lying within the circumference of a circle having a radius of 55.0 feet; the center of said circle is located 29.0 feet West and 20.0 feet South of the Northeast corner of said Northeast 1/4, of said Southeast 1/4 of said Southwest 1/4.

which easement shall include the perpetual rights of said City of Roseville, its successors or assigns, to grade, level, fill, drain, pave, build, maintain, and rebuild or widen a public road or highway, together with such culverts, cuts, or ditches as may be necessary, and to construct, maintain, operate and repair underground utility mains, pipes and appurtenances over and across a strip of land hereinbefore described, together with perpetual easement for ingress and egress, all without additional compensation.

TO HAVE AND TO HOLD THE SAME, together with all the hereditaments and appurtenances thereunto belonging, or in anywise appertaining, to the said party of the second part, its successors and assigns, forever.

IN TESTIMONY WHEREOF, the said parties of the first part have hereunto set their hands the day and year first above written.

RETURN TO

RETURN TO

This instrument was drafted by
the City of Roseville, Minnesota
Engineering Division
2660 Civic Center Drive
Roseville, Minnesota 55113

Edward J. Widerski
Lucille E. Widerski

ENTERED IN TRANSFER RECORDS

AUG 5 1992

DIRECTOR, PROPERTY TAXATION

Ramsey County, Minnesota

By

R. [Signature]

Instru #	0680
Filing fee	17
Rec copy	
Corr copy	20
Index	19

DOCUMENT NO.
OFFICE OF THE
RAMSEY COUNTY
DEPT. RECORDS
AUG 6 8 46 AM '92
BY [Signature]
CITY RECORDER
DEPUTY

62

STATE OF MINNESOTA)
COUNTY OF RAMSEY) SS

On this 3 day of JUNE 1992, before me, a Notary Public, within and for said County, personally appeared Edward J. Widderski and Lucille E. Widderski (husband and wife) to me known to be the persons described in and who executed the foregoing instrument, and acknowledged that they executed the same as their free act and deed.



Karl Keel.
Notary Public, Hennepin County, Minnesota
My commission expires: MAY 14 1995.

STATE OF _____)
COUNTY OF _____) SS

On this _____ day of _____, 1992, before me, a Notary Public, within and for said County, personally appeared _____ and _____ to personally known, who, being each by me duly sworn did say that they are respectively the _____ President and the _____ of the corporation named in the foregoing instrument, and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors and said _____ and _____ acknowledged said instrument to be the free act and deed of said corporation.

Notary Public, _____ County, _____
My commission expires: _____

2

City of Roseville
2660 Civic Center Dr.
Roseville, MN 55113
Roseville, MN 55113
Telephone: (651)490-2200

Monday July 26, 2004 4:23 PM
Receipt No.0051798

260382	
ComDev Misc	200.00

Total	200.00
Payment: Check	200.00
# 18695	
Cash:	0.00
Change:	0.00

Customer: LETENDRE pf3592
Cashier:
Station:

PF 3592
Robert Gasemb
Vacation

KUEPPERS, HACKEL & KUEPPERS, P.A.

ATTORNEYS AT LAW

SUITE 800

101 EAST FIFTH STREET

SAINT PAUL, MINNESOTA 55101

(651) 228-1104

FAX (651) 297-6599

RED A. KUEPPERS, JR.
DAN M. HACKEL
JOSEPH F. KUEPPERS

FAX Transmittal FormFax No. 490-0746Date: 8-23-04

Please Deliver the Following Page(s) to:

Judy LetendreFrom: Fred A. Kueppers, Jr.

Our Client: _____

File No. _____

Sender Comments:

Judy - Here is The original Easement - for
both road and utilities. You want all vacated.
The Resolution should be Modified to provide
for vacation of utility rights, as well as street.
See Marked-up draft - show to City Manager -
Public Works, etc.,
and Council

Number of Pages Including this Cover Sheet: _____

We are transmitting from a Toshiba TF-331. If you do not receive the entire transmission, please call us as soon as possible at our regular telephone number: (651) 228-1104.

The information contained in this facsimile message is privileged and confidential information intended for the use of the individual or entity named above. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this fax in error, please immediately notify us by telephone, and return the original message to us at the above address via the U.S. postal service.

**LEGAL DESCRIPTION
OF
AREA OF LAND AS TO WHICH THE CITY COUNCIL
OF
THE CITY OF ROSEVILLE ON AUGUST 23, 2004 VACATED ROADWAY
AND UTILITY EASEMENT ADJACENT TO 386 WAGNER STREET IN CITY OF
ROSEVILLE, WHICH EASEMENTS WERE ESTABLISHED BY INSTRUMENT
RECORDED AS DOCUMENT NO. 2083863**

The North 30 feet of the West 153 feet of the East 236 feet of the Northeast Quarter of the Southeast Quarter of the Southwest Quarter of Section 13, Township 29, Range 23 in Ramsey County, Minnesota.

The description set forth above is hereby approved.

Dated: August ____, 2004.

**DIRECTOR OF PUBLIC WORKS
CITY OF ROSEVILLE, MINNESOTA**

EASEMENT

THIS INDENTURE, MADE this second day of July, 1980, by and between Edward J. Widerski and Lucille E. Widerski, husband and wife

OF THE County of Ramsey, State of Minnesota, parties of the first part, and the CITY OF ROSEVILLE, Ramsey County, Minnesota, a municipal corporation, party of the second part

WITNESSETH: That in consideration of the sum of One Dollar and other good and valuable consideration DOLLARS (\$1.00)

In hand paid by the said party of the second part, said parties of the first part do hereby grant and convey unto party of the second part, its successors and assigns, a perpetual easement for a public road and highway and for underground utility mains, pipes and appurtenances over, under and across a strip of land in the City of Roseville, Ramsey County, Minnesota as follows:

THE NORTH 30 FEET OF THE FOLLOWING DESCRIBED PARCEL:

North 150 feet of the East 256 feet of the Northeast One-quarter of the Southeast One-quarter of the Southwest One-quarter of Section 13, Township 29, Range 23, Ramsey County.

EXEMPT FROM STATE DEED TAX

ENTERED IN TRANSFER RECORD

July 11 1980

LOU MCHEENNA

Auditor, Ramsey County, Minnesota

By [Signature] CITY

which easement shall include the perpetual rights of said City of Roseville, its successors or assigns, to grade, level, fill, drain, pave, build, maintain, and rebuild or widen a public road or highway, together with such culverts, cuts, or ditches as may be necessary, and to construct, maintain, operate, and repair utility mains, pipes, and appurtenances over and across the strip of land hereinbefore described, together with perpetual easement for ingress and egress.

TO HAVE AND TO HOLD THE SAME, together with all the herecovenants and appurtenances thereto belonging, or in anywise appertaining, to the said party of the second part, its successors and assigns, forever.

IN TESTIMONY WHEREOF, the said parties of the first part have hereunto set their hands the day and year first above written.

This instrument was drafted by
the City of Roseville, Minnesota
Engineering Division
2660 Civic Center Drive
Roseville, Minnesota 55113

[Signature]
Edward J. Widerski

[Signature]
Lucille E. Widerski

I hereby certify that this instrument
is entitled to filing as recordation
without payment of fees pursuant to
laws 1967, Chapter 124, it being for
the benefit of the City of Roseville

RETURN TO:
PETERSON, BELL & CONVERSE
100 AMERICAN BANK BUILDING

STATE OF MINNESOTA)
COUNTY OF RAMSEY) SS

On this 2nd day of July, 1906, before me, a Notary Public, within and for said County, personally appeared Edward J. Widerski and Lucille E. Widerski, husband and wife to me known to be the persons described in and who executed the foregoing instrument, and acknowledged that they executed the same as their free act and deed.

C. M. Chasler
Notary Public, Ramsey County, Minnesota
My commission expires 2nd Nov. 1906

STATE OF MINNESOTA)
COUNTY OF RAMSEY) SS

On this _____ day of _____, 19____, before me, a Notary Public, within and for said County, personally appeared _____ and _____ to personally known, who, being each by me duly sworn did say that they are respectively the _____ President and the _____ of the corporation named in the foregoing instrument, and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors and said _____ and _____ acknowledged said instrument to be the free act and deed of said corporation.

Notary Public, Ramsey County, Minnesota
My commission expires _____

Auciliary # 571

Document # 2083863

Filed July 21, 1980

2083863
XX
90

*Exempt
Wisconsin
to
Lacrosse*

STATE OF MINNESOTA County of Ramsey	15
Office of the County Recorder	
This is to certify that the within instrument was filed for record in the office of the County Recorder on the 15th day of July, 1980.	
A.D. 1980	
The same has been recorded in the County Records at Gov. No. 2083863	
EUGENE H. CIDDONS COUNTY RECORDER	
By <i>[Signature]</i>	

EXTRACT OF MINUTES OF MEETING OF THE CITY COUNCIL OF THE CITY OF ROSEVILLE

Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Roseville, County of Ramsey, Minnesota, was held on the 23rd day of August 2004, at 6:30 p.m.

The following members were present:
and the following were absent:

Council Member _____ introduced the following resolution and moved its adoption:

RESOLUTION NO. Land Utility
**A RESOLUTION APPROVING THE VACATION OF A PORTION OF THE
WAGNER STREET ROADWAY EASEMENT ADJACENT TO 386 WAGNER
STREET (PF3592).**

WHEREAS, Judith LeTendre has requested a portion of the roadway easement adjacent her property be vacated; and

WHEREAS, Ms. LeTendre's property is located at 386 Wagner Street and legally described as:

***REQUIRES CORRECT LEGAL DESCRIPTION
PID # 13-29-23-34-0008***

WHEREAS, the Public Works Department has determined that the requested portion of Wagner Street is a roadway easement that is no longer necessary for public infrastructure; and

and Utility WHEREAS, the Roseville Planning Commission held a public hearing regarding the Roadway Easement Vacation request by Judith LeTendre and voted (6-0) to recommend approval of vacating a 30 foot by 153 foot portion thereof, based on the findings of Section 5 and the condition of Section 6 of the project report dated August 4, 2004;

NOW THEREFORE BE IT RESOLVED, by the Roseville City Council, to grant the VACATION of a 30 FOOT by 153 FOOT portion of the WAGNER STREET ROADWAY EASEMENT adjacent to 386 Wagner Street to Mr. Judith LeTendre based on the findings in Section 5 of the project report dated August 23, 2004, and subject to the following conditions: and Utility

- a. The applicant must submit the legal description of the area to be vacated and the proper legal document on which to record the vacation at Ramsey County, both to be reviewed and approved by the Director of Public Works.

The motion for the adoption of the foregoing resolution was duly seconded by Council Member _____, and upon vote being taken thereon, the following voted in favor:

and the following voted against:

WHEREUPON said resolution was declared duly passed and adopted.

V-13-4

Document# 2006840
 Certified Filed On 05/31/2007 1600
 Registrar of Titles, Ramsey County, MN
 Certificate# 520747
 5.1.2 217266

EASEMENT
13-31-48

THIS INDENTURE, made this 22ND day of May, 2006 by and between George Cartwright and Anne E. Elias (Husband and Wife) of the County of Ramsey, State of Minnesota, (Grantors), and the **CITY OF ROSEVILLE**, Ramsey County, Minnesota, a municipal corporation, (Grantee).

WITNESSETH:

That for and in consideration of the sum of \$0.00 and other good and valuable consideration, the receipt of which is hereby acknowledged, Grantors have this day bargained and sold, and by these presents does bargain, sell and transfer unto Grantee its successors and assigns the following:

- A. A Drainage and Utility easement, such right- of- way to be the right to enter upon the real estate hereinafter described to construct, maintain, operate and repair utilities, drainage, and appurtenances under, over and across the strip of land described above, together with perpetual easement for ingress and egress.

That said drainage and utility easement, located in the City of Roseville, County of Ramsey, State of Minnesota, is described as follows, to-wit:

All that part of the vacated north 30 feet of Wagner Street as dedicated in the plat of ROLLING GREEN, Ramsey County, Minnesota, lying west of the following described Line B and east of the following described Line C:

Line B: Commencing at the southeast corner of Lot 20, Block 2, said ROLLING GREEN; thence easterly along the south line of said Block 2 a distance of 101.5 feet to the point of beginning of Line B to be described; thence southerly, at a right angle, a distance of 30 feet to the south line of said ROLLING GREEN, and there terminating.

Line C: Beginning at the southeast corner of Lot 20, Block 2, said ROLLING GREEN; thence southerly, at a right angle to the south line of said lot, a distance of 30 feet to the south line of said ROLLING GREEN, and there terminating.

According to the plat thereof on file or of record in the office of the Register of Deeds in and for said County and State.

- B. A Pathway easement, such right- of- way to be the right to enter upon the real estate hereinafter described to grade, level, fill, drain, pave, build, maintain, and rebuild a public pathway, together with such culverts, cuts, or ditches as may be necessary, over and across the strip of land described above, together with perpetual easement for ingress and egress.

That said pathway easement and right- of- way located in the City of Roseville, County of Ramsey, State of Minnesota, is described as follows, to-wit:

The southerly 10 feet of the vacated north 30 feet of Wagner Street as dedicated in the plat of ROLLING GREEN, Ramsey County, Minnesota, lying west of the following described Line B and east of the following described Line C:

1-3

**EASEMENT
13-31-48**

THIS INDENTURE, made this 22nd day of May, 2006 by and between George Cartwright and Anne E. Elias (Husband and Wife) of the County of Ramsey, State of Minnesota, (Grantors), and the **CITY OF ROSEVILLE**, Ramsey County, Minnesota, a municipal corporation, (Grantee).

WITNESSETH:

That for and in consideration of the sum of **\$0.00** and other good and valuable consideration, the receipt of which is hereby acknowledged, Grantors have this day bargained and sold, and by these presents does bargain, sell and transfer unto Grantee its successors and assigns the following:

- A. A Drainage and Utility easement, such right- of- way to be the right to enter upon the real estate hereinafter described to construct, maintain, operate and repair utilities, drainage, and appurtenances under, over and across the strip of land described above, together with perpetual easement for ingress and egress.

That said drainage and utility easement, located in the City of Roseville, County of Ramsey, State of Minnesota, is described as follows, to-wit:

All that part of the vacated north 30 feet of Wagner Street as dedicated in the plat of ROLLING GREEN, Ramsey County, Minnesota, lying west of the following described Line B and east of the following described Line C:

Line B: Commencing at the southeast corner of Lot 20, Block 2, said ROLLING GREEN; thence easterly along the south line of said Block 2 a distance of 101.5 feet to the point of beginning of Line B to be described; thence southerly, at a right angle, a distance of 30 feet to the south line of said ROLLING GREEN, and there terminating.

Line C: Beginning at the southeast corner of Lot 20, Block 2, said ROLLING GREEN; thence southerly, at a right angle to the south line of said lot, a distance of 30 feet to the south line of said ROLLING GREEN, and there terminating.

**According to the plat thereof on file or of record in the office of the Register
of Deeds in and for said County and State.**

- B. A Pathway easement, such right- of- way to be the right to enter upon the real estate hereinafter described to grade, level, fill, drain, pave, build, maintain, and rebuild a public pathway, together with such culverts, cuts, or ditches as may be necessary, over and across the strip of land described above, together with perpetual easement for ingress and egress.

That said pathway easement and right- of- way located in the City of Roseville, County of Ramsey, State of Minnesota, is described as follows, to-wit:

The southerly 10 feet of the vacated north 30 feet of Wagner Street as dedicated in the plat of ROLLING GREEN, Ramsey County, Minnesota, lying west of the following described Line B and east of the following described Line C:

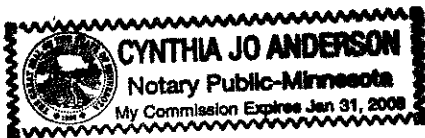
1-3

Line C: Beginning at the southeast corner of Lot 20, Block 2, said ROLLING GREEN; thence southerly, at a right angle to the south line of said lot, a distance of 30 feet to the south line of said ROLLING GREEN, and there terminating.

IN TESTIMONY WHEREOF, the said parties of the first part have hereunto set their hands the day and year first above written.

Anne E. Gias
James C. Gias

Cynthia Jo Anderson
Notary Public, Ramsey County, Minnesota
My commission expires: Jan 31, 2008



Send statement of charges to:
Donna Koontz
City of Roseville
2660 Civic Center Drive
Roseville, Minnesota 55113

Number	Instrument	From/To	Fee
13-31-48	Drainage and Utility and Pathway Easement	George Cartwright and Anne E Elias and The City of Roseville, MN 55113	

Questions:

Ramsey County Recorder

Donna Koontz (651) 792-7003

By_____

V-13-5

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**EXTRACT OF MINUTES OF MEETING OF THE
CITY COUNCIL OF THE CITY OF ROSEVILLE**

Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Roseville, County of Ramsey, Minnesota, was held on the 31st day of January 2005, at 6:30 p.m.

The following members were present: Maschka, Kough, Schroeder, Ihlan and Klausing and the following were absent: none.

Council Member Maschka introduced the following resolution and moved its adoption:

**RESOLUTION NO. 10278
A RESOLUTION APPROVING THE VACATION OF AN UNDEVELOPED PORTION
OF THE WAGNER STREET RIGH-OF-WAY (PF3599).**

WHEREAS, Rollinger/Cartwright have requested the vacation of a portion of the undeveloped Wagner Street right-of-way; and

WHEREAS, this section of Wagner Street right-of-way is 30 feet in width and 158.5 feet in width and lies directly adjacent to 403 Wagner Street and 1823 Western Avenue; and

WAGNER STREET VACATION DESCRIPTION

That part of the north 30.00 feet of Wagner Street as dedicated in the plat of ROLLING GREEN, Ramsey County Minnesota, lying east of the following described Line A and west of the following described Line B:

Line A

Commencing at the southeast corner of Lot 20, Block 2, said ROLLING GREEN; thence westerly along the south line of said Block 2 a distance of 57.00 feet to the point of beginning of Line A to be described; thence southerly, at a right angle, a distance of 30.00 feet to the south line of said ROLLING GREEN, and there terminating.

Line B

Commencing at the southeast corner of Lot 20, Block 2, said ROLLING GREEN; thence easterly along the south line of said Block 2 a distance of 101.5 feet to the point of beginning of Line B to be described; thence southerly, at a right angle, a distance of 30.00 feet to the south line of said ROLLING GREEN, and there terminating.

WHEREAS, the Public Works Department has determined that the requested road right-of-way is no longer necessary, but that retention of a utility and drainage easement is necessary; and

WHEREAS, the Parks and Recreation Commission, at their November 4, 2004 meeting, voted to recommend to the Planning Commission the retaining the pathway easement for the possibility of a future connection to Reservoir Woods, Ramsey County Open Space, Tamarack Park and Lake McCarrons.

WHEREAS, the Roseville Planning Commission held a public hearing regarding the Easement Vacation on October 6 and December 1, 2004 and voted (6-0) to recommend approval of the requested 30 foot by 158.5 foot right-of-way vacation, based on the findings of Section 5 and the conditions of Section 6 of the project report dated December 1, 2004;

NOW THEREFORE BE IT RESOLVED, by the Roseville City Council, to grant the VACATION of certain PUBLIC RIGHT-OF-WAY, based on the findings in Section 5 and Section 6 of the project report dated January 31, 2005, and subject to the following conditions:

1. The retention of a 30 foot wide utility easement over the portion of street right-of-way to be vacated.
2. The applicant must submit the legal description of the area to be vacated and the proper legal document on which to record the vacation at Ramsey County, both to be reviewed and approved by the Director of Public Works.
3. Retention of existing utility easements and creation of a pathway easement for continued use by the public

The motion for the adoption of the foregoing resolution was duly seconded by Council Member Kough, and upon vote being taken thereon, the following voted in favor: Maschka, Kough, Schroeder, Ihlan and Klausing

and the following voted against: none.

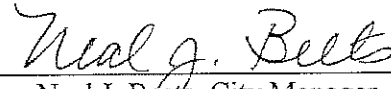
WHEREUPON said resolution was declared duly passed and adopted.

Resolution – Wagner Street Vacation (PF3599)

STATE OF MINNESOTA)
) ss
COUNTY OF RAMSEY)

I, the undersigned, being the duly qualified City Manager of the City of Roseville, County of Ramsey, State of Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a regular meeting of said City Council held on the 31st day of January, 2005 with the original thereof on file in my office.

WITNESS MY HAND officially as such Manager this 31st day of January, 2005.

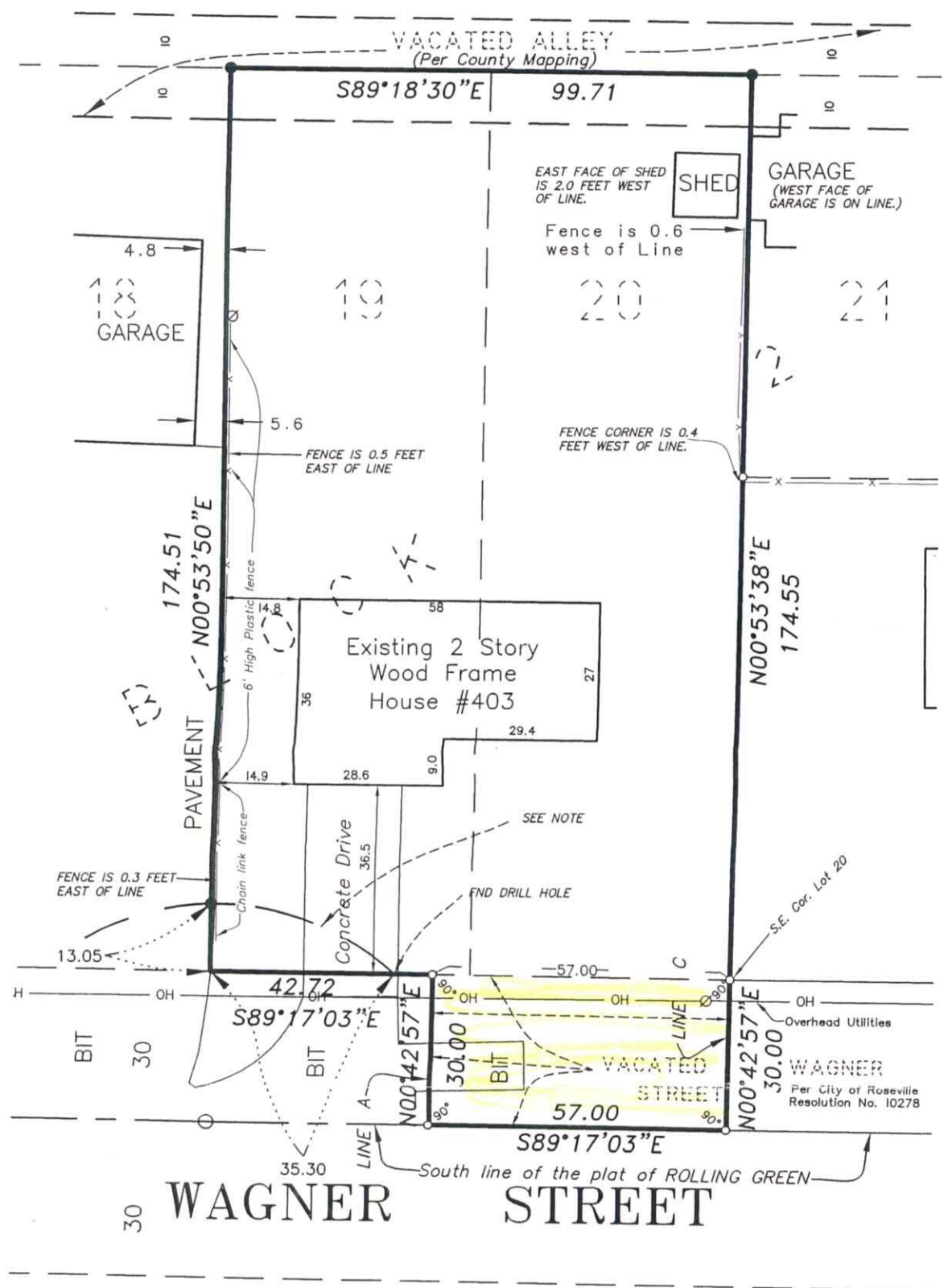


Neal J. Beets, City Manager

(Seal)

Certificate of Survey

for: Sue and Jay Rollinger



NOTE: This circular dashed line is shown on the Ramsey County half section maps as what appears to be a street easement or street opening (for a cul-de-sac). We were not provided with any documents verifying the limits or existence of this potential easement. We have shown this line for informational purposes. We suggest the client obtain a title opinion to determine the possible existence of any recorded easements which may encumber this property.

Description of Property after Recording of
Vacation Resolution #10278

Lots 19 & Lot 20, Block 2, ROLLING GREEN, Ramsey County, Minnesota, together with the south one-half (1/2) of the vacated alley, which accrued thereto.

AND

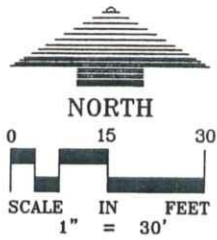
That part of the vacated north 30.00 feet of Wagner Street as dedicated in the plat of ROLLING GREEN, Ramsey County Minnesota, lying east of the following described Line A and west of the following described Line C:

Line A

Commencing at the southeast corner of Lot 20, Block 2, said ROLLING GREEN; thence westerly along the south line of said Block 2 a distance of 57.00 feet to the point of beginning of Line A to be described; thence southerly, at a right angle, a distance of 30.00 feet to the south line of said ROLLING GREEN, and there terminating.

Line C

Beginning at the southeast corner of Lot 20, Block 2, said ROLLING GREEN; thence southerly, at a right angle to the south line of said Block 2, a distance of 30.00 feet to the south line of said ROLLING GREEN, and there terminating.



PROJECT NUMBER 05744

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

Signed: *Paul J. McLagan*
Reg. No.: 16099 Date: 9-9-05

LOUCKS
MCLAGAN
Planning • Civil Engineering • Land Surveying
Landscape Architecture • Environmental
20 East Thompson Avenue Suite 205
Saint Paul, Minnesota 55118-3187
Telephone: 651.457.3645 Fax: 651.457.8042
Web Page: loucksmclagan.com © 2005

- LEGEND**
- - Denotes iron pipe set marked with License No. 16099
 - - Denotes iron pipe found

Resident Meeting

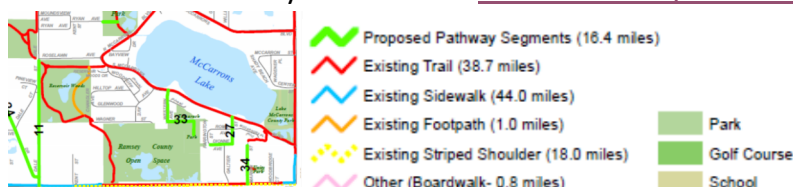
Wagner/Western Pathway Connection (project 24-05)

On-site June 27, 2023 5:30pm

Notes from meeting and follow up on items from the meeting are below.

Please contact Jennifer Lowry if you have any comments, corrections, or questions.

1. **Attendees:** Jesse Freihammer (PW Director), Jennifer Lowry (City Engineer), Thomas Sisco (407 Wagner), Sue & Jay Rollinger (403 Wagner), Maria & Simon Sperl (386 Wagner), Annie & George Cartwright (1823 Western), Julia & Amos Ridenour (1801 Western)
2. **Resident Concerns:**
 - a. What is the purpose / justification for pathway?
 - b. Why is this path needed if the Tamarack Path isn't built?
 - c. Does the pathway easement or presence of a path change setbacks?
 - d. What are the impacts to the evergreens on Sperl property?
 - e. Privacy/screening (fence/plantings) requested by residents on north side of path
 - f. Does the pathway easement or presence of a path change residents' liability?
 - g. Safety concerns and potential mitigation include:
 - i. Lighting
 - ii. Cars/motorcycles using easement/pathway
 - iii. Driveway and path conflicts
 - h. Snow removal questions include:
 - i. Questions about the timing and thoroughness of the City's path snow removal
 - ii. Where will snow storage occur?
 - i. Concerned about low utility lines along Cartwright property
 - j. Does the pathway easement or presence of a path impact property values?
 - k. Concerned about lack of public input in master planning in general and Envision Roseville.
 - l. Rollinger's don't want to lose the parking spot north of the evergreens.
 - m. Are there examples of the design elements staff mentioned?
3. **Follow up and mitigation of resident concerns**
 - a. Reason for connection
 - i. When the right-of-way was vacated, a pathway easement was intentionally retained on the north side of what would have been the extension of Wagner. This indicates an intent to allow for pedestrian connection to continue between the cul-de-sacs.
 - ii. The dirt path present along the pathway easement today is proof that there is a desire/need for people to walk or bike there. Regardless of if there are walking between neighborhoods or between parks.
 - iii. Pathway Master Plan: This connection between Wegner and Wester has not specifically called out on the Pathway Master Plan. [Link to Pathway Master Plan](#)



- iv. Envision Roseville: Engagement thus far has resulted in feedback about the strong desire for more connections, transportations alternatives, and a walkable city.
- b. Timeline relative to Tamarack Path: The Wegner path and the Tamarack Path are both tentatively scheduled to go before City Council on October 23. We intend to have them as one item that requires separate Council action. That means that while the pathways may be discussed together, our recommendation to the Council will be to vote on the Tamarack Path and then vote on the Wagner Path.
- c. Setbacks: set back requirements for buildings/fences/etc are based on the property line, not easements. However, depending on the easement, some items may not be placed within the easement because they would limit the use of the easement for the intended purpose(s).
 - i. Ridenour Garage setback – 5' from property line
 - ii. Fence setbacks – typically 0.5' so that any post foundations remain within the property.
 - iii. Fence can be 4' tall in the front yard and side yard, up to the home. Side yard beyond the home and back yard can be 6.5' in height.
- d. Tree impacts
 - i. Location of path – roots that give a tree a strong foundation are typically located under branches (within the drip line). The path can be located just at/beyond the drip line.
 - ii. Depth of path construction – any roots impacted during construction can be cut (vs torn) to limit damage. Our forester doesn't have concerns about the construction since it will impact less than a quarter of the root systems, but does suggest the steps noted below.
 - iii. Tree stress can be mitigated by watering this year, well into the fall. Once ground freezes, fertilize the ground around the trees such that the spring melt will provide them immediate nutrients. Continue to water trees next year.
- e. Privacy/screening
 - i. I believe we discussed City construction of a split rail fence to identify the space where peds should remain, but that is not being proposed as the construction of a paved path would also accomplish that. The City will not provide a privacy fence, nor is a fence taller than 4' allowed by ordinance.
 - ii. The City does not provide plantings. Residents may plant annuals/perennials (and we can discuss if residents are interested in planting bushes) within the easement. However, if maintenance is needed on utilities or the path which impacts the plantings, pruning/replacement of the plantings is on the property owners at no cost to the City or the private utility companies. Plantings cannot exist within two feet of the path.
 - iii. Maintenance of grass/plantings within the easement remain the responsibility of the adjacent property owner.
- f. Liability
 - i. Full disclosure that I am not a lawyer and I strongly suggest that if you have deep concerns about your liability, that you contact an attorney. The following is my understanding:

1. State Statute limits liability in this case, within the public pathway easement, regardless of if there is a paved path there or not. (link to [State Statute 604A.21-27](#) note that 604A.23 speaks specifically to owner's liability)
 2. Similar to the portion of your yard that exists within the public right-of-way, you are responsible to maintain it and you may still be liable if someone was injured due to your negligence or willful misconduct.
- g. Safety
- i. Lighting – lighting could be added to the existing wood utility pole near Rollinger's home, but Public Works doesn't recommend that high level lighting for a pathway. Residents may install motion lights or something similar if they wish.
 - ii. Cars/motorcycles – see notes on 'curving' the path under item 4d. After a path is constructed we can monitor and see if motorized vehicles using the path is an issue. If so, we can consider placement of bollards/boulders to make the width feel narrower.
 - iii. Driveway and path conflicts – we have some concept drawing that try to keep the path and the driveways more distinct with alignment and/or material type. This isn't so different than the paths that cross other driveways in the area.
- h. Snow removal & snow storage: The Park and Recreation Department is responsible for snow removal of paths like the one being proposed. [This link](#) provides more info on their plowing operations and what residents can expect. Snow storage related to roadway plowing will continue as it does today – limiting impacts to residents when possible.
- i. Low utility lines: a work request was placed soon after the on-site meeting for the utilities to tighten / raise the communication lines if possible.
- j. Impact to property value
- i. Full disclosure that I am not an appraiser and I strongly suggest that if you have deep concerns about this, that you consult with a professional in that field. The following is my understanding:
 1. By vacating the easement, your property lines moved and therefore your lot became larger.
 2. The pathway easement and drainage & utility easement exist and limit some use of that land.
 3. Typically a property would be 'benefitted' when something is paved or repaved (think of a dirt road/path upgraded to a paved road/path).
 4. Therefore, I don't believe construction of a path would negatively affect property values – however, it may be different in the eye of a future buyer. I really don't know.
- k. Lack of public input / Engagement
- i. Please visit the links below for information. On some of them you can sign up for emails or digital notices to be sent to you when there is an update, etc.
 1. [Receive Updates • Roseville • CivicEngage \(cityofroseville.com\)](#) this link has various topics that you can sign up to receive email and/or text updates on. The topic that would notify a resident of project website changes is called "Public Works Projects Updates".
 2. [City of Roseville, MN | Roseville MN | Facebook](#)

3. [Envision Roseville | Social Pinpoint \(mysocialpinpoint.com\)](https://mysocialpinpoint.com) this link has information on the public engagement to date and, if you scroll down, it had questions where you can type and submit your feedback.

- I. Parking

- i. While parking on the street is allowed, City ordinance only allows a driveway to be a maximum of max 26' width within the right of way. A driveway width wider than 26' can occur within a property so if a parking pad is provided for the Rollingers, it would need to exist behind the property line. We can discuss more in relation to specific options.

4. **Design options:**

- a. 8' bituminous – pros compared to concrete: smoother surface, easier to maintain and plow, dark surface helps with snow melt.
 - b. 6' concrete – pros compared to bituminous: narrower, may help differentiate between driveway and path.
 - c. Bollards/Planters – some examples of 'temporary' narrowing efforts are shown below. As noted above in 3.g.ii, we would want to see if/how vehicles use the paved pathway prior to considering bollards.



- d. Curves/meandering – curving the path would lessen the appeal to drive a car down the easement/path. However, since the ground slopes up pretty quickly on the north side of the easement, impacts to existing turf and trees would increase if we added curves.
 - e. Fencing vs screening – see 3e above.
 - f. Location within path easement – the evergreens, slope of the ground, and location of driveways will mostly dictate the physical location of the path within the easement. We can discuss designs considered once they are compiled and shared.
 - g. Separate Sperl and Rollinger driveways – after more measurements, designing the path to bisect the driveways is not likely (as there is not space). If driveways are separated, turn movements of vehicles in/out of the driveways need to work. Additionally, the changes to driveways need to be necessitated by the path construction.

5. **Next Steps:**

- a. Provide residents designs considered
 - b. Meet on-site with residents (5 homes) to discuss designs considered
 - c. Sent notice to larger neighborhood of council consideration of path
 - d. City Council to consider path – scheduled for October 23 meeting

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date:

10/23/2023

Item No.:

7.d.

Department Approval



City Manager Approval



Item Description:

Update on Rosefest Planning for 2024 Including Possible Alteration to July 4 Party in the Park and Fireworks, and 10K Run

Background

Each summer, the City puts on the annual Rosefest summer recreational festival. Typically, Rosefest includes as many as 20 events over an eight to ten-day period. Although some events vary from year to year, several large annual events are staples of the festival, including the Rosefest Parade, Taste of Rosefest, Run for the Roses and July 4th Party in the Park and Fireworks. With the exception of the two years of the pandemic, Rosefest has had a fairly consistent line-up.

Unlike most other community festivals, Rosefest is unique in that it is planned, managed, and run predominantly by City staff. The event relies heavily on community volunteers, city staff, and city public safety personnel. Historically, police reserves (volunteers who supplement uniformed patrol operations) have led the public safety and traffic efforts for Rosefest's larger events. However, in the past decade, their numbers have dwindled from more than 25 police reserves in the unit to fewer than 10. Concurrently, over roughly the same time period, a number of serious incidents at large-crowd events has changed community and staff expectations, and best practices, for public safety at large events.

For some events, staff have been able to make adjustments to mitigate the changing climate and risks. Examples include the use of large city vehicles as barricades for the parade and altering the Run for the Roses route to remove some intersections that can only be patrolled by multiple trained reserves, and replacing them with intersections that can be overseen by volunteers. However, we are at a point where some events can no longer occur without more significant modifications.

The most concerning event is the July 4th Party in the Park and Fireworks in Central Park. Due to similar pressures to those listed above, budgets, and environmental concerns, several neighboring Twin Cities metropolitan cities have stopped offering July 4th fireworks in recent years. Most significantly for Roseville, neither St. Paul or Minneapolis has offered July 4th Fireworks since 2019. Given Roseville's proximity to those two cities, this has led to an increased number of non-resident attendees at our July 4th event, which has created a larger crowd and more traffic. Roseville's Fireworks are displayed over Bennett Lake in Central Park and are best viewed from the Lexington Avenue side of the park. The perimeter of Central Park cannot be controlled, and the available parking in the park and surrounding neighborhood is somewhat limited. Additionally, anecdotally, it seems that crowds have been somewhat

less well-behaved in recent years, including shooting personal fireworks in the middle of the crowd and increasing alcohol consumption.

The confluence of fewer available police reserves and the challenge of recruiting both reserves and regular officers on a holiday has made the provision of security for the event even more problematic. In 2023, there were four officers (each who worked a 16-hour shift), three CSOs and two reserves assigned to the entire event (estimated at more than 15,000 attendees), including traffic control and crowd management. The police department is not confident that they will be able to recruit even this number of officers for the 2024 event if it is held on July 4.

The Fire Department also does not have the capacity to station Firefighters on site (in the crowd) during the event, so in the event of a medical emergency, they have to respond by navigating through the crowd. This is not a new problem, but one that seems to be more challenging each year.

Changes Under Consideration for 2024

Party in the Park and Fireworks

As we look toward 2024, based on safety concerns and a diminished number of police reserves available, two significant changes are under consideration. Most significantly, staff are proposing not offering the July 4 Party in the Park and Fireworks due to concerns about the ability to do so safely. In its place, one option would be to conduct a Rosefest Finale Event on Saturday, June 29, 2024. Much like the traditional July 4 event, the event could include inflatables, a concert and conclude with Fireworks over Lake Bennett.

The hope is that moving the event from July 4 to June 29 would both reduce the number of non-Roseville event attendees and make it somewhat easier to recruit officers, staff, and volunteers to support the event. Also, knowing that July 4 is a heavy travel weekend for many residents, an event on June 29 may actually be more accessible to some residents. This could create an event that is more similar to Slice of Shoreview, St. Anthony Village Fest, or Stockyard Days in New Brighton; one that is focused more on the celebration of Roseville, rather than Independence Day.

Conversely, given some community feedback this year, it may warrant some conversation as to whether fireworks are still appropriate at all for Roseville.

Run for the Roses

Another possible change under consideration is an adjustment to the Run for the Roses from a 10k, 5k, and Kids Fun Run to only a 5k and an improved Kids' Fun Run. Over the past two years, the 10k race has had 66 (2022) and 70 (2023) runners, compared to over 100 pre-pandemic. However, we have seen growth in the Kids Fun Run event, which is currently a small event that follows the completion of the 5k and 10k runs. The 10k event is very resource intensive, requiring more than 80 volunteers and 15 police reserves or regular officers, as runners cross more than 40 intersections throughout the City. Based on the current level of police reserves, it seems unlikely that the necessary level of police reserves will be available for the event next year, and many of the intersections that are currently controlled by police reserves cannot be safely controlled by volunteers. The 5k route, however, predominantly runs through Central Park, Howard Johnson Park, and the City Hall Campus and can be managed with roughly 40 volunteers and 6 police reserves. Diversion of some resources that are currently allocated to the 10k could allow for a higher quality 5k experience and the creation of an improved Family Fun Run event.

Rosefest Moving Forward

It should be noted that staff firmly and unequivocally believe that community events, both large and small, are a key element to providing a safe, connected, and healthy community, and are committed to offering a Rosefest that contributes to our overall community. Immediately following the conclusion of Rosefest 2023, staff from several City departments started to plan for Rosefest 2024, and Parks and Recreation staff began to undertake a larger conversation about Rosefest moving forward. Staff conducted an informal SWOT (Strength, Weakness, Opportunity, and Threat) analysis of Rosefest.

As a result of these conversations, staff have identified some possible priorities to focus on as Rosefest continues to evolve:

- Provide events that foster a sense of community in Roseville and encourage a sense of community pride.
- Provide events that intentionally seek to engage different demographics within the community, including age, race, culture, and ability.
- Provide events that are safe.
- Prioritize events that are sustainable (both in terms of resources and environmental sustainability).
- Provide events that contribute to community connections, physical wellness and/or emotional wellness.
- Emphasize quality over quantity.
- Condense Rosefest to one week.
- Try new and creative things, and accept that with experimentation there will be both success and failure.

Over time, these priorities would be refined through community feedback, and new events could be developed incrementally.

In the short run, this updated Rosefest will still include important staple Rosefest events such as the Rose Parade, Taste of Rosefest, 5k and Kids Fun Run, a more community-focused Party in the Park, and many of the other smaller but popular events. One could envision a "Rosefest Super Saturday" where one could begin the day with the 5k, play in the Rosefest Golf Tournament at midday, and end the day with a concert and fireworks.

Policy Objectives

To offer safe, diverse opportunities for Roseville residents to recreate, build community pride, and strengthen community connections.

Racial Equity Impact Summary

At this time, staff capacity has limited the ability to conduct a full racial impact analysis on Rosefest. However, future events will be assessed utilizing racial equity analysis, and over time, events that specifically target historically underrepresented populations will be prioritized.

Budget Implications

It is anticipated that the above changes will be similar in expenses and revenue to previous Rosefests and can be accommodated within the proposed 2024 Budget.

Staff Recommendations

Staff recommends adjusting Rosefest, as outlined above, to ensure that a safe and modern Rosefest can be offered to the community.

Requested Council Action

135 Provide feedback to the staff regarding the proposed alterations to Rosefest, as discussed above,
136 including moving the current July 4 event to a similar event on June 29, and alteration of the Run for the
137 Roses to a 5k and more developed Kids Fun Run.
138
139
140

Prepared by: Matthew Johnson, Parks and Recreation Director

Attachments: 1. 2023 Rosefest Lineup

141

ROSEFEST 2023

Celebrating 75 Years of Roseville

THURSDAY, JUNE 22

Roseville Rotary presents:

5-8PM Taste of Rosefest

Ticketed event for age 21 & older.
Tickets & info @ TasteofRosefest.org
Central Park Muriel Sahlin Arboretum

6:50PM Golden Rose Medallion Hunt Kickoff

The first clue in the Golden Rose Medallion Hunt will be read prior to the Thursday evening concert at the ROG. Come on down to get a jump on your search.

7PM Katy Tessman and the Turnbuckles

Live @ The Frank Rog Amphitheatre

FRIDAY, JUNE 23

1:30- Nine & Dine

6:30PM \$10 buys you a round of golf, on-course contests & meal
Reservations begin June 16 @ 651-633-TEES
Cedarholm Golf Course

6:30-8PM Free Family Skate

Indoor Skating Fun for the Entire Family - Free of charge!
Roseville Skating Center

7PM Arts Garden Community Theater

Presents: Bye Bye Birdie

Auditions Mar 31, Apr 2
Central Park Frank Rog Amphitheatre

SATURDAY, JUNE 24

7:55- Run for the Roses 5k & 10k

9AM & Kids Fun Run 1/2 Mile

Info & Registration @ cityofroseville.com/run
Roseville Skating Center

3&7PM Arts Garden Community Theater

Presents: Bye Bye Birdie

Auditions Mar 31, Apr 2
Central Park Frank Rog Amphitheatre

7-8:30PM Rosefest Campfire

Campfire, sing-along, storytelling & s'mores - Free to all!
Harriet Alexander Nature Center

Presented by:



SUNDAY, JUNE 25

10AM Rosefest Golf Tourney

9-hole scramble with contests & prizes. Registration begins May 9.
Cedarholm Golf Course

10AM- Porsche Car Show

1PM View the largest gathering of Porsches in the Midwest.
Central Park Dale Street Athletic Fields

5-7PM Kids Garage Sale & Touch-a-Truck

Check out the big rigs plus visit the sale tables for treasures.
Central Park Lexington

6:30PM Will Hale and the Tadpole Parade

Live @ The Frank Rog Amphitheatre

MONDAY, JUNE 26

6:15PM 31st Annual Rose Parade

A Roseville tradition like no other!
1 mile route on Lexington Ave. from RAHS to the Roseville Skating Center

TUESDAY, JUNE 27

7PM MN Sinfonia

Live @ The Frank Rog Amphitheatre

WEDNESDAY, JUNE 28

6-8PM Superhero Carnival

A Hero Powered Discover Your Parks.
Come dressed as your favorite Superhero!
Howard Johnson Park

SUNDAY, JULY 2

10AM- Yoga in the Park

11AM at Oasis Park

TUESDAY, JULY 4

2-7PM July 4 Party in the Park

Tickets for activities can be purchased on-site for a nominal fee.
Central Park Lexington

2:45- Free Music @ the Rog

10PM Join us for a day of assorted musical acts.
See page 5 for band details

10PM Fireworks

End the night "with a bang" watching Roseville's fabulous fireworks display
Central Park



SCAN ME

Learn more at
CityofRoseville.com/Rosefest



ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date:

10/23/2023

Item No.:

7.e.

Department Approval



City Manager Approval



Item Description:

Discuss Possible Site Plan Modifications and Upgrades to Rosebrook Park

Background

Rosebrook Park is an 8-acre park located at the corner of County Road C and Snelling Avenue, but only accessible by vehicle via Fry Street. The park contains two full-size lighted soccer fields, tennis courts, a gathering building with exterior bathrooms (opened in 2015), a mid-sized playground, and a 50 by 30 foot wading pool. It is identified as a “community park” in the Parks and Recreation System Master Plan, meaning that it has recreational opportunities that will be of interest to the whole community, as opposed to primarily the immediate neighbors.

Over the next two years, Rosebrook Park has two larger amenities identified for replacement in the City’s 20 year Capital Improvement Program (CIP):

- The Rosebrook playground was installed in 2000 and was first planned for replacement in 2021, but has been deferred due to condition and staff capacity. The playground is now at a point where replacement is necessary, as plastic and metal components are beginning to fail and parts can no longer be acquired for replacement. A recent repair to a slide required the staff to plastic-weld a non-standard piece to the existing slide to keep it operational. The playground has begun to receive lower (although still passing) grades on our quarterly playground safety inspections. It is identified for replacement in 2024 with a planned budget of \$165,000.
- The wading pool, currently the City’s only water-play feature, dates back to at least the early 1970s and still has many of its original components. It is well beyond its expected useful life of 20 to 30 years. In 2009, and again in 2016, significant crack patching was undertaken to keep the pool in usable condition (both were known to be short-term fixes). These cracks have begun to reemerge and new cracking has developed in the 50-plus year old concrete. City maintenance staff manually patches the pool each spring, but the cracks are becoming too large to be repaired.

This summer the pool had a small leak which resulted in regular water loss, and cracking that cannot be patched was discovered in the recirculating pipes. The pool’s sand-based filtration system is original and is well beyond its useful life. In recent years, when parts have failed, staff have had to utilize private secondary markets (such as eBay) to find parts from other decommissioned pools. However, as the

years pass, these parts become more difficult to locate, more expensive to purchase, and less effective over time.

The pool is at a point where short-term fixes are no longer viable and a decision will need to be made about how to move forward. We hope to be able to get the pool back on line next summer for a final season, but each year becomes more and more challenging. The Capital Improvement Program identifies \$500,000 for the pool in 2025.

In addition to the asset replacement, changes in park usage and new development in the neighborhood has recently spurred a conversation regarding a perceived lack of parking at the park.

When long-term assets come up for replacement, prior to beginning the replacement process, it is best practice to pause and review the whole park to ensure that like-for-like asset replacement makes the most sense for the long-term planned usage of the park and to identify any other opportunities that can be leveraged in the process of asset replacement. In this case, it appears that the combination of these two projects over the next couple of years could present a unique opportunity to review the southern portion of Rosebrook Park. This broader analysis ensures that at minimum, the two projects are coordinated in construction and aesthetics and, at maximum, a somewhat significant revision of the Rosebrook Park site plan.

One option that has been considered for many years at Rosebrook Park is replacing the wading pool with a splash pad. Additional analysis shows that installing a splash pad instead of the pool could allow for a modified site plan that would allow additional parking, and move the play areas further from the Fry Street (Attachment 1).

On a citywide level, a splashpad is one of the most commonly requested amenities the City does not have in the parks and recreation system. Splash pads typically require infrastructure such as changing rooms and waterline access, which Rosebrook Park currently has, and which could be leveraged to install a splashpad more affordably than can be done at many other site in the City.

At this point, consideration has only been undertaken at the staff level. In the coming months, staff plans to meet with the neighborhood to discuss the project and proposed modification. From there, depending on feedback, staff would begin to develop a possible new site plan for the park and begin implementation.

A process could include:

- Neighborhood meeting to discuss possible modifications to the site plan, and installation of a splash pad instead of a wading pool (late 2023/early 2024)
- Site plan, estimated budget, and project timeline formalized (2024)
- Request for Proposal issued for vendor(s)
- Engagement meetings (two or three) with neighbors to develop a detailed plan for the play elements (summer/fall 2024)
- Construction (likely 2025)

Depending on the final scope of this project, it may make sense to pair this larger project with other 2024/25 CIP projects (for example, the Lexington Park Playground) to attract more competitive proposals.

Policy Objectives

This project is consistent with the City's policy of replacing aging and poorly-condition-rated assets in a planned manner that is consistent with the City's asset management and Capital Improvement Plan.

Review of the site plan is consistent with Parks and Recreation System Master Plan Policy 6.2: to assess community needs and desires for the use of existing community facilities...and improved space while making park improvements.

Racial Equity Impact Summary

Staff will ensure that an equity impact analysis is undertaken as part of the development of this project.

Budget Implications

The CIP includes \$165,000 for replacement of the Rosebrook Park Playground (2024) and \$500,000 for replacement of the Rosebrook Wading Pool (2025). Additional renovations, including the addition of parking, could be funded using park dedication funds that have been contributed from development in this area.

Staff Recommendations

Receive presentation and provide feedback to staff regarding the proposed project and engagement process.

Requested Council Action

Receive presentation and provide feedback to staff regarding the proposed project and engagement process.

Prepared by: Matthew Johnson, Parks and Recreation Director

Attachments: 1. Concept DRAFT
2. Presentation

Rosebrook Park

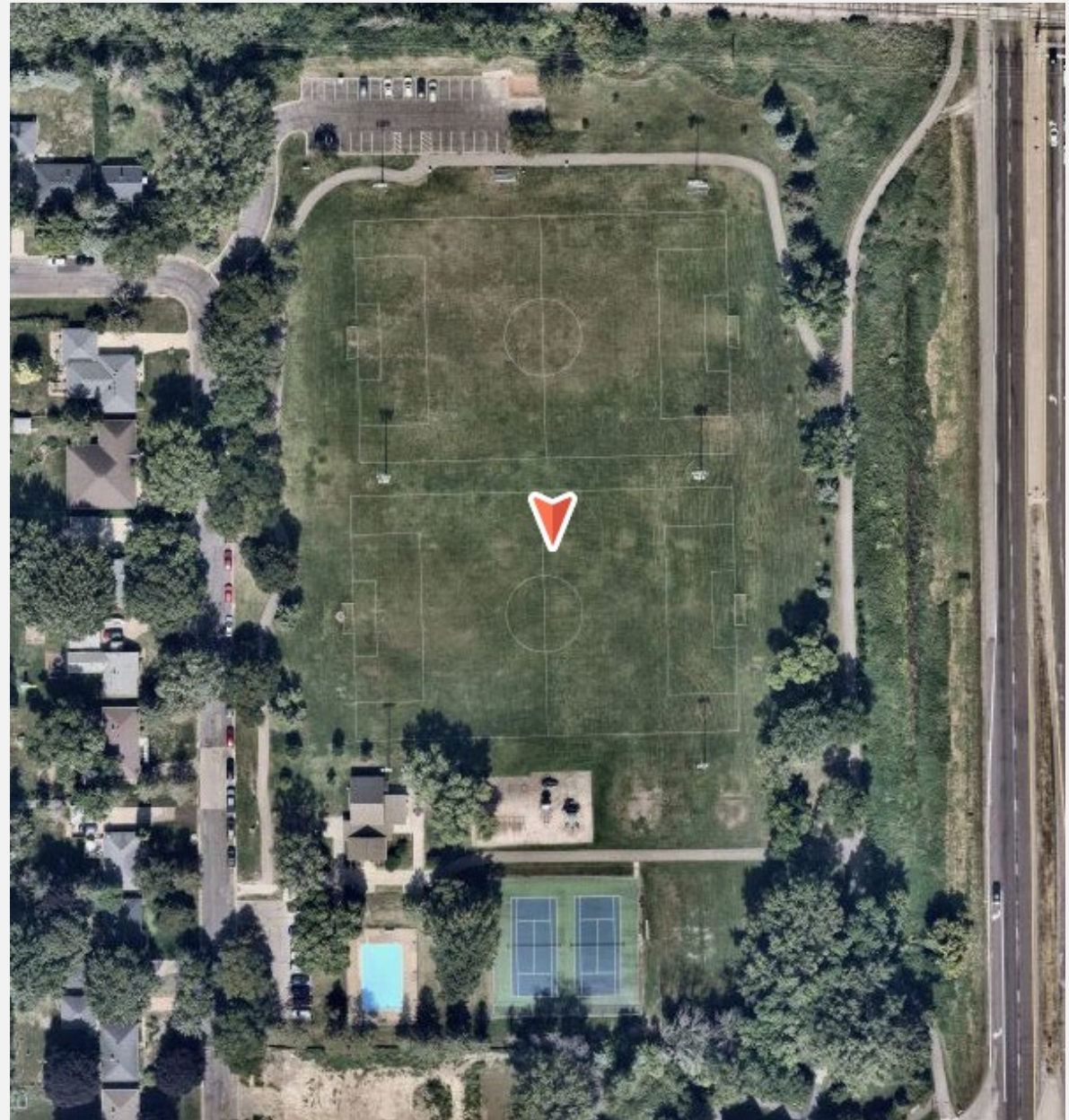
Rough Draft Concept Idea

Attachment 1



Rosebrook Park Site Plan

Current Site



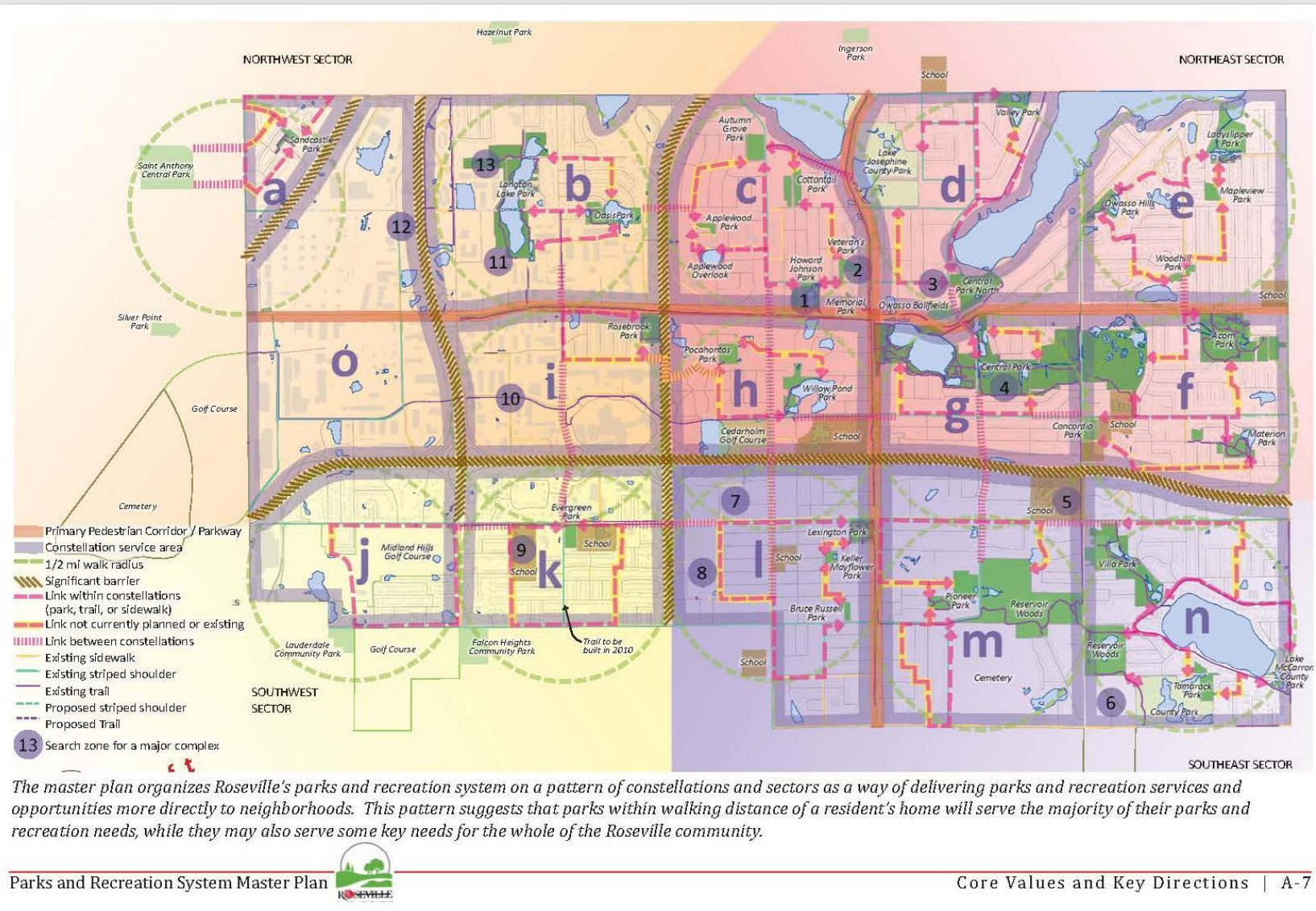
Discuss Possible Site Plan Modifications and Upgrades to Rosebrook Park

Parks and Recreation



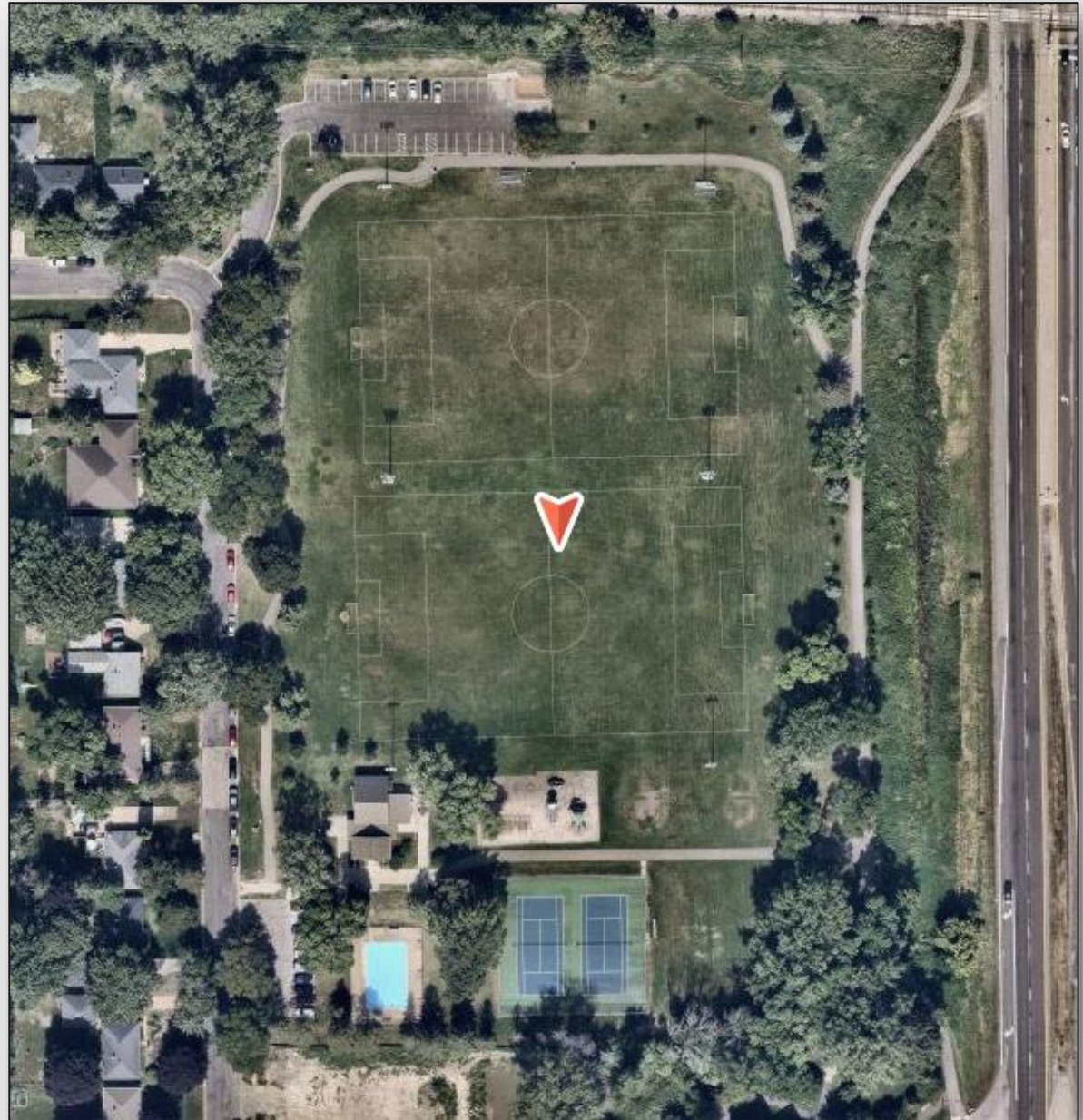
Rosebrook Park Site Plan

System Master Plan



Rosebrook Park Site Plan

Current Site



Rosebrook Park

2024 CIP ITEM - Playground



Rosebrook Park Site Plan

2025 CIP ITEM – Rosebrook Pool



Rosebrook Park Site Plan

2025 CIP ITEM – Rosebrook Pool



Cracked Piping In
Recirculation System



Cracking on Pool
Floor



Outdated Filtration
System

Rosebrook Park Site Plan

Pool vs. Splash Pad



Splash Pad vs. Wading Pool

- Splash Pads are one of the most commonly requested amenities
- Splash Pads are more inclusive/accessible than traditional pools
- Less drowning risk with splash pads
- Was considered for Rosebrook in Parks and Recreation System Master Plan
- Cost is comparable
- Depending on style, can be more water use with a splash pad

Rosebrook Park

Rough Draft Concept Idea



Rosebrook Park Site Plan

Process, Funding, and Engagement

Funding Plan:

PIP Playground Replacement

\$165,000 (2024)

PIP Pool Replacement/Splash Pad

\$500,000 (2025)

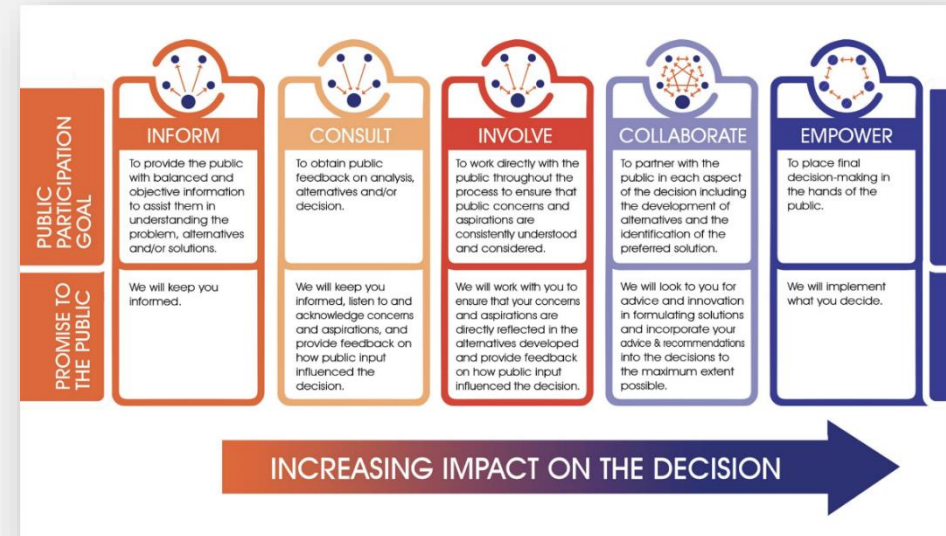
Park Dedication Fund

Any Expenses Not Covered Above

Process:

1. Engage with neighborhood about overall project/site modification (winter/spring)
2. Finalize site plan
3. Develop and issue RFP (early 2024)
4. Select vendor
5. Engage neighborhood regarding specifics (summer/fall 2024)
6. Project installation (likely 2025)

Engagement Plan:



Engagement Level: Collaborate

Engagement Area: Wider than just the neighborhood



Questions?

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date:

10/23/2023

Item No.:

7.f.

Department Approval



City Manager Approval



Item Description:

Approve Concept Plan and Budget for New Park 2381 County Road B.

Background

In late 2022 the City acquired 0.8 acres of land for a new park at 2381 County Road B through a combination of park dedication and purchase. The parcel is located in constellation J of the Parks and Recreation System Master Plan, which does not currently have a park and is explicitly identified as a priority for additional parkland.

In March 2023, the City entered into an agreement with LHB Consulting for planning and design services to assist in the development of a park concept plan and to prepare cost estimates for the new park.

The community planning process was designed in accordance with the International Association for Public Participation (IAP2) best practices, and the community was engaged at the "collaborate" level: *to partner with the public in each aspect of the decisions including the development of alternatives and the identification of the preferred solution.*

Specifically, the following meetings were held during the planning process:

- Wednesday, May 10 – Community meeting to listen and brainstorm
- Wednesday, June 14 – Concept design options review & listening session
- Wednesday, September 13 – Preferred concept reviewed and initial playground discussion

Residents in the neighborhood were invited to the meeting through direct mail, Nextdoor.com, and posters. Additionally, a survey was created and advertised via Nextdoor.com and a mailing to the multi-family housing in the constellation.

The Parks and Recreation Commission reviewed the proposed final park concept plan on October 3 and was supportive of the concept as proposed.

Architects' construction cost estimates for the plan are \$570,000, including the development of the construction documents. At this point, it is believed that staff can manage the project in-house to avoid

additional expenses related to construction management. It is important to note, due to greater staff involvement than anticipated, only \$6,400 of the \$23,000 that was budgeted for planning has been utilized to date.

In addition to the management of the project, staff anticipates taking a "community construction" approach to the development of this park, where possible, which could yield some additional savings and further engage the neighborhood in their new park.

The current plan is to fund the construction of the park utilizing previously-received park dedication funds.

The next step in the process is to adopt the proposed park concept plan, approve a budget and funding source. From there, staff and consultants will develop construction documents, accept proposals for the work, and begin the development of the park in 2024.

Per Parks and Recreation Administrative Policy # 40 (Attachment 4), the Parks and Recreation Commission will consider a process and recommend a name to the City Council.

Included in your packet is a summary of the process (Attachment 1), feedback received (Attachment 2), and the preferred concept (Attachment 3).

Policy Objectives

The process for involving community members to review, discuss and recommend improvements to City facilities is consistent with the City's efforts for community engagement and input. This plan is consistent with the Parks and Recreation Systems Plan and its recommendation for Southwest Roseville.

Racial Equity Impact Summary

The neighborhood in which this park will be located is one of the few remaining areas in Roseville where residents do not have a park within a 10 minute walk, an important metric that the Trust for Public Land uses to measure health equity within a community. Studies show that close-to-home park access is essential for community wellbeing by encouraging physical activity, fostering a connection to nature, bringing neighborhoods together and contributing to climate resilience.

In accordance with the IAP2 best practices, the engagement process provided additional opportunities for multifamily residents in the neighborhood to participate, and will continue to engage with community members with disabilities as the final construction documents are developed.

Budget Implications

The anticipated budget for the project is \$570,000, including the development of the construction documents. This would be funded using previously acquired park dedication funds.

It is anticipated that the new park will add \$22,000 annually to the Capital Improvement Program and \$7,500 to the annual Parks operating budget for maintenance and supplies.

Staff Recommendations

Given the need for additional park amenities in this neighborhood, the community process, and the support of the Parks and Recreation Commission, it is recommended that the Council adopt the attached park concept plan for the new park at 2381 County Rd. B. and authorize staff to move forward with the project and budget as outlined above.

Requested Council Action

Motion adopting the 2381 County Road B Concept Plan as proposed with a \$570,000 budget to be taken from the Park Dedication Fund and authorizing the Mayor and City Manager to enter into an agreement with LHB Group (Attachment 5) to develop construction documents for the project, for a price not to exceed \$23,400.

Prepared by: Matthew Johnson, Parks and Recreation Director

Attachments:

1. Process Summary
2. Meeting Notes Combined
3. Preferred Concept
4. Parks and Recreation Policy #40: Assigning Names to City Facilities
5. Agreement With LHB for Construction Documents
6. Presentation

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♀ Spring 2023

- First public open house was held on May 11th, 2023 to review site opportunities & constraints and brainstorm potential programming ideas

- Three concepts were developed based on ideas generated at the first open house

Summer 2023

- **Second public open house** was held on June 14th, 2023 where attendees **reviewed each of the three concepts** and identified what they liked as well as what they'd like to see changed

- An **online survey** was running simultaneously to the second public open house allowing respondents to **weigh in on the three concepts** that were not able to attend in-person events

A **preferred concept** was developed based on the **public response** to the initial concepts

● **Fall 2023 - We are here!**

- This **third public open hose** will allow you to **review the preferred concept** to ensure it is reflective of community desires, while diving further into the **playground design!**

○ Next Steps

- Finalize design per public meeting three input

📍 Park planned for **installation in 2024**

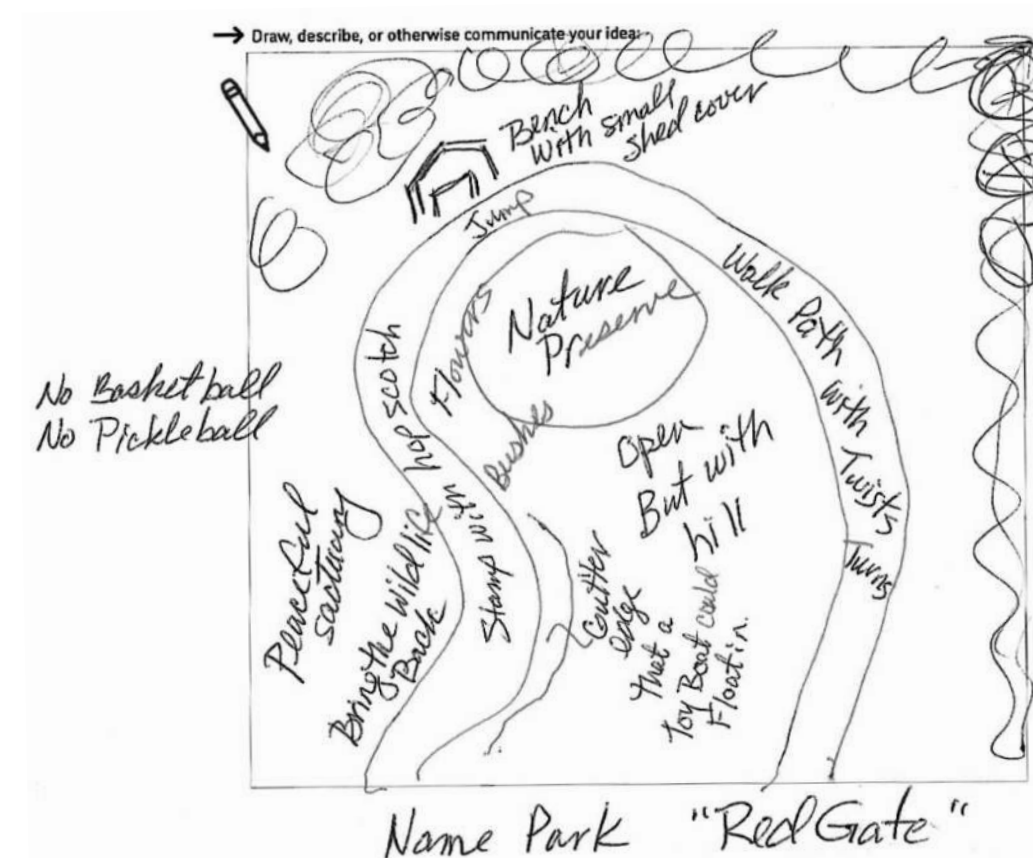
“ Like the berm for noise cancelling + privacy for neighbors

// Add prairie vegetation



**“ Gathering place for community
- young, old and in between in age**

“ I like the dynamic meandering walking path ... and the divided play equipment.



// Top priority for the kids in the neighborhood: “basketball court” “playground” (accessibility a plus)

“ I like the mix of uses for the space. Green space is really important.

// Love the basketball for older kids.



“ I think it is important to have swings and slides in a play feature. It is important to have both ones for smaller kids and larger kids.

**“ Need shade. But
no picnic shelter.
Chairs around instead.**



- 2) Equipment for wide range of kids little to big
- 3) Small playground with swings – just two swings
- 4) Playground accessible and appropriate for wide range of ages/abilities
- 5) Accessible playground
- ii. Related to plants/landscaping
 - 1) Garden
 - 2) Keep as much nature as possible (someone wrote “yes yes” on this post-it)
 - 3) Landscaping the City can maintain i.e. Not perennials like in B & Cleveland
 - a) Agreed! Native landscape surrounding playground area. Low maintenance and with pollinators in mind
 - 4) Plant trees 100’s
- iii. Related to parking:
 - 1) No parking
 - 2) No parking lots please
 - 3) No parking!
- iv. Related to other features:
 - 1) No lights
 - 2) Basketball court – nearest one in Roseville is on Lexington & B (someone wrote “no” on this post-it)
 - 3) Drinking fountain for dogs like at Lake Como
 - 4) Use natural topography for play and exploration
 - 5) Ice rink
 - 6) Lots of seating
 - 7) Meditation labyrinth (can be as small as 20x20 or so)
 - 8) Water feature

2. Share Your Big Idea!

- a. Idea Name: Idea 01
 - i. This idea applies to:
 - 1) Place: Midland
 - ii. This idea is:
 - 1) Realistic...generally it’s pretty safe
 - iii. Draw, describe, or otherwise communicate your idea:
 - 1) My biggest concerns are a berm for maintaining privacy
 - 2) Re-establish some degree of nature that was removed
 - 3) This was an oasis for wildlife. Design a useable space that accommodates wildlife and residents ability to interact with nature.
 - 4) Drew picture of buffer, berm, and trees
- b. Idea Name: Inclusive Gathering Spot for Neighbors
 - i. Draw, describe, or otherwise communicate your idea:
 - 1) Top priority for the kids in the neighborhood
 - a) “basketball court”
 - b) “playground” (accessibility a plus)
 - 2) Trees a must – natural shade
 - 3) Lots of dogs – what about a drinking fountain for them (see Como Lake near pavilion)

- c. Idea Name: Shade!
 - i. Draw, describe, or otherwise communicate your idea:
 - 1) A small, versatile, natural looking climbing apparatus (like the logs on the bulletin board)
 - 2) Instant shade with a bench for seating large trees or an attractive looking structure with shelter for shade (not just a picnic pavilion)
 - 3) Attractive trash containers
 - 4) Bird loving trees – service berry?
 - 5) Pine trees for winter interest
- d. Idea Name: Susan Shepperd
 - i. This idea applies to:
 - 1) Facilities – My wish list is for playground space for young children: toddlers – grade school
 - ii. This idea is:
 - 1) Realistic...generally it's pretty safe
 - iii. Draw, describe, or otherwise communicate your idea:
 - 1) Drew picture of landscaping, medium playground for school-age kids, shaded picnic table, benches, small playground for toddlers, and a swing set
- e. Idea Name: Nancy Nelson
 - i. Draw, describe, or otherwise communicate your idea:
 - 1) Drew picture of wetland, playground (small-medium), path, trees and wild area, bench to sit, open grassy area, covered picnic table (1 or 2), walking path, garbage can needed for trash and doggie bags
- f. Idea Name: Margaret McNeely 2377 W Cty Rd B
 - i. Draw, describe, or otherwise communicate your idea:
 - 1) Drew picture of bench with small shed cover, red barn wood, perfect sanctuary, bring the wildlife back, stamp with hopscotch, bushes, jump, flowers, nature preserve, open but with hill, walk path with twists and turns, gutter edge that a toy boat could float in, name park "Red Gate" – this is what Miss Shannon named it
 - 2) No basketball, no pickleball
- g. Idea Name: Share the Park!
 - i. This idea applies to:
 - 1) Place: this park
 - ii. This idea is:
 - 1) Realistic...generally it's pretty safe
 - iii. Obstacles might include:
 - 1) Neighbor buy-in
 - iv. Draw, describe, or otherwise communicate your idea:
 - 1) I'm new here but someone said it should be named Red Gate
 - 2) Drew picture of medium/small playground, create a place for growing families and established older residents, trees to buffer houses, gathering spaces, nature stuff in between, use grade for play and nature
- h. Idea Name: Big Connection
 - i. This idea is:
 - 1) This one is way out there
 - ii. Obstacles might include:

- 1) Money, political will, private ownership
- iii. Draw, describe, or otherwise communicate your idea:
 - 1) Use this as jumping off to connect this area to biking paths and trails – through the golf courses and the trails on the north side of the neighborhood (along 36). Draw a picture of County B and midland
- i. Idea Name: Gathering for our Community
 - i. This idea is:
 - 1) Maybe a little risky, but still pretty reasonable
 - ii. Draw, describe, or otherwise communicate your idea:
 - 1) Gathering place for community – young, old, and in between age
 - 2) Picnic area (covered)
 - 3) Swing for adults
 - 4) Barrier free
 - 5) Solar lighting – or lighting for reading/tasks in picnic area
 - 6) Playground
 - 7) Water feature for soothing sounds
 - 8) Our community is in transition; loss of sanctuary space for animals, more families with children and having aging parents living together. Appreciate your willingness to engage us!
- j. Idea Name: Meditation Labyrinth
 - i. Draw, describe, or otherwise communicate your idea:
 - 1) Essentially a path, often circular, that winds into the center. One path in and out. Can be as small as 20 ft diameter. Used for quiet meditation. Draw picture of labyrinth.
- k. Idea Name: Things to Think About
 - i. Draw, describe, or otherwise communicate your idea:
 - 1) Is there a way to encourage neighbors to do more than neighborly hi and bye and weather.
 - 2) Seating for multiple people, gazebo? For young families? Something to encourage?
 - 3) Seating for serenity overlooking lowland?
 - 4) Maybe some parking needed if someone wanted to invite family for picnic? Encourage family please
- l. Idea Name: Keep it as is with Minor Modifications
 - i. This idea applies to:
 - 1) Place: property on west end of Cty Rd B
 - ii. This idea is:
 - 1) Realistic...generally it's pretty safe
 - iii. Obstacles might include:
 - 1) None!
 - iv. Draw, describe, or otherwise communicate your idea:
 - 1) Prefer to have this area kept natural with a few walking paths and no trees removed unless diseased. There are deer, turkeys, coyotes, etc. in the area and don't want them to be pushed out. Do we really need more playgrounds? The Midland Garden park is very nice! It is used contrary to some people's comments tonight. We live on Cty B, first house west of Cleveland, and walk by there a lot so see many people going there. This should be left like Cottontail Park which is great!
- m. Idea Name: Kid Park

- i. This idea applies to:
 - 1) Place
 - 2) Facilities
 - 3) Environment
- ii. This idea is:
 - 1) Realistic...generally it's pretty safe
- iii. Obstacles might include:
 - 1) Some folks don't see the value of a playground area. I think we can have both playground and trees.
- iv. Draw, describe, or otherwise communicate your idea:
 - 1) I am a grandma who has walked two grandbabies many, many days. We have another one on the way. St. Croix Street has sold 8 homes in less than 2 years. We have many young families. This is a BIG walking neighborhood. We need shade, benches, covered picnic tables, playground structures, (B & Lexington Park is a great model. It's my grandkid's favorite). It wouldn't have to be this big. They love the 4 person "JEEP". Tire swing, swings, slides.
- n. Idea Name: Idea 02
 - i. Drew a picture of grasses to wetland, swings, small climb wall, bird house, beehive, undulating walkway, benches, xylophone, jump the logs, 6' wide walkway, jump jack, mini-golf, tightrope walk, shed covered bench, bushes, lilacs, hop, chess/checkers, flowers, Red Gate Park, domes or rocks to climb.

This constitutes my understanding of items discussed and decisions reached. If there are any omissions or discrepancies, please notify the author in writing.

Attachments: None

c: LHB Project No. 230076

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PUBLIC MEETING 02 MINUTES

2381 COUNTY ROAD B PARK

CITY OF ROSEVILLE

Wednesday, June 14, 2023, Anpétu Téča Education Center

To: All Participants
From: LHB, Inc.
Re: Public Meeting 02 Minutes
Date Sent: June 19, 2023

Meeting Summary

Around 15 community members participated in the second engagement event for 2381 County Road B Park. Three concepts, based on input from the first public meeting, were displayed to the public, and participants were asked to identify what they liked and what they would change about each concept. A representative from Flagship Recreation was also present to get public direction on how the playground should function as well as what it should look like.

Generally, attendees gravitated toward Concepts A and C, preferring playground space that offered a lot of play value without taking up too much real estate, more flexible seating options, the opportunity to do activities that aren't available in everyone's backyards (i.e. basketball), and reintroducing nature/vegetative buffering to the site.

An overview of feedback collected from each Public Meeting exercise is included below.

Meeting Exercises

1. Concepts
 - a. Concept A - Please identify what you like about this concept or what you'd like to see changed.
 - i. Description: Three separate playground spaces surround a central lawn with a picnic grove. A loop trail winds around the open space and the restored prairie/woodland that fills the northern portion of the park. Plantings buffer the active park used from the east and west.
 1. Play Element – Similar in size to Midland Gardens Park (1 dot)
 2. Play Element – Swing set
 3. Play Element – Toddler Play Set
 4. Loop Trail with Seating (3 dots)
 5. Restored Prairie/Woodland (5 dots)
 - ii. Overall Concept Notes
 1. Move park [playground] away from road.
 2. I love the prairie woodland area!
 3. We don't need another puny playground so close to the puny playground at Midland Gardens
 4. I have kids but like the separation of the play areas – more flexibility, also path feels more intentional than B.
 5. I like the dynamic meandering walking path of this option, and the divided play equipment.
 6. Like the path. This option/concept also feels the most tranquil overall.
 7. Its too late for tranquility

8. This community needs a playground.
9. No basketball, want nature setting to explore, I like "A" layout, like Adirondack chairs, wood like play seating, red barn shelter.
- b. Concept B – Please identify what you like about this concept or what you'd like to see changed.
 - i. Description: A playground fills the center of the space, with a trail around it that provides seating. A medium picnic shelter is nestled in the existing trees to the south with a small picnic table plaza providing more seating adjacent to the playground. Plantings and berms buffer the active park uses from the east and west.
 1. Playground Similar in Size to Pioneer Park
 2. Picnic Shelter
 3. Playground Seating
 4. Picnic Plaza (1 dot)
 5. Vegetative Buffer (4 dots)
 - ii. Overall Concept Notes
 1. I like this best as it is the largest playground area.
 2. This one feels the least dynamic to me.
 3. Smaller, modest picnic shelter.
 4. Like the berm for noise cancelling + privacy for neighbors
 5. This is my least favorite. Not enough variety of activity.
 6. Not a fan of picnic shelter or bunch of tables
 7. Not a huge fan of picnic shelter. Could draw groups from outside neighborhood.
 8. Park lacks variety.
- c. Concept C – Please identify what you like about this concept or what you'd like to see changed.
 - i. Description: A playground flows into a multi-hoop basketball court in the center of this space and is heavily buffered by restored prairie/woodland plantings with a large nature trail and benches winding throughout. A medium picnic shelter with medium picnic plaza serves as a n entrance feature to the park.
 1. Multi-Hoop Basketball Court (3 dots)
 2. Playground Similar in Size to Unity Park
 3. Picnic Shelter
 4. Nature Trail (2 dots)
 5. Vegetative Buffer (4 dots)
 - ii. Overall Concept Notes
 1. C is good with the basketball court and nature trail
 2. Anything that helps absorb sound from freeways.
 3. LOVE C but instead of picnic tables Adirondack chairs
 4. Love the basketball for older kids. Add natural elements play space.
 5. Basketball courts would be nice.
 6. Smaller, modest picnic shelter
 7. No picnic shelter, please
 8. Nature trail is good for bikes.
 9. No basketball hoops please! And please no lights!
 10. The bigger parks often have basketball.
 11. Space offers activity for varying ages of neighborhood children. Nice concept.
 12. Limit the picnic space. This is a neighborhood park and neighbors have yards for outdoor eating.
 13. No basketball. Very limited use
 14. Like basketball court
 15. I like the multiple activities. This walking path is nice with visual interest.
 16. Like the flexible use of space! Blending of activity
 17. Need shade. But no picnic shelter. Chairs around instead.
 18. We need a modest covered picnic shelter. No grill
 19. Not a huge fan of picnic shelters. Could draw groups from outside neighborhood.
 20. Would love full privacy, sound buffer w/ no gaps.

21. No basketball please, takes up too much space is such a small park.
 22. Walkway to curve and bend for trikes, bike's skateboards, sail cloths for shade, no picnic shelter
 23. Maybe just 2 tables? Or maybe tables and canopies
2. Playground
- a. Swings (8 dots)
 - i. Tire swing or ground swing
 - b. GFRC (2 dots)
 - i. Interest in nature play
 - c. Sensory (4 dots)
 - d. Nets (2 dots)
 - i. Tower is fun I think for kids.
 - ii. Tower slide, 360 slides, rollers slide.
 - iii. Nets are good for younger kids.
 - e. Smart Play 5-12 (8 dots)
 - i. Ensuring there are options for older kids (10-12) would be great.
 - ii. Natural looking equipment
 - f. Smart Play 2-5 (1 dot)
 - g. Devos (2-5) Evos (5-12) (3 dots)
 - i. Like the big range of age- would be great to provide for the most kids
 - h. Forma (6 dots)
 - i. Like variety. Like tower play w/ nets
 - ii. Roller slide, like the wood look best.
 - iii. Natural look is nice!
 - i. Overall Playground Notes
 - i. Shade is good (ditto)
 - ii. Smart Play
 - iii. Zipline, I think is fun for kids.
3. General Comments
- a. If I ranked these plans best to ok (they are all good): A- best, B- very good, C- ok/good.
 - b. I love concept B! Walkers can use the path + children can have a larger play area. There are a lot of new families with small children, so a nice playground is needed more than a basketball court. It will take years for the trees to mature so a covered picnic table would be great for shade. Covered picnic table would be great for shade. Covered picnic table would be good for community get together. – Nancy Nelson
 - c. I'm all for the more natural look without wooden picnic areas but with more secluded benches in the shade near a restored woodland or trees with birds. I'd like to see any playground equipment for climbing and creative play that is unlike other equipment in the area. Swings are often in backyards. The more natural, the better!

This constitutes my understanding of items discussed and decisions reached. If there are any omissions or discrepancies, please notify the author in writing.

Attachments: None

c: LHB Project No. 230076

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PUBLIC MEETING 03 MINUTES

MIDLAND LEGACY PARK
CITY OF ROSEVILLE

Wednesday, September 13th, 2023, Anpétu Téča Education Center

To: All Participants
From: LHB, Inc.
Re: Public Meeting 03 Minutes
Date Sent: September 14, 2023

Meeting Summary

This was the third public meeting held to discuss the new park being installed on County Road B in the Midland Legacy Development. The beginning of the meeting allowed attendees to review how we got to this point, what we have heard so far, and the preferred concept that had been developed based on previous community feedback. The latter half of the meeting was used to dive deeper into playground design with the owner of Flagship Recreation.

Generally, attendees were very pleased with the direction of the preferred concept. The inclusion of basketball hoops continued to receive mixed feedback, with some adamantly opposed and some in great support of, but some participants against basketball were reassured when the design was described in greater detail: hoops of varying heights organized in a way that discourages full court games to take place.

When discussing the playground, participants were asked what age groups and play elements should be prioritized, as well as what aesthetic direction they would like the equipment to go.

An overview of feedback collected from each Public Meeting exercise is included below.

Meeting Exercises

1. Preferred Concept Review
 - a. Move the bike rack closer to the playground to improve site lines to bicycles while users are within the park.
 - b. Include picnic tables with checkers or game boards.
 - c. Use evergreen trees/trees with lower growth to help screen on the east and west sides of the park.
 - d. Use plantings to disincentivize park users from entering yards on either side of the park.
 - e. Consider reallocating some of the central prairie space back to a surface that could be used for lawn activities (i.e. tossing a football, cornhole, etc.) without compromising the ability for the park to provide habitat.
2. Playground Discussion
 - a. Many young families live in the area – include elements for the 2-5 age group as well as the 5-12 age group and ensure there is separation between the equipment geared toward different ages.
 - b. Include swings – two bays with 4 swings at a minimum. Toddler swings are not a priority. Preference is for traditional swings.

- c. Include monkey bars.
- d. Equipment should have a natural vibe.
- e. Forma equipment received the most dots/check marks between all types shown on the boards.
- f. Expand play area if possible to maximize equipment area over the basketball space.

This constitutes my understanding of items discussed and decisions reached. If there are any omissions or discrepancies, please notify the author in writing.

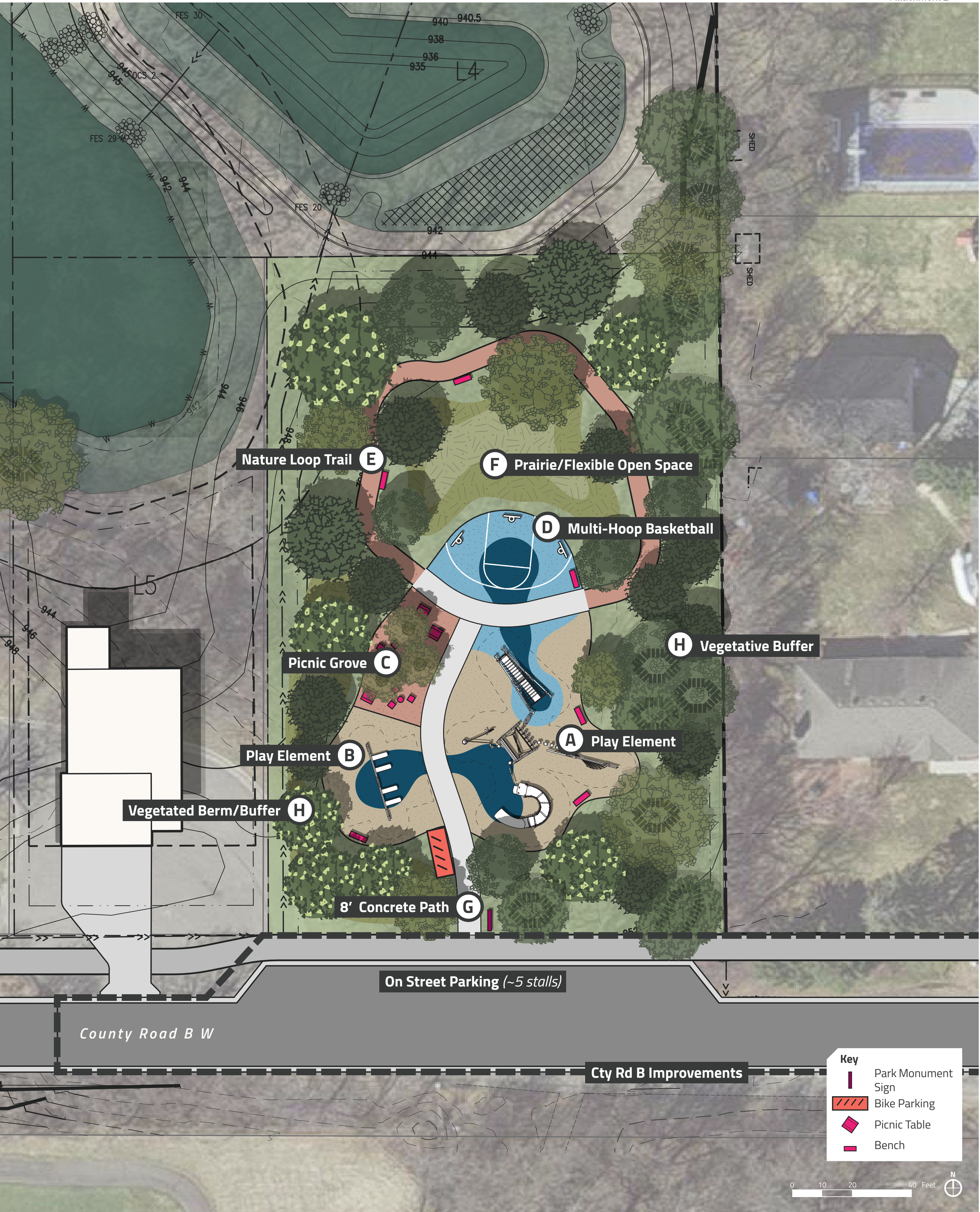
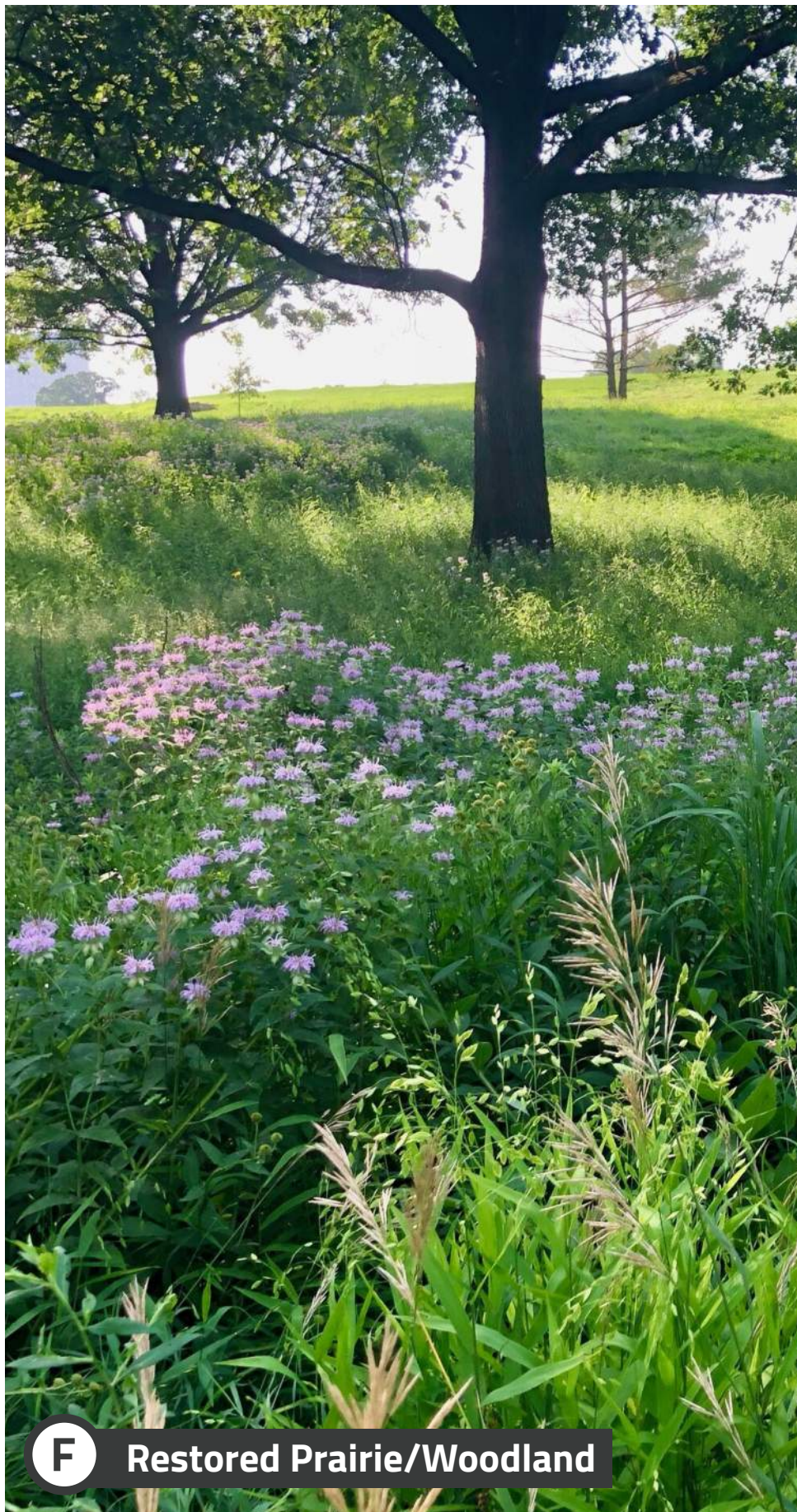
Attachments: None

c: LHB Project No. 230076

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Preferred Concept

Two **playground elements** flow into a **multi-hoop basketball court** in the center of this space, and is heavily **buffered by restored prairie/woodland plantings** with a **nature loop trail and benches** winding throughout. A **picnic grove** serves as a central element to all play features.



**Roseville Parks and Recreation Department
2660 Civic Center Drive - Roseville, Minnesota 55113
651/792-7006**

OPERATING POLICY # 40

DATE: October, 1988

POLICY TITLE: Assigning Names to City Facilities

PURPOSE: From time to time there is a need to name City of Roseville parks and recreation facilities. The adopted policy contains an orderly process for accomplishing this need.

DESCRIPTION:

The following policy adopted by the City Council on October 5, 1988, shall be used for assigning names to city Parks and Recreation facilities:

It shall be the policy of the City of Roseville to refer to the Parks and Recreation Commission, any activity involving the naming or changing of names of any city-owned parks or recreational facilities.

The Commission shall recommend to the City Council for approval, names for new sites, facilities or portions of facilities. This includes any changes in names to existing facilities.

The naming of parks and recreational facilities will be given consideration by the Parks and Recreation Commission based on the following factors:

- natural habitat, i.e., vegetation, terrain, animals, etc.
- geographic location, i.e., street names, directions, etc.
- appropriate non-descript terminology, i.e., acronyms or joining of two words or names or activities, etc.

Only under certain and exceptional circumstances will consideration be given to the names of individuals (alive or deceased) and/or organized groups, associations or businesses. To be considered the individual, group, association or business must have made a significant and exceptional contribution to the site involved or to the community as a whole. Such contributions, (immediate or deferred) should be for recreation purposes and may include:

- substantial financial donations
- substantial property donations

In addition, recognition plaques, memorial plaques or dedications may be placed throughout the Park and Recreation system by the Parks and Recreation director and with the recommendation of the Parks and Recreation Commission.



September 19, 2023

Jim Taylor, Parks Superintendent
City of Roseville
2660 Civic Center Drive
Roseville, Minnesota 55113

PROPOSAL FOR PROFESSIONAL DESIGN SERVICES NEW PARK ON COUNTY ROAD B (FORMERLY “MIDLAND LEGACY PARK”)

Thank you for asking LHB to continue to work with you on construction document services for your new park on County Road B. We are basing our proposal on the approved preferred concept plan, as shared on September 14, 2023. Please review this proposal and let us know if you need any modifications to our scope, schedule, or fee. We are happy to make adjustments to better meet your needs.

Scope of Services

Construction Documents

For efficiency, LHB will move directly from concepts to documentation for entitlement and bidding. During this phase we will provide the following:

- Storm Water Pollution Prevention Plans (SWPPP) and a narrative as required for a National Pollutant Discharge Elimination System permit from the Minnesota Pollution Control Agency. The stormwater management plans will also conform to the watershed requirements.
- Site removals and temporary erosion and sedimentation control plan.
- Detailed grading plan to establish grades including pedestrian trail elevations and tying into the surrounding site and roadways.
- Site surfacing plan with associated details for trails, concrete playground curbs, concrete pavements, and other miscellaneous site features.
- Landscape planting design plans and details.
- Coordination with Flagship Recreation on playground surfacing and equipment design and layout. Final playground equipment and surfacing plans to be provided by Flagship Recreation.
- Project manual including technical construction specifications in CSI format for Divisions 31-33.

LHB's scope of work also includes the following:

- City of Roseville entitlement process.
- Watershed permit process, assumed to be fairly minimal with no in-person meeting required.
- Two (2) virtual design review meetings with the Owner.

Client's Role

- Provide as-built survey.
- Provide geotechnical report to aid in playground and trail recommendations. (LHB will coordinate RFP process if needed.)
- Participate in at least two (2) virtual working meetings.
- Participate in the City and Watershed entitlement processes, including reviewing and signing forms, providing payment for fees, and attending required meetings.
- Provide timely, consolidated review of all materials.

Assumptions

1. No services have been included for preparation of any required Variance, Conditional Use, or Special Use permits.
2. A survey suitable for entitlement and construction is provided by the Owner.
3. The Geotechnical Report will be provided by the Owner. LHB will assist with preparation of the Geotechnical Request for Proposal if needed.
4. Construction documents will be issued as a lump sum, single bid project.
5. Construction layout and staking will be done by the Contractor.
6. Construction testing will be provided by the Owner.
7. If the scope of services identified by this proposal has not been completed within twelve (12) months of the date of this proposal through no fault of LHB, additional compensation will be negotiated for an extension of LHB's services.
8. If the project commences later than three (3) months past the date of this proposal, LHB reserves the right to review and renegotiate compensation.
9. If the project is placed on hold after initial commencement for a period of more than thirty (30) days, LHB reserves its right to adjust its fees to reflect re-startup costs.
10. If other services are required, LHB will work with you to determine a fee before beginning this work to provide a more accurate estimate based on the type of service and level of staff involvement anticipated.

Schedule

LHB shall commence work upon receiving a written notice to proceed. We anticipate providing construction documents in late winter 2024.

Proposed Fee

LHB requests an additional fee of Six Thousand Four Hundred Dollars (\$6,400) excluding reimbursable expenses. The fee is divided as follows:

Construction Document Phase	\$23,400
Credit from Design Development Phase.....	(\$17,000)
Total.....	\$6,400

Reimbursable expenses shall be additional, per LHB's Standard Reimbursables Schedule attached below. Reimbursable expenses include printing, messenger and delivery expenses, and mileage.

Please contact me at 612.752.6956 with any questions. I am excited to have the opportunity to work with you as you imagine the future of this site.

Azli M. J.

MAFischer

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2023 REIMBURSABLE EXPENSES

Expense	Rate
Travel (Automobile)	Current IRS Rate
Meals and Lodging	110% of Cost
Regulatory Review and Approvals	110% of Cost
Postage and Handling	110% of Cost
Construction Documents (for Construction)	110% of Cost
Renderings and Models	110% of Cost
Excess Project Insurance (if requested by Owner)	Cost
Global Positioning System (GPS)	\$150 per day
Total Station	\$85 per day
Underground Utility Locator	\$40 per day

Reimbursable Expenses are in addition to compensation for the Engineer/Architect services and include expenses incurred by LHB employees and consultants directly related to the Project. These items are not all inclusive

The reimbursable expenses are current as of the date of issue shown below. Rates are subject to adjustment for market conditions without specific notification.

Date Issued: September 20, 2023

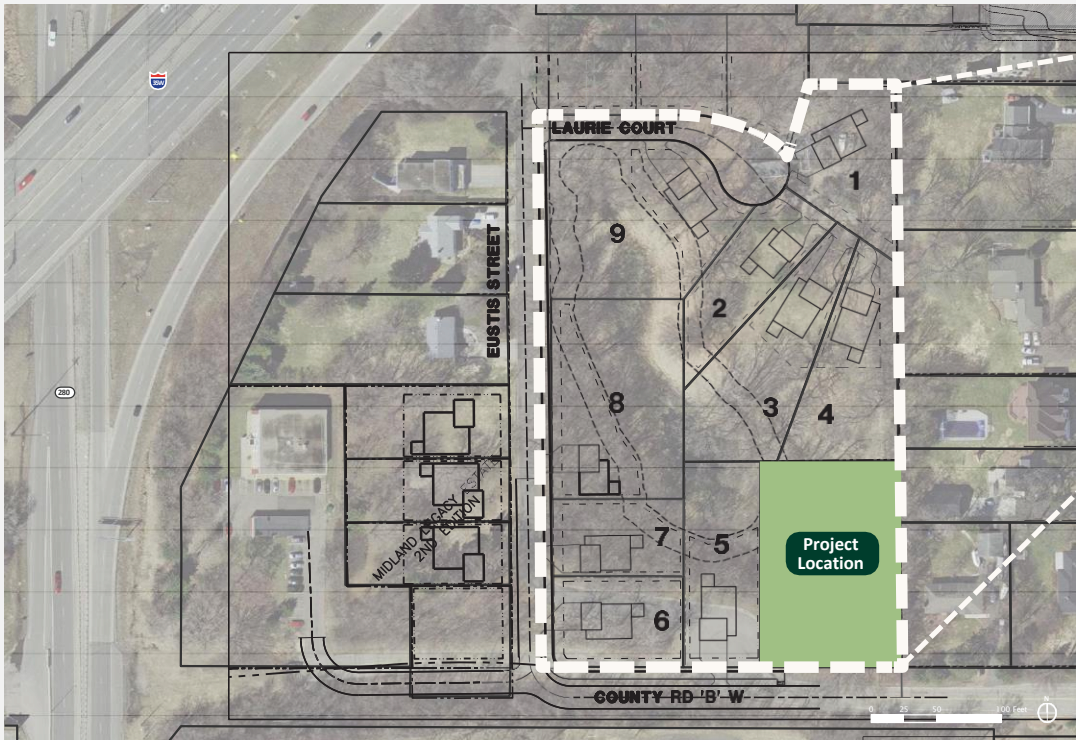
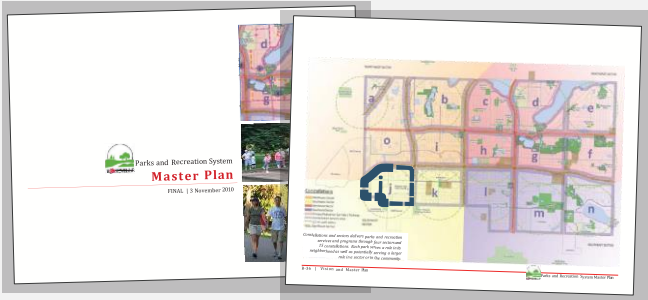
Adopt Concept Plan and Budget for 2381 County Road B

Parks and Recreation

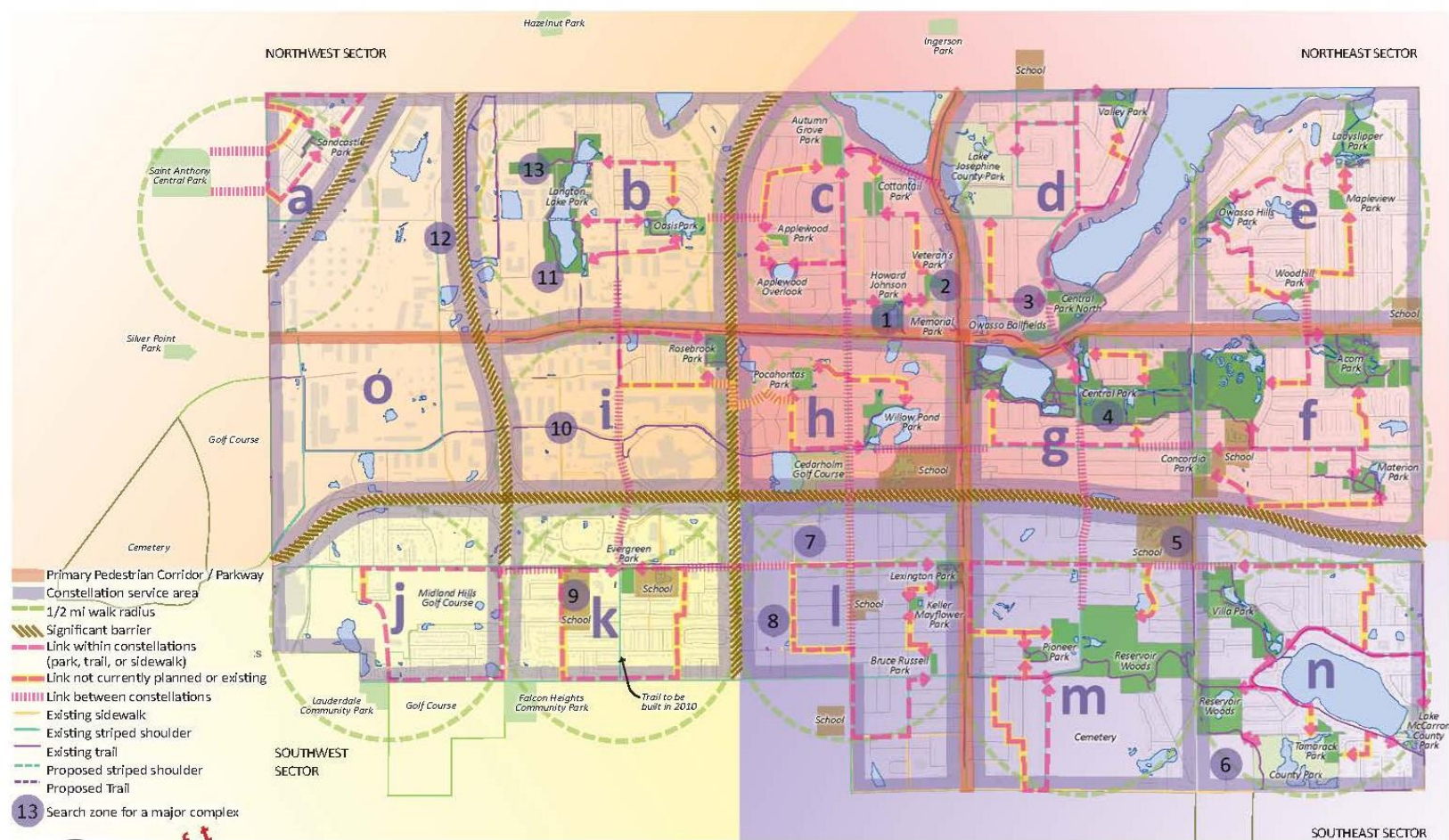


Project Context

- The 2010 Parks and Recreation System Master Plan identifies Service Area J of the Southwest Sector as a gap in the system, where there are no existing City of Roseville Parks
- The nearby Midland Gardens Park was designed as a non-traditional space focused on nature play and relaxation



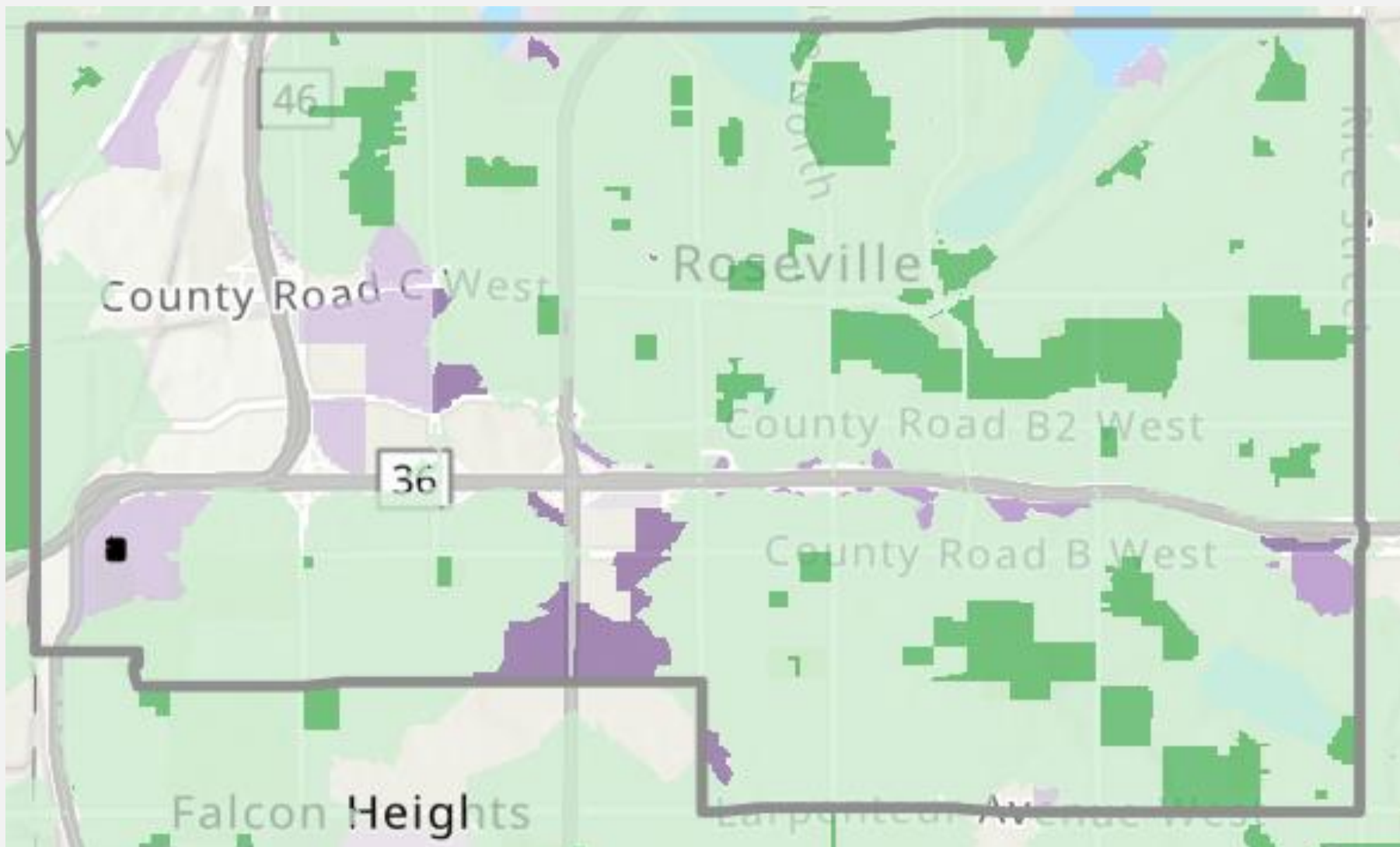
Service Constellations



The master plan organizes Roseville's parks and recreation system on a pattern of constellations and sectors as a way of delivering parks and recreation services and opportunities more directly to neighborhoods. This pattern suggests that parks within walking distance of a resident's home will serve the majority of their parks and recreation needs, while they may also serve some key needs for the whole of the Roseville community.

New Park - 2381 County Rd. B.

Trust for Public Land, Park Access Map

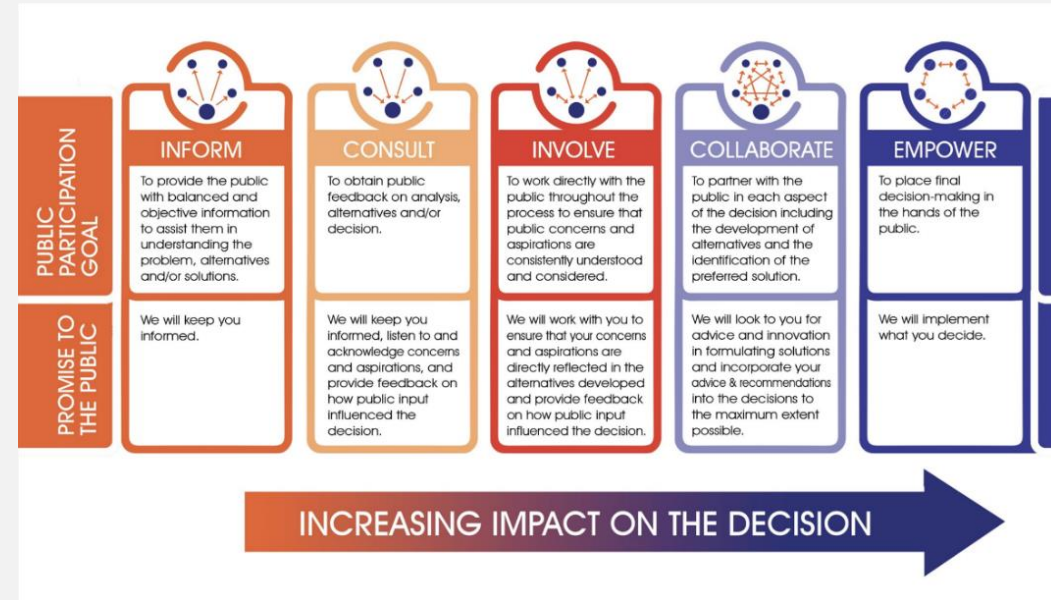


New Park - 2381 County Rd. B.

Trust for Public Land, Park Access Map

Process:

- Three Meetings
 - Listen and Brainstorm; Blank Canvas
 - Multiple Early Concepts Presented
 - Final Concept Presented
- Targeted Survey
- Focused on geographic Neighborhood, not Citywide



Opportunities & Constraints

- Separate programmable park space from adjacent residences with **vegetated buffers**



- Northwestern portion of park has steep slopes down to wetlands – utilize **native plantings** to stabilize slopes & buffer wetlands from programmable park space



- Locate park signage along County Road B

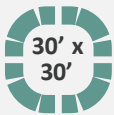


DRAFT

Park Programming

Please identify items you'd like to see in Midland Legacy Park using provided dots, markers, & post-it notes!

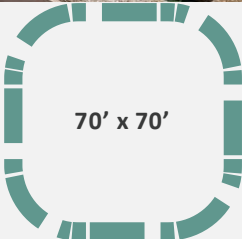
Small Playground



Medium Playground



Large Playground



Small Shade Structure



Medium Shade Structure



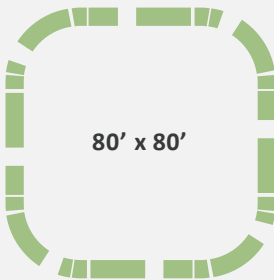
Cluster of Picnic Tables



Small Open Lawn



Medium Open Lawn



Park Programming

Please identify items you'd like to see in Midland Legacy Park using provided dots, markers, & post-it notes!



What We've Heard

 Spring 2023

- **First public open house** was held on May 11 th, 2023 to review site opportunities & constraints and brainstorm **potential programming** ideas
- **Three concepts** were developed **based on ideas** generated at the first open house

Summer 2023

- **Second public open house** was held on June 14th, 2023 where attendees **reviewed each of the three concepts** and identified what they liked as well as what they'd like to see changed
 - **An online survey** was running simultaneously to the second public open house allowing respondents to **weigh in on the three concepts** that were not able to attend in-person events
- A preferred concept** was developed based on the **public response** to the initial concepts

● **Fall 2023 - We are here!**

- This third public open house will allow you to review the preferred concept to ensure it is reflective of community desires, while diving further into the playground design!**
- Next Steps**
- Finalize design per public meeting three input
 - Park planned for installation in 2024

“ Like the berm for noise cancelling + privacy for neighbors

**“ Add prairie
Vegetation**



**“ Gathering place for community
- young, old and in between in age**

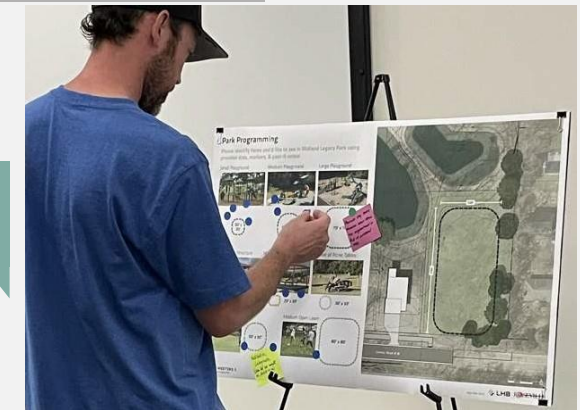


“ Love the basketball for older kids.



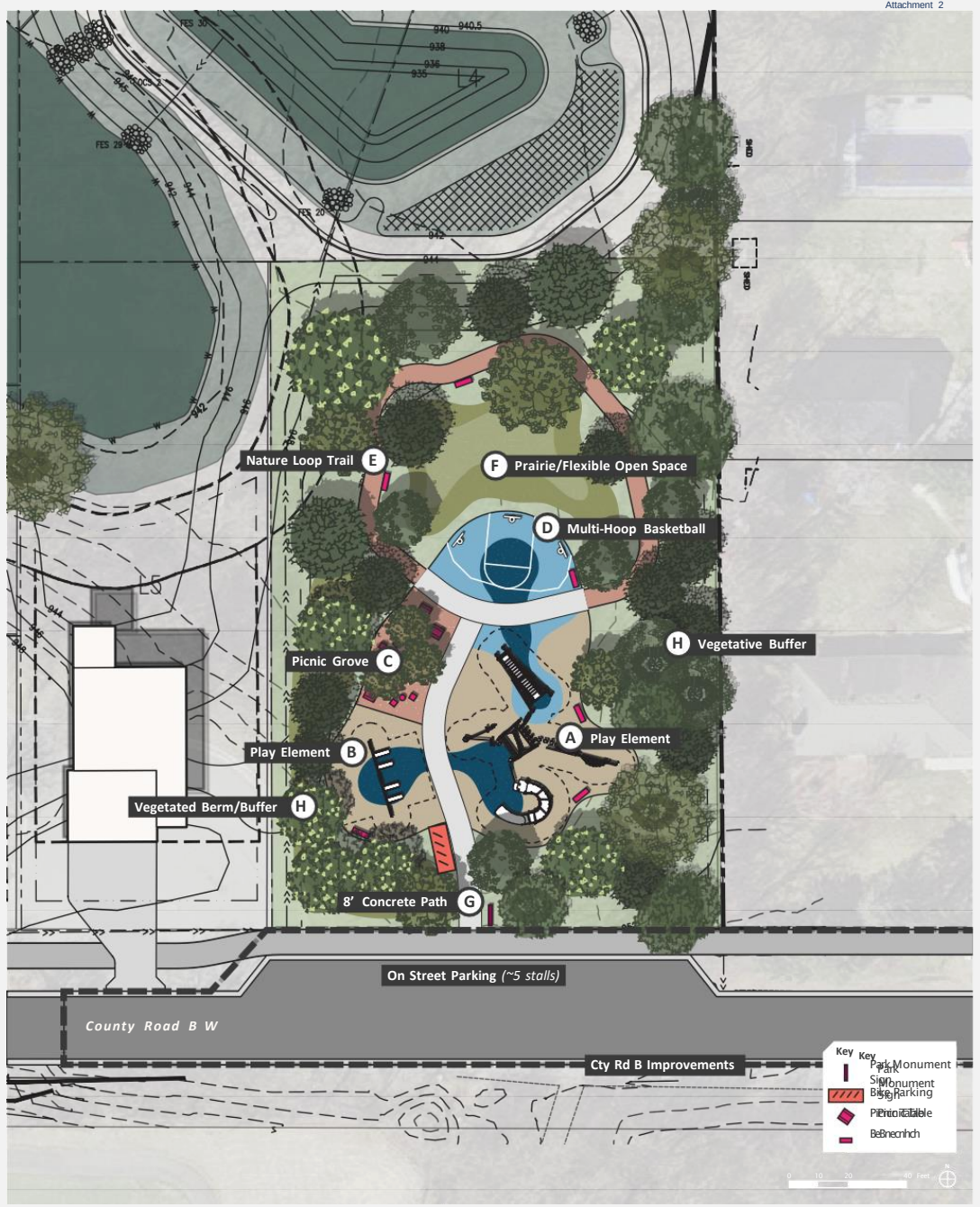
“ I think it is important to have swings and slides in a play feature. It is important to have both ones for smaller kids and larger kids.

**“ Need shade. But
no picnic shelter.
Chairs around instead.**



Preferred Concept

Two playground elements flow into a multi-hoop basketball court in the center of this space, and is heavily buffered by restored prairie/woodland plantings with a nature loop trail and benches winding throughout. A picnic grove serves as a central element to all play features.



New Park - 2381 County Rd. B.

Project Budget

Proposed Project Budget	
Site Prep	\$49,000
Surfacing	\$53,000
Amenities	\$51,000
Playground	\$213,000
Landscaping and Restoration	\$59,000
Construction Documents	\$23,400
General costs, contingency, inflation and other ancillary costs	\$121,600
TOTAL	\$570,000

Budget Overview:

- \$570,000 project cost, funded from the Park Dedication Fund
- CIP Impacts \$22,000 annually
 - Playground - \$10,000 annual CIP impact
 - Court Surface - \$7,000 annual CIP
 - Pathways - \$5,000 annual CIP
- Anticipated annual operating budget impact of \$7,5000 (Parks Maintenance)

New Park - 2381 County Rd. B.

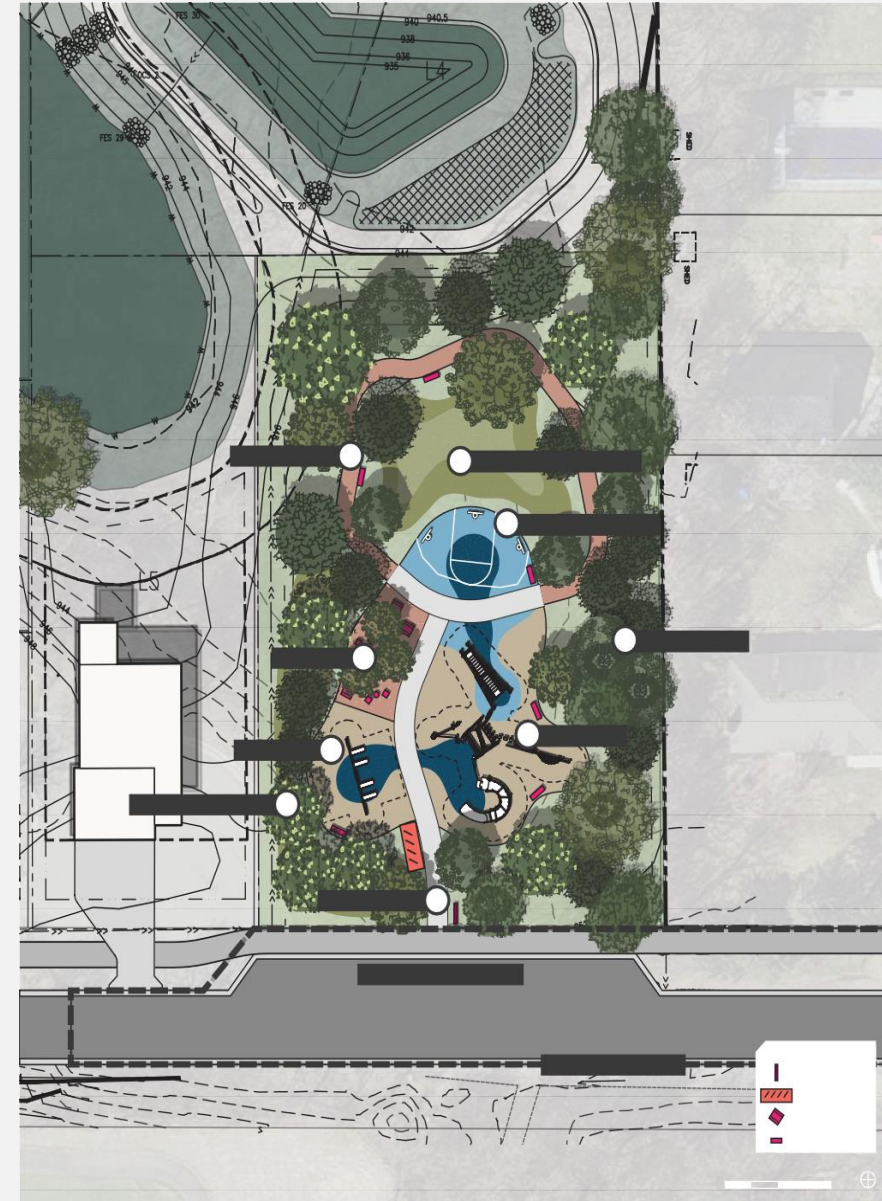
Action Items/Next Steps

Requested Actions Today:

- Authorize concept plan
- Authorize project budget
- Authorize agreement with LHB Inc. for completion of construction documents.

Remainder of the Process:

- Develop plans/specs
 - Project out to bid
- Additional engagement as required
- Construction
 - Engage volunteers as we are able
- Anticipated completion is late 2024





Questions?

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date:

10/23/2023

Item No.:

7.g.

Department Approval



City Manager Approval



Item Description:

Consider Adoption of Position Classification & Compensation Study

Background

As part of the 2023 budget process, Council set aside funds to hire a consultant to conduct a city-wide classification and compensation study. Classification and compensation studies review internal equity (pay relationships between positions) and external competitiveness (pay relationships with labor market competitors). Classification and compensation plans group positions on the basis of uniform criteria. It then allocates positions to salary grades which are determined through market analysis.

At the February 27, 2023 meeting, Council authorized a contract with Abdo Solutions to conduct a classification and compensation study to accomplish a variety of important strategic priorities, including full job description review and updates, an analysis of the current municipal compensation markets, and a review of current and potential Minnesota Pay Equity compliance requirements. The city last conducted a formal independent study in 2012-13.

On April 17, 2023, the Council received a presentation from Abdo and discussed their desired pay philosophy and position within the market.

On May 15, 2023, the Council outlined the specific cities to use for the market analysis as part of the study.

On October 9, 2023, the Council received a final report with recommendations for implementation and cost.

Since that time, a few minor updates to the final position classification have been made and incorporated into the final report (Attachment 1). The final implementation costs remain the same. Also included as Attachment 2 is a stand alone document representing the Classification and Compensation structure that council is being asked to adopt and implement in 2024. Attachment 3 is the benefit information that was collected as part of the market survey. Attachment 4 is the City Manager memo that was included previously.

Some of the key market wage analysis findings are:

- All market and wage data is based on **2023 compensation scales**. Many cities approve an annual Cost of Living Adjustment (COLA) and will plan to do so for a January 1, 2024 effective date. It should be noted that if Roseville's COLA for 2024 is less than those of comparable cities, current market variances would continue to grow.
- Although union employees were included in the market survey, and those positions represented by collective bargaining agreements were scored, those positions would not be placed in the compensation salary system as union employee wages must be negotiated.
- Current non-union pay range minimums for each position were, on average, 8.00% below the market minimum pay for similar positions.
- Current non-union pay range maximums for each position were, on average, 10.30% below the market maximum pay for similar positions.

Implementation

The next step in this process is to consider implementation of the compensation system. As we move forward, it is essential to acknowledge the thoroughness of the approach and methodology and the careful consideration given to various options during the process. The study, as outlined in the attached report, encompassed a wide array of critical aspects. Furthermore, the market analysis, including the selection of comparable cities and examination of current wage disparities, has provided valuable insight into the external competitiveness of our compensation structure.

When considering the final recommendation by the consultant and staff, multiple implementation approaches were considered. Various options were evaluated, each with its own merits and challenges. The ultimate goal in recommending the implementation approach was to align the city's priorities with attracting and retaining a qualified, talented workforce and position itself competitively within the market, while balancing the city's fiscal responsibility and budget priorities for the community.

Working collaboratively, the consultant and staff recommend the following approach to implement a new classification and compensation structure. Staff has taken great strides to also balance this approach with the understanding that several of the city's union contracts expire at the end of 2023 and must be negotiated for 2024 and beyond. These negotiations play a crucial role in determining compensation, benefits and working conditions of a significant portion of our workforce.

The total cost of implementation of the classification and compensation study was built based on Abdo building cost models for part of the transition to the new compensation system. They are as follows:

Step 1: Transition into Proposed Step and Grade Structure

Adopt the new step and grade structure. Place employees at the step that is closest to their current wage in the new system, without a decrease in pay. This assumes that employees that are currently being compensated at a level that is higher than their newly proposed range would remain at their current rate of pay.

Cost to implement: \$213,800.00

Step 2: 2024 Cost of Living Adjustment and Market Penetration Adjustment

Adopt a 3% Cost of Living Adjustment (COLA) effective January 1, 2024. This COLA would be applied to the newly adopted step and grade structure. This COLA would maintain the market position of the newly adopted system. Without a COLA, market variances would continue to grow. This step also includes a market penetration adjustment for those employees who are eligible. Because of the new wage structure, there are some long-term employees who, without the adjustment, would be placed at the same step as new employees. This adjusts the employee to a similar penetration level of the new grade system to reflect their previous level and experience. However, after a thorough examination of financial implications, it was determined that moving all employees to a step that aligns precisely with their years of experience from the previous system would be significantly more expensive, and therefore staff has sought to strike a balance between recognizing employee experience and ensuring fiscal sustainability of our compensation system. While it is our intention to acknowledge employees for their results and

years of dedicated service, we must be mindful of the overall financial impact on the city. Therefore employees may not be placed at the precise step that they were at in the previous system, but longer-tenured employees will have their starting location in the new system adjusted based on years of service with the City.

Cost to implement: \$422,700.00

Step 3: 2024 Annual Step increases

Employees would continue to be eligible for step increases annually on their position start date anniversary.

Cost to implement: \$121,600.00

Total cost of the implementation: **\$758,100.00**. It is important to note that the only "new" costs are those associated with adopting the new structure and moving employees into that system (Phase 1), and part of the dollars from Phase 2. The other costs associated with step increases (Phase 3) and an annual COLA occur every year and are incorporated into the budget recommendations annually.

Policy Objectives

The city's mission is to provide ethical, efficient, and responsive local government, in support of community aspirations, guided by the policies of the City Council, and implemented by professional staff, to ensure that Roseville remains strong, vibrant, and sustainable for current and future generations. Additionally, the city adopted a Strategic Racial Equity Action Plan that includes high-impact areas in which to make measurable improvements, including diversifying the city's workforce to mirror the population we serve. The objective is to implement a compensation and classification system that will enhance employee engagement and satisfaction and attract and retain a diverse and highly qualified workforce.

Racial Equity Impact Summary

Although no formal racial equity analysis was undertaken throughout this process, the Minnesota Pay Equity law outlines that a local government must be in compliance to eliminate any gender-based wage inequities. Our current system, without changes would not be in compliance with the Pay Equity reporting. The proposed system would update our compensation structure and without any other changes, would position the city to be in compliance.

Budget Implications

Based on the approach listed above, the cost for the implementation in 2024 would be \$758,100.00. This amount includes the three steps listed above.

Staff Recommendations

By motion, adopt the updated Classification System which includes the grade and step structure and authorize the implementation plan as outlined above which includes a 3% COLA for 2024.

Staff also recommends conducting a market study (not a full compensation or classification study) every 2-3 years in order to maintain the city's market position.

Requested Council Action

By motion, adopt the updated Classification System which includes the grade and step structure and authorize the implementation plan as outlined above which includes a 3% COLA for 2024.

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Prepared by: Rebecca Olson, Assistant City Manager 651-792-446
Patrick Trudgeon, City Manager 651-792-7021

- Attachments:**
- 1. Classification & Comp Study Report
 - 2. 2023 Classification Grade and Step Structure
 - 3. Benefits Comparison
 - 4. Class and Comp memo to Council for October 9

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Position Classification & Compensation Study Report

City of Roseville, Minnesota
October 18, 2023



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October 18, 2023

City of Roseville
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Roseville, MN 55113

Executive Summary

Abdo was contracted by the City of Roseville to provide an independent position classification and compensation study to accomplish a variety of important strategic priorities, including full job description review and updates, an analysis of the current municipal compensation markets, a comparison of benefits offerings between municipalities, and a review of current and potential Minnesota Pay Equity compliance requirements. The City last conducted a formal independent position classification and compensation study many years ago and has experienced growth, changes in its workforce and operations, challenges finding and retaining skilled employees, the addition of a full-time Fire Department, and increased market competition for employees from neighboring cities.

As part of our study, Abdo worked closely with the City to review updated position descriptions provided for each current and proposed future position and conducted a Fair Labor Standards Act (FLSA) review to support the overtime exemption election for all applicable existing positions. FLSA testing checklists and results were provided to the City separate from this report.

To achieve the objectives set forth in our project scope of work, we completed a scoring exercise using the Abdo Scoring Methodology, which aligns with the Minnesota Hay Method. Using this model, each position was given a score in the following categories; Know-How, Problem Solving, Accountability and Special Conditions. These categories are intended to measure and rank the level of knowledge, skills, influence and impact on City operations for each position.

To complete the evaluation and scoring of Roseville positions, we reviewed the organizational structure, updated job descriptions, and requested additional information and clarification from City leadership, as needed. Upon completing the scoring of positions and conducting pay equity testing, our firm also completed a market wage analysis to compare the City's current wage scale, by position, to the comparable public employee wage market in Minnesota.

The market analysis consisted of analyzing salary and benefit data from comparable local governments in Minnesota by directly soliciting data from identified municipalities and, for a few positions, reviewing municipal salary data published by the League of Minnesota Cities (LMC) through their 2022 (aged) annual salary survey and utilizing municipal wage data from the Economic Research Institute (ERI) database.

Although Abdo completed the position classification and compensation analysis as an independent party, City leadership staff, including department heads, were very involved throughout all phases of the study and provided significant information, insight, and clarification related to job description development, interpretation of position responsibilities related to scoring, and overall compensation structure design aspects. This collaboration was critical to the process and improved the level of accuracy, customization, and applicability of all project deliverables.

The results of both the classification (position scoring) and compensation analysis follow.

Methodology

Since the last study was completed in 2013, the City has relied upon the independently developed step and grade compensation model for each position and has performed its own informal compensation analysis on a regular basis to remain competitive. While some positions may have been paid higher or lower than the predicted pay scale, the City has historically been in compliance with the Minnesota Pay Equity Act, submitting its most recent reporting, with adjustments, in 2021. The City will be required to submit their next Pay Equity Report in January 2024.



In recent years, the City has experienced a change in workforce and challenges finding skilled workers which has impacted both the job duties and wage demands for many positions. In light of these organizational changes and staffing challenges, the City of Roseville determined that a formal, independent, system-wide position reclassification and market wage analysis was again necessary to assist executive leadership in establishing a new, logical and justifiable employee wage and salary framework to build upon into the future.

Scoring Analysis – Abdo Scoring Methodology

This section reflects the review, analysis and scoring of all Roseville positions. To complete this task Abdo used updated job description information for current positions, based on direction from the City. Our firm reviewed the job descriptions and solicited necessary feedback from City representatives to gain the insight needed to accurately score each position. Scoring was completed using the Abdo Scoring Methodology, a plan adapted from the State of Minnesota Hay Method. The model assigned each position a score in the following categories (adapted from the State of Minnesota 2009 Hay Manual): Know-How, Problem Solving, Accountability, and Special Conditions.

Know-How represents the knowledge, skills and abilities (KSAs) an employee needs to be successful in a particular job. The Hay Method places the greatest emphasis on Know-How. Know-How is defined as an expert skill, information or body of knowledge that imparts an ability to cause a desired result. The Know-How category is the most heavily weighted category. If a position is more easily learned, the position will point toward the lower end of the scale.

Know-How category is further divided into three parts: Depth and Breadth of Job-Specific Knowledge (aka Technical and Specialized Know-How and Job-Specific Knowledge); Integrating Know-How (aka Managerial Breadth or Know-How); and Human Relation Skills (aka Human Relations Know-How). A number is assigned for total Know-How points by making several separate choices for each of the three elements described and an overall assessment.

Job-Specific Knowledge includes the position's requirements for knowledge and skills related to practices, procedures, specialized techniques and professional disciplines. It also includes basic and job-specific supervisory and managerial knowledge, skills, and abilities (KSAs), when appropriate. This aspect of Know-How does not make distinctions among differently sized managerial jobs nor does it include human relation skills. It is important to remember that this element measures the requirements of the position, not the qualifications of an incumbent.

Integrating Know-How considers the need to integrate and manage progressively more diverse functions and is used to rank managerial breadth and scope, from similar to very different functions. When required, basic and job-specific supervisory and managerial knowledge, skills and abilities are included in the Job-Specific part of a Know-How rating. The overall size of an organization directly influences the number of managerial breadth categories, because the organizational size often reflects requirements for increased managerial complexity and diversity.

Human Relation Skills is the third element of a job's Know-How rating. It is the active, practicing interpersonal skills typically required for productive working relationships to work with, or through, others inside and/or outside of the organization to get work accomplished. It assumes that each job requires a foundation of basic human relations skills. To be effective, an employee must typically be proficient at the highest level of Human Relations Skill regularly required for the position.

Problem Solving is the process of working through details of a problem to reach a solution. Problem solving may include mathematical or systematic operations and can be a gauge of an individual's critical thinking skills. Problem Solving measures the intensity of the mental process that uses Know-How to: (1) identify, (2) define, and (3) resolve problems. It is a percentage of Know-How, reflecting the fact that "you think with what you know." This is true of even the most creative work. Ideas are put together from something already there. The raw material of any thinking is knowledge of facts, principles and means.

Context includes the influences or environment that limit or guide decision-making such as rules, instructions, procedures, standards, policies, principles from fields of science and academic disciplines. Positions are guided by organizational, departmental or functional goals, policies, objectives and practices circumscribed by procedures and instructions. In general, policies describe the "what" of a subject matter, procedures detail the steps needed to follow through on a policy (i.e., how, where, when, by whom) and instructions outline the specific aspects of how to perform the tasks, such as the operation of a machine or how to select the appropriate letters to use in particular situations.

Thinking Challenge includes the nature of the problems encountered and the mental processes used to resolve the problems. The scale ranges from simple problems to very complex issues, with the premise that simple issues recur regularly in the same form and after a while are resolved by rote or instinct, but very difficult issues require substantial thinking and deliberation. The types of situations encountered and the processes involved in identifying, defining or resolving related problems are considered. Thinking Challenge reflects the degree of difficulty in finding improvements and adapting to changes.

Accountability does not mean being responsible for getting one's own work done. Rather, it reflects responsibility for actions and their consequences and the measured effect of the job on end results for the organization. Accountability includes three factors: Freedom to Act/Empowerment, Magnitude, and Job Impact.

Freedom to Act/Empowerment involves the degree of personal or procedural control or guidance exercised over the position. For example, what constraints are put on an employee in this job? How closely supervised is the position? What kinds of decisions are made higher up in the organization?

Magnitude is the portion of the total organization encompassed by the position's primary purpose. It's most typically indicated by the general dollar size of the area(s) most directly affected by the job, i.e., the resources over which the position has control or influence. A variety of factors are considered such as size of budget is employee responsible for, what degree of influence is held and is this person a decision maker.

Job Impact is considered to be indirect (indirect or contributory) or direct and measurable (shared or primary). It involves the way in which the position's actions affect end results in the agency. For example, how does the employee influence the business - directly or indirectly? Does the employee provide advisory or interpretive services for others to use in making decisions? Is the job an information-recording one? Does it provide a necessary service with a relatively small effect on the business of the agency? "Contributory" and "primary" are, by far, the most frequently used options."

Special Conditions consider the physical effort, environmental conditions, hazard exposure, and sensory attention demands that an employee is commonly subject to in the position. For example, two positions may be assigned identical points in all other areas but the position that is regularly required to work in extreme outdoor conditions (i.e., heat or extreme cold) would receive additional points for these factors.

The work associated with this scoring represents the primary work conducted for this assignment, which is to review positions and functions and provide a consistent measurement and "scoring" of functions and responsibilities within the municipality.

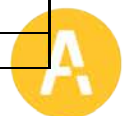
Findings and Recommendations

Position Points

Table 1 represents the total score assigned to each non-union position based on the Abdo Methodology discussed.

Table 1: Position Classification and Point Assignment

Position Title	Department	New Grade
Receptionist	Finance Admin	3
Customer Service Representative	Park & Rec	6
Police Cadet	Police	6
Community Service Officer (CSO)	Police	6
Firefighter Cadet	Fire	6
Customer Service Representative/Permit Technician	Comm Dev	7
Accounting Technician I	Finance Admin	7
Office Assistant - Police	Police	7
Office Assistant - Public Works	Public Works	7
License Center Representative - Motor Vehicle	License Center	7
License Center Representative - Passport	License Center	7
Department Assistant - Community Development	Comm Dev	8
Department Assistant - Zoning, Planning & Economic Development	Comm Dev	8
Department Assistant - Planning & Economic Development Authority	Comm Dev	8
Department Assistant - Building & Inspections	Comm Dev	8
Utility Billing Clerk	Finance Admin	8
Department Assistant - Parks & Recreation	Park & Rec	8
Police Records Technician	Police	8
Accounting Technician II	Finance Admin	8
Administrative Community Service Officer (CSO)	Police	8
Human Resources Assistant	Administration	9
Administrative Coordinator - Fire Department	Fire	9
Code Compliance Officer	Comm Dev	9
Forestry Coordinator	Park & Rec	11
Accounting Technician III	Finance Admin	11
Police Records Technician II	Police	11
Lead License Center Representative	License Center	11
Lead Passport & Auto Dealer Representative	License Center	11
Property Room and Investigations Technician	Police	12
Engineering Technician III	Public Works	12
Right of Way Coordinator	Public Works	12
Building Inspector	Comm Dev	13
Code Compliance Coordinator	Comm Dev	13
Sustainability Specialist	Public Works	13
Deputy City Clerk	Administration	13
Administrative Coordinator - Police Department	Police	13
Accountant	Finance Admin	13
Database Specialist	Public Works	13
Engineering Project Coordinator	Public Works	13
Volunteer Manager	Administration	13
Geographic Information Systems (GIS) Coordinator	Public Works	13



Motor Vehicle Supervisor	License Center	13
Passport Supervisor	License Center	13
Economic Development + Geographic Information Systems (GIS) Specialist	Comm Dev	13
Investigative Analyst	Police	13
Recreation Program Supervisor - Adult Leagues & Outdoor Field Rentals	Park & Rec	13
Recreation Program Supervisor - Cedarholm Community Bldg. & Golf Course	Park & Rec	13
Recreation Program Supervisor - Facilities	Park & Rec	13
Recreation Program Supervisor - Gymnastics	Park & Rec	13
Recreation Program Supervisor - Nature Center	Park & Rec	13
Recreation Program Supervisor - Youth Programs	Park & Rec	13
Recreation Program Supervisor - Skating Center	Park & Rec	13
Community Relations Coordinator	Administration	13
Community Relations Specialist	Administration	13
Community Relations Specialist - Police	Police	13
Homeless Outreach and Housing Navigator	Police	14
Senior Planner	Comm Dev	14
Human Resources Generalist	Administration	15
Civil Engineer	Public Works	15
Senior Project Coordinator	Public Works	15
Housing & Economic Development Program Manager	Comm Dev	16
Assistant Building Official	Comm Dev	16
Environmental Manager	Public Works	17
Support Services Manager	Police	18
Community Relations Manager	Administration	18
License Center Manager	License Center	18
Golf Course Superintendent	Park & Rec	18
Recreation Superintendent	Park & Rec	18
Skating Center Superintendent	Park & Rec	18
Equity and Inclusion Manager	Administration	18
City Planner	Comm Dev	18
Assistant City Engineer	Public Works	19
Building Official	Comm Dev	19
Public Works Superintendent - Streets	Public Works	19
Public Works Superintendent - Utilities	Public Works	19
Parks Superintendent	Park & Rec	20
Assistant Finance Director	Finance Admin	22
Assistant Parks & Recreation Director	Park & Rec	22
Assistant Public Works Director/City Engineer	Public Works	22
Assistant Fire Chief	Fire	22
Community Development Director	Comm Dev	26
Public Works Director	Public Works	26
Finance Director	Finance Admin	26
Parks & Recreation Director	Park & Rec	26
Fire Chief	Fire	26
Police Chief	Police	26
Assistant City Manager	Administration	26
City Manager	Administration	30



Market Analysis

This section documents a sample of the wages offered to the employees of comparable local governmental units in Minnesota. The comparable government entities identified for this study were communities of comparable size, complexity, geographic location, and proximity to the Minneapolis/St. Paul city centers. The identification of market comparables also included consideration of city budgets, resident demographics, daytime population, and commercial/retail volume.

Final discussion and agreement on the list of comparable cities to be used in the market study occurred at the City of Roseville Council meeting on Monday, May 15, 2023.

The City of Roseville is within 10 miles of both St. Paul and Minneapolis and in close proximity to many other large metro cities. As a result, the City is actively competing for talented employees with these larger metro communities. The City should consider a competitive compensation scale to attract and retain qualified employees that have the knowledge, skills and abilities to provide service levels expected within the community, particularly considering the current labor market. These factors, coupled with the demand of specific technical and multi-faceted positions within the City, have resulted in the recommendations provided in this survey.

The wages of the comparable positions for the municipalities listed in **Table 2** were compared with those at the City of Roseville. **It should be noted that the governments listed do not always have the exact type or number of positions as Roseville and, in these cases, assumptions about duties and levels of responsibilities were made based on job titles and supervisory reporting information and were used to identify comparable positions.**

Table 2 - Market Survey

The Market Survey lists the Cities that were selected as a comparable, responded to the manual wage survey, and had at least one relevant position match included in the market analysis.

Brooklyn Center	Maplewood
Burnsville	Minnetonka
Coon Rapids	New Brighton
Eagan	Oakdale
Edina	Richfield
Fridley	St. Louis Park

The market analysis has been adjusted to reflect comparable 2023 wages for the local governments analyzed.

Key market wage analysis considerations and findings for non-union positions include:

- All market and City of Roseville wage data is based on 2023 compensation scales.
- Current non-union employee pay range MINIMUMS for each position were, on average, 8.00% below the market minimum pay for similar positions. **It is important to note, however, that this is an average and individual positions vary.**
- Current non-union employee pay range MAXIMUMS for each position were, on average, 10.30% below the market minimum pay for similar positions. **It is important to note, however, that this is an average and individual positions vary.**
- It is important to note that large market variances for any position, should they occur, indicate that:
 - the position wage range is above or below the market, and/or
 - the position within Roseville is simply not a perfect match to comparable data in regard to duties, experience requirements, and responsibilities, to other positions with similar titles in comparable cities. Potential causes of market variance for each position should be evaluated independently.
- Market wage variances identified in this analysis, in addition to the City's broader compensation philosophy, were the primary resources used in the development of an updated position classification and compensation structure for all non-union employees. This new structure will assist in realigning all positions in relation to the comparable market and, in doing so will, presumably have a positive impact on future employee recruitment and current employee satisfaction and retention.
- While positions represented by any of the City's six (6) union agreements were included in the market survey



solicitation, considered during development of the proposed step and grade compensation structure, and included in all pay equity testing, union employee wages are not reflected in the market analysis findings as they are negotiated independently.

- Additional market survey information related to union positions is included in **Appendix A**.
- It is important to consider that many cities approve annual Cost of Living Adjustments (COLA) and will plan to do so for a January 1, 2024, effective date. As a result, it should be noted that, should the City not elect to apply a 2024 COLA adjustment to either their current compensation model or to the proposed compensation scale updates, current market variances, as reflected in the following table, would continue to grow.

Compensation Plan

During initial discussions with City leadership, it was clear that the following key strategic goals and assumptions applied:

- The City of Roseville is motivated to attract and retain qualified talent to facilitate successful City operations and leadership. In order to do this effectively, both in the past and looking ahead, the City has historically aimed to position itself competitively related to wages and benefits and wishes to provide a compensation structure that motivates career progression and development.
- City leadership maintains an organizational compensation philosophy that aims to align with the current and comparable municipal market averages for positions.
- The City wishes to maintain a formalized pay structure across the entire organization that will be both compliant with Minnesota Pay Equity requirements and offer competitive pay for all positions.
- The City values the contributions, skills and experience, not limited to formal education, of each individual and position and is committed to maintaining job descriptions that accurately depict each position.
- The City understands that employees and residents have questions and concerns related to the overall compensation philosophy of the City that is based on their perceptions of the marketplace and the City wishes to compile independent and accurate market data to guide future decisions related to compensation.
- It is important to remember that, while employees represented by any of the City's six (6) union agreements were included in the market study and considered during development of the proposed step and grade compensation structure, union employee wages must be negotiated independently. Adoption of the proposed non-union compensation model would approve the proposed scoring for these union positions but would not place them in the proposed salary structure unless otherwise agreed upon through collective bargaining.

The proposed non-union compensation model effectively aligns with the relevant market data and reflects the following structural components:

- Step and grade model utilizes a total of 7 steps, including the start step, to achieve maximum compensation after 5 years and encompasses a total of 31 grade levels.
- All 7 steps are intended to be used as the standard compensation scale, to be awarded using the City's current step award process, primarily length of service and acceptable performance.
- The minimum pay level for the proposed non-union compensation scale is, on average, within 0.30% of current market minimum pay averages for each position.
- The maximum pay level for the proposed compensation scale is, on average, within 0.25% of current market maximum pay averages for each position.
- The proposed scale includes a 5.00% adjustment between grades.
- The proposed scale reflects a 3.50% adjustment between steps.
- The range within each grade of the proposed scale (Step 1 through Step 7) is 22.93%



Table 3 - Step and Grade Scale – Proposed 2023 Compensation Model

Points	Grade	1	2	3	4	5	6	7
0	50	1 \$ 20.10	20.80	21.53	22.29	23.07	23.87	24.71
51	60	2 \$ 21.11	21.84	22.61	23.40	24.22	25.07	25.94
61	70	3 \$ 22.16	22.94	23.74	24.57	25.43	26.32	27.24
71	80	4 \$ 23.27	24.08	24.93	25.80	26.70	27.64	28.60
81	100	5 \$ 24.43	25.29	26.17	27.09	28.04	29.02	30.03
101	128	6 \$ 25.65	26.55	27.48	28.44	29.44	30.47	31.53
129	139	7 \$ 26.94	27.88	28.85	29.86	30.91	31.99	33.11
140	179	8 \$ 28.28	29.27	30.30	31.36	32.46	33.59	34.77
180	200	9 \$ 29.70	30.74	31.81	32.93	34.08	35.27	36.51
201	210	10 \$ 31.18	32.27	33.40	34.57	35.78	37.03	38.33
211	231	11 \$ 32.74	33.89	35.07	36.30	37.57	38.89	40.25
232	236	12 \$ 34.38	35.58	36.83	38.12	39.45	40.83	42.26
237	304	13 \$ 36.10	37.36	38.67	40.02	41.42	42.87	44.37
305	308	14 \$ 37.90	39.23	40.60	42.02	43.49	45.02	46.59
309	319	15 \$ 39.80	41.19	42.63	44.12	45.67	47.27	48.92
320	350	16 \$ 41.79	43.25	44.76	46.33	47.95	49.63	51.37
351	365	17 \$ 43.88	45.41	47.00	48.65	50.35	52.11	53.93
366	410	18 \$ 46.07	47.68	49.35	51.08	52.87	54.72	56.63
411	440	19 \$ 48.37	50.07	51.82	53.63	55.51	57.45	59.46
441	444	20 \$ 50.79	52.57	54.41	56.31	58.28	60.32	62.44
445	449	21 \$ 53.33	55.20	57.13	59.13	61.20	63.34	65.56
450	500	22 \$ 56.00	57.96	59.99	62.09	64.26	66.51	68.84
501	575	23 \$ 58.80	60.86	62.99	65.19	67.47	69.83	72.28
576	650	24 \$ 61.74	63.90	66.13	68.45	70.85	73.32	75.89
651	669	25 \$ 64.82	67.09	69.44	71.87	74.39	76.99	79.69
670	800	26 \$ 68.07	70.45	72.91	75.47	78.11	80.84	83.67
801	820	27 \$ 71.47	73.97	76.56	79.24	82.01	84.88	87.85
821	840	28 \$ 75.04	77.67	80.39	83.20	86.11	89.13	92.25
841	860	29 \$ 78.79	81.55	84.41	87.36	90.42	93.58	96.86
861	880	30 \$ 82.73	85.63	88.63	91.73	94.94	98.26	101.70
881	900	31 \$ 86.87	89.91	93.06	96.32	99.69	103.18	106.79

Pay Equity Compliance

The 2023 current pay scale for the City of Roseville was tested in the Minnesota Pay Equity Compliance system, as required, and was found to be out of compliance. The reports and certification generated from the testing have been included in **Appendix B** of the report.

The proposed scale has also been tested in the Minnesota Pay Equity Compliance system and was found to be in compliance. The reports generated from the test have been included in **Appendix C** of the report. In addition, **Appendix D** includes a publication from the State of Minnesota providing guidance on interpreting and understanding the Minnesota Pay Equity System.

Implementation

The next step in this process is to consider implementation of the Compensation System. Before moving to this step there are several questions the Council will want to consider.

- Should the City adopt a new step and grade plan, including updated job descriptions and position point assignments for all existing positions, to ensure alignment with the current wage market for all positions?
- What is the overall 2023 and/or 2024 cost of implementation for non-union employees, assuming employees would move to the step and grade program and are placed at the step closest to, but not below, their current salary? See detailed implementation phases and costs below.

Implementation Overview:

After meeting with department heads and leadership, the proposed implementation approach was developed. The goal of this approach is to strike a balance between the key objectives set out at the start of the project, equitable impact to employees based on tenure with the city, and the budget. Details of each phase are listed below.

Step 1: Transition onto Proposed Step and Grade Structure

The proposed step and grade program, based on 2023 data could be implemented effective December 31, 2023, by placing employees at the step that is closest to their current wage, without a decrease in pay, and assumes that employees (if any) that are currently being compensated above the proposed wage scale would remain at their current rate of pay. Estimated costs of Step 1 are listed below.

Step 2: 2024 Cost of Living Adjustment and Market Position Adjustments

The City may adopt a 3.00% COLA for the 2024 calendar year, effective January 1, 2024. This COLA would be applied to the newly adopted step and grade program. Cost of Living Adjustments (COLAs) have historically been awarded by the City and should not be considered an “additional” expense related to adoption of the proposed step and grade program.

In addition, this step would move employees to a same or similar grade position relative to the current compensation model on the new grade. For example, if an employee, prior to implementation of the proposed compensation structure was positioned at step 5, adoption of the proposed ranges may reposition them, at their current rate, at a step 3. Step 2 represents the cost to adjust employee pay to reposition them back to or closer to their prior range position, step 5 in this example. This adjustment keeps the employee in the same position relative to both the internal pay grade and the market pay. Based on tenure, employees may be eligible for a market position adjustment of:

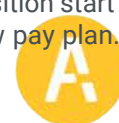
- 0-4 years of experience: No market position adjustment
- 5-9 years of experience: up to one step market position adjustment
- 10-14 years of experience: up to two step market position adjustment
- 15+ years of experience: up to three step market position adjustment

While the true cost of a COLA is difficult to calculate due to the implementation approach, we estimate that cost to be about \$240,000.

Estimated costs of Step 2 are listed below.

Step 3: 2024 Step Increases

Employees on the step and grade program will continue to be eligible for step increases annually on their position start date anniversary. Step 3 details the annual 2024 cost for employees earning a step increase in 2024 on the new pay plan. The



City has historically awarded step increases to staff and should not be considered an “additional” expense related to adoption of the proposed step and grade program.

Estimated costs of Step 3 are listed below.

Table 4 – Estimated Costs to Implement

Estimated Current 2023 Annual Payroll - All Employees		\$	8,389,000.00
Step 1:	Total Annual Cost of 2024 Implementation (Annualized)	\$	213,900.00 2.55%
Step 2:	Total Annual Cost of 2024 COLA & Market Position Adjustment	\$	420,300.00 5.01%
Step 3:	2024 Step Increase (Rounded to Anniversary Month)	\$	121,600.00 1.35%
TOTAL		\$	755,800.00 9%

It is important to note that estimated implementation costs do not include annualized wages for the addition/promotion of staff in new or currently vacant positions as these are not considered as part of the compensation structure implementation, but rather new or ongoing labor expenses.

In light of our comprehensive study and City compensation philosophy, our recommendation would be as follows:

- Adopt the proposed 2023 implementation plan as outlined above. This includes:
 - o Transition onto Proposed Step and Grade Structure as of 12/31/2023, moving each individual to the next salary step, without a decrease in salary, and
 - o Utilize the step and grade scale to calculate and apply 2024 and all future annual approved cost of living increases (COLA) for all positions, effective each January 1st; and
 - o Utilize the step and grade scale to calculate and apply market position adjustments to employees based on their tenure with the city, and annual step increases for eligible employees
 - o Suspend the non-union merit pay program in light of the adoption of a compensation structure that better aligns high-performing and tenured employees with the current market maximum pay rates

Closing

Should the City decide to adopt to the proposed position classification, compensation structure, and implementation plan, we recommend approval at a regular meeting of the City Council.

Abdo would like to thank the City of Roseville for the opportunity to prepare and present this Position Classification and Compensation Analysis. We would especially like to thank the leadership team for their assistance in providing the necessary data to conduct the study.

Appendix A

Position	Current Grade	AVERAGE Market Min Salary (2023 Rates)		AVERAGE Market Max Salary (2022 Rates)	
		Houly	Salary	Hourly	Salary
Battalion Chief	Fire Union	\$ 41.10	\$ 85,493.41	\$ 48.03	\$ 99,900.51
Fire Lieutenant	Fire Union	\$ 32.62	\$ 67,857.33	\$ 36.21	\$ 75,324.53
Firefighter/EMT	Fire Union	\$ 25.89	\$ 53,860.11	\$ 32.00	\$ 66,565.35
Firefighter/Inspector	Fire Union	\$ 31.23	\$ 64,954.93	\$ 36.58	\$ 76,082.93
Firefighter/Paramedic	Fire Union	\$ 30.79	\$ 64,050.13	\$ 37.41	\$ 77,812.80
Paid On Call Firefighter	Flat Rate	\$ 17.07	\$ 35,515.48	\$ 20.25	\$ 42,124.06
Ice Arena Maintenance Worker	49ers Union	\$ 26.57	\$ 55,271.01	\$ 32.07	\$ 66,707.68
Ice Arena Maintenance Worker - Ice & Golf Course	49ers Union	\$ 26.92	\$ 55,991.17	\$ 32.68	\$ 67,976.13
Maintenance Worker II - Parks	49ers Union	\$ 29.25	\$ 60,829.81	\$ 36.70	\$ 76,332.05
Working Foreman - Parks	49ers Union	\$ 38.50	\$ 80,074.67	\$ 46.06	\$ 95,804.27
Police Deputy Chief	Police Union	\$ 60.13	\$ 125,074.52	\$ 73.27	\$ 152,408.78
Police Lieutenant	Police Union	\$ 61.02	\$ 126,927.84	\$ 69.71	\$ 144,996.80
Police Officer	Police Union	\$ 36.48	\$ 75,870.59	\$ 48.97	\$ 101,864.46
Police Sergeant	Police Union	\$ 51.47	\$ 107,066.08	\$ 61.05	\$ 126,992.15
Maintenance Worker II - Street	49ers Union	\$ 29.60	\$ 61,564.05	\$ 37.18	\$ 77,328.37
Maintenance Worker II - Utilities	49ers Union	\$ 30.58	\$ 63,609.87	\$ 38.04	\$ 79,126.84
Mechanic	49ers Union	\$ 32.13	\$ 66,834.77	\$ 39.41	\$ 81,968.85
Working Foreman - Streets	49ers Union	\$ 37.20	\$ 77,380.62	\$ 45.21	\$ 94,026.48
Working Foreman - Utilities	49ers Union	\$ 39.53	\$ 82,218.86	\$ 48.48	\$ 100,832.16
Working Foreman - Vehicle Maintenance	49ers Union	\$ 40.04	\$ 83,273.79	\$ 48.75	\$ 101,390.86

Appendix B

Compliance Report

Jurisdiction: Roseville
2660 Civic Center Drive

Roseville, MN 55113

Contact: Rebecca Olson

Phone: (651) 792-7446

Report Year: 2024
Case: 1 - 2023 Test - Current (Private
(Jur Only))

E-Mail: rebecca.olson@cityofroseville.com

The statistical analysis, salary range and exceptional service pay test results are shown below. Part I is general information from your pay equity report data. Parts II, III and IV give you the test results.

For more detail on each test, refer to the Guide to Pay Equity Compliance and Computer Reports.

I. GENERAL JOB CLASS INFORMATION

	Male Classes	Female Classes	Balanced Classes	All Job Classes
# Job Classes	49	51	4	104
# Employees	135	65	8	208
Avg. Max Monthly Pay per employee	7480.10	6618.19		7190.27

II. STATISTICAL ANALYSIS TEST

A. Underpayment Ratio = 78.06123 *

	Male Classes	Female Classes
a. # At or above Predicted Pay	22	15
b. # Below Predicted Pay	27	36
c. TOTAL	49	51
d. % Below Predicted Pay (b divided by c = d)	55.10	70.59

*(Result is % of male classes below predicted pay divided by % of female classes below predicted pay.)

B. T-test Results

Degrees of Freedom (DF) = 198	Value of T = 2.677
-------------------------------	--------------------

a. Avg. diff. in pay from predicted pay for male jobs = 6

b. Avg. diff. in pay from predicted pay for female jobs = -233

III. SALARY RANGE TEST = 89.27 (Result is A divided by B)

A. Avg. # of years to max salary for male jobs = 4.43

B. Avg. # of years to max salary for female jobs = 4.96

IV. EXCEPTIONAL SERVICE PAY TEST = 0.00 (Result is B divided by A)

A. % of male classes receiving ESP = 0.00 *

B. % of female classes receiving ESP = 0.00

*(If 20% or less, test result will be 0.00)

Appendix C

Compliance Report

Jurisdiction: Roseville
2660 Civic Center Drive

Roseville, MN 55113

Report Year: 2024
Case: 2 - 2023 Test - Proposed
(Private (Jur Only))

Contact: Rebecca Olson

Phone: (651) 792-7446

E-Mail: rebecca.olson@cityofroseville.com

The statistical analysis, salary range and exceptional service pay test results are shown below. Part I is general information from your pay equity report data. Parts II, III and IV give you the test results.

For more detail on each test, refer to the Guide to Pay Equity Compliance and Computer Reports.

I. GENERAL JOB CLASS INFORMATION

	Male Classes	Female Classes	Balanced Classes	All Job Classes
# Job Classes	49	50	5	104
# Employees	135	64	10	209
Avg. Max Monthly Pay per employee	7654.11	7436.36		7578.77

II. STATISTICAL ANALYSIS TEST

A. Underpayment Ratio = 91.83674 *

	Male Classes	Female Classes
a. # At or above Predicted Pay	31	30
b. # Below Predicted Pay	18	20
c. TOTAL	49	50
d. % Below Predicted Pay (b divided by c = d)	36.73	40.00

*(Result is % of male classes below predicted pay divided by % of female classes below predicted pay.)

B. T-test Results

Degrees of Freedom (DF) = 197	Value of T = 0.266
-------------------------------	--------------------

a. Avg. diff. in pay from predicted pay for male jobs = -28

b. Avg. diff. in pay from predicted pay for female jobs = -59

III. SALARY RANGE TEST = 89.29 (Result is A divided by B)

A. Avg. # of years to max salary for male jobs = 4.43

B. Avg. # of years to max salary for female jobs = 4.96

IV. EXCEPTIONAL SERVICE PAY TEST = 0.00 (Result is B divided by A)

A. % of male classes receiving ESP = 10.20 *

B. % of female classes receiving ESP = 4.00

*(If 20% or less, test result will be 0.00)

Appendix D

A Guide to Understanding Pay Equity Compliance:

<https://mn.gov/mmb-stat/pay-equity/guide-understand-compl.pdf>

Table 3 - Step and Grade Scale – Proposed 2023 Compensation Model

Points	Grade	1	2	3	4	5	6	7	
0	50	1	\$ 20.10	20.80	21.53	22.29	23.07	23.87	24.71
51	60	2	\$ 21.11	21.84	22.61	23.40	24.22	25.07	25.94
61	70	3	\$ 22.16	22.94	23.74	24.57	25.43	26.32	27.24
71	80	4	\$ 23.27	24.08	24.93	25.80	26.70	27.64	28.60
81	100	5	\$ 24.43	25.29	26.17	27.09	28.04	29.02	30.03
101	128	6	\$ 25.65	26.55	27.48	28.44	29.44	30.47	31.53
129	139	7	\$ 26.94	27.88	28.85	29.86	30.91	31.99	33.11
140	179	8	\$ 28.28	29.27	30.30	31.36	32.46	33.59	34.77
180	200	9	\$ 29.70	30.74	31.81	32.93	34.08	35.27	36.51
201	210	10	\$ 31.18	32.27	33.40	34.57	35.78	37.03	38.33
211	231	11	\$ 32.74	33.89	35.07	36.30	37.57	38.89	40.25
232	236	12	\$ 34.38	35.58	36.83	38.12	39.45	40.83	42.26
237	304	13	\$ 36.10	37.36	38.67	40.02	41.42	42.87	44.37
305	308	14	\$ 37.90	39.23	40.60	42.02	43.49	45.02	46.59
309	319	15	\$ 39.80	41.19	42.63	44.12	45.67	47.27	48.92
320	350	16	\$ 41.79	43.25	44.76	46.33	47.95	49.63	51.37
351	365	17	\$ 43.88	45.41	47.00	48.65	50.35	52.11	53.93
366	410	18	\$ 46.07	47.68	49.35	51.08	52.87	54.72	56.63
411	440	19	\$ 48.37	50.07	51.82	53.63	55.51	57.45	59.46
441	444	20	\$ 50.79	52.57	54.41	56.31	58.28	60.32	62.44
445	449	21	\$ 53.33	55.20	57.13	59.13	61.20	63.34	65.56
450	500	22	\$ 56.00	57.96	59.99	62.09	64.26	66.51	68.84
501	575	23	\$ 58.80	60.86	62.99	65.19	67.47	69.83	72.28
576	650	24	\$ 61.74	63.90	66.13	68.45	70.85	73.32	75.89
651	669	25	\$ 64.82	67.09	69.44	71.87	74.39	76.99	79.69
670	800	26	\$ 68.07	70.45	72.91	75.47	78.11	80.84	83.67
801	820	27	\$ 71.47	73.97	76.56	79.24	82.01	84.88	87.85
821	840	28	\$ 75.04	77.67	80.39	83.20	86.11	89.13	92.25
841	860	29	\$ 78.79	81.55	84.41	87.36	90.42	93.58	96.86
861	880	30	\$ 82.73	85.63	88.63	91.73	94.94	98.26	101.70
881	900	31	\$ 86.87	89.91	93.06	96.32	99.69	103.18	106.79

City of Roseville (Cafeteria Plan)				
Coverage Level	Premium Contribution	HRA Contribution	Premium Contribution	HSA Contribution
Employee Only	127%	\$ 2,400.00	165%	\$ 2,520.00
Employee + 1	82%	\$ 2,040.00	107%	\$ 2,160.00
Employee + Child	NA	NA	NA	NA
Employee + Children	NA	NA	NA	NA
Employee + Family	81%	\$ 1,500.00	101%	\$ 1,620.00

Averages		
Coverage Level	Premium Contribution	HSA Contribution
Employee Only	98%	\$ 2,236.25
Employee + 1	79%	\$ 5,347.33
Employee + Child	79%	\$ 5,347.33
Employee + Children	79%	\$ 5,347.33
Employee + Family	71%	\$ 4,710.50

Benefit Plan Offerings

Comparable City	Plan Name or Type	Deductible for Employee Only	Opt Out Incentive (Annual)
Coon Rapids	HDHP - H S A	\$ 3,000.00	
Coon Rapids	HDHP - HRA	\$ 2,500.00	
Eagan	Co-Pay		
Eagan	VEBA 1		
Eagan	VEBA 2		
Maplewood	HDHP	\$ 2,500.00	\$ 2,760.00
Minnetonka	\$30 Copay	\$ -	\$ 2,760.00
Minnetonka	\$2500 Deduct HRA with VEBA Passport Network	\$ 2,500.00	\$ 2,760.00
Minnetonka	\$3000 Deduct HSA	\$ 3,000.00	\$ 2,760.00
Minnetonka	\$3000 Deduct HSA with Prev RX	\$ 3,000.00	\$ 2,760.00
Oakdale	High H.S.A	\$ 1,500.00	
Oakdale	Mid H.S.A	\$ 2,250.00	
Oakdale	Low H.S.A.	\$ 3,000.00	
Oakdale	HRA	\$ 1,850.00	
Richfield	HSA Plan	\$ 3,000.00	\$ 1,860.00
Richfield	HSA Plan	\$ 4,000.00	\$ 1,860.00
Richfield	HAS Plan RX Plus	\$ 3,000.00	\$ 1,860.00
St Louis Park	Open Access 2500	\$ 2,500.00	\$ 1,860.00
St Louis Park	Open Access 4500	\$ 4,500.00	\$ 1,860.00
St Louis Park	SmartCare 4500	\$ 4,500.00	\$ 1,860.00
St Louis Park	Co-Pay	\$ -	\$ 1,860.00
Burnsville	Copay	\$ -	
Burnsville	"80/20" 1250	\$ 1,250.00	
Burnsville	"80/20" 1750	\$ 1,750.00	
Burnsville	HDHP HRA	\$ 3,000.00	
Burnsville	HDHP HSA	\$ 3,000.00	
		AVG Opt Out	\$ 2,235.00

Roseville Opt Out

\$5,640 to \$6,120

Premium Contribution & HSA Contributions

Comparable City	Coverage Level	Employer Premium Contribution Percentage of HDHP	Annual HSA Contribution	Notes (Optional)
Coon Rapids	Employee Only		\$ 3,850.00	
Coon Rapids	Employee + 1		\$ 7,750.00	
Coon Rapids	Employee + Child		\$ 7,750.00	
Coon Rapids	Employee + Children		\$ 7,750.00	
Coon Rapids	Employee + Family		\$ 7,750.00	
Coon Rapids	Other (Explain in notes column)		\$ 1,000.00	additional Catch up- (age 55 or older)
EAGAN	employee only	93%		
EAGAN	employee only	100%	\$ 1,500.00	
EAGAN	employee only	93%	\$ 1,500.00	
Maplewood	Employee Only	100%	\$1,800	
Maplewood	Employee + Family	50%	\$2,800	
Minnetonka	Employee Only		\$1160 (lump sum premium contribtions)	
Minnetonka	Employee + 1 (Spouse)			\$1,465
Minnetonka	Employee + Child			\$1,600
Minnetonka	Employee + Children			\$1,600
Minnetonka	Employee + Family			\$1,740
Oakdale	Employee Only	100%	\$ 1,344.00	
Oakdale	Employee + Family	80%		
Richfield	Employee Only	100%	\$ 2,400.00	
Richfield	Employee + 1	86%		
Richfield	Employee + Child	88%		
Richfield	Employee + Children	88%		
Richfield	Employee + Family	75%		
St Louis Park	Employee Only	100%	\$ 2,496.00	
St Louis Park	Employee + 1	70%	\$ 3,492.00	
St Louis Park	Employee + Child	70%	\$ 3,492.00	
St Louis Park	Employee + Children	70%	\$ 3,492.00	
St Louis Park	Employee + Family	70%	\$ 3,492.00	
Bunrsville	Employee Only	100%	\$ 3,000.00	
Bunrsville	Employee + 1	80%	\$ 4,800.00	
Bunrsville	Employee + Child	80%	\$ 4,800.00	
Bunrsville	Employee + Children	80%	\$ 4,800.00	
Bunrsville	Employee + Family	80%	\$ 4,800.00	

Compensation Plan Details								
	Burnsville	Coon Rapids	Eagan	Maplewood	Minnetonka	Oakdale	St Louis Park	Roseville
2023 COLA		3%	3%	2%	3%	3%	3%	3%
Comp Plan Structure	Step and Grade	Step and Grade	Step and Grade	Step and Grade	Step and Grade	Step and Grade	Step and Grade	Step and Grade
Increase Type		Length of Service	Length of Service	Length of Service	Length of Service	Length of Service	Length of Service	Length of Service
Statutory Designation	B	B	B	B	Home Rule Charter	A	Home Rule Charter	B

HOLIDAYS OFFERED								
	Coon Rapids	Eagan	Maplewood	Minnetonka	Oakdale	Richfield	St Louis Park	Roseville
New Years Eve		4 hours						
New Years Day	X	X	x	x	x	X	x	x
Martin Luther King Jr Day	X	X	x	x	x	X	x	x
President's Day	X	X	x	x	x	X	x	x
Memorial Day	X	X	x	x	x	X	x	x
Juneteenth	X	X	x	x (except for 49rs)	x	X	x	x
Independence Day	X	X	x	x	x	X	x	x
Labor Day	X	X	x	x	x	X	x	x
Indigenous People's Day								
Veterans' Day	X	X	x	x	x	X	x	x
Thanksgiving	X	X	x	x	x	X	x	x
Day after Thanksgiving	X	X	x	x	x	X	x	x
Christmas Eve	X	4 hours			x			X
Christmas Day	X	X	x	x	x	X	x	x
One Floating Holiday	X	X			x			4 hours
Two Floating Holidays				x				
Three + Floating Holidays								
Others(s)?			20 hours Personal Holiday			Day before Independence Day		
Totals	13	13	12	12	13	12	11	12.5

Time Off Accrual					
Years of Service	Annual PTO Accrual	Annual Sick Leave Accrual	Annual Vacation Accrual	Total Sick & Vacation	
0 - 1	152.00	96.00	94.00	190.00	
1 - 2	152.00	96.00	94.00	190.00	
2 - 3	152.00	96.00	94.00	190.00	
3 - 4	152.00	96.00	94.00	190.00	
4 - 5	152.00	96.00	94.00	190.00	
5 - 6	192.00	96.00	110.00	206.00	
6 - 7	192.00	96.00	120.00	216.00	
7 - 8	192.00	96.00	120.00	216.00	
8 - 9	192.00	96.00	120.00	216.00	
9 - 10	192.00	96.00	120.00	216.00	
10 - 11	192.00	96.00	130.00	226.00	
11 - 12	212.00	96.00	136.00	232.00	
12 - 13	232.00	96.00	142.00	238.00	
13 - 14	232.00	96.00	148.00	244.00	
14 - 15	232.00	96.00	154.00	250.00	
15 - 16	232.00	96.00	160.00	256.00	
16 - 17	232.00	96.00	160.00	256.00	
17 - 18	232.00	96.00	160.00	256.00	
18 - 19	232.00	96.00	160.00	256.00	
19 - 20+	252.00	96.00	186.00	282.00	

ROSEVILLE

YEARS OF SERVICE	ANNUAL ACCRUAL RATES	BI-WEEKLY ACCRUAL HOURS
0 – 4	201 Hours	7.75 Hours
5 – 14	258 Hours	9.91 Hours
15 +	314 Hours	12.06 Hours



Memo

To: Mayor and City Council
cc: Department Heads
From: Patrick Trudgeon, City Manager
Date: October 4, 2023
Re: Implementation of Classification and Compensation Study

At the October 9 City Council meeting, you will be receiving the results from Abdo's classification and compensation study for the City of Roseville and will be presented the costs to implement the study. As you know, the costs to implement the study have been included as part of my 2024 budget proposal.

The final report indicates that Roseville employees' wages lag behind our comparison cities for non-union and union positions. For non-union employees, the pay range minimums were on average 8% below market and pay range maximum were 10.3% below market. We are also behind the market for union positions as well.

This is not necessarily a surprise as our previous pay plan structure was pegged to be slightly below market. (This study represents being at 100% of the market). As a result of the current pay plan, I have found it has been challenging to attract experienced candidates. Often when we are recruiting for a position, more times than not, our pay range is less than another city that is advertising a similar vacancy. In other cases, we struggle to keep our existing employees with the city due to the limitations of our current wage plan. While wages are not the only reason that people decide to work and stay employed with Roseville, the wage imbalance factors into candidate and employee decisions more and more.

With the completion of the classification and compensation study by Abdo, we now have the necessary market data to implement a compensation system that is competitive within the local government market.

The cost to properly implement the classification and compensation plan is a major investment for the City, one that I believe is critical to ensure our organization continues to provide the quality programs, services, and infrastructure that our taxpayers pay for and expect in return.

Similar to investing resources into our programs, services, and infrastructure, we need to be investing in our human capital. As we often experience with infrastructure, when the costs to address issues is ignored for too long, the amount of resources needed to correct the problem is very large. As a result, staff and City Council often struggle to provide enough resources to take care of all of those needs.

We are at that critical point with employee wages. After going 10 years since the last market compensation study and 20 years from doing the last classification study, we are significantly behind the market.

As discussed previously, this is not a new problem, but one that has been building for years. The market adjustment done in 2014 was helpful, but for non-union staff, the lack of competitive COLAs in past budgets has meant that our staff has fallen further behind their peers. Over the past couple of years, many cities have done market studies which has resulted in increased wages in local government. Lastly, the disruption of COVID-19 and its subsequent ripple effect in the economy and work force has also put upwards pressure on wages.

So with that in mind, I am requesting that the City Council implement the new classification and compensation plan as presented in Abdo's final report. As noted in the Request for Council Action, the cost to implement the non-union portion of the study is \$758,100. Of that cost, only Phase 1 (moving non-union employees into the new wage structure) and a portion of Phase 2 (the market position adjustment for longer-tenured employees) are totally new costs for the 2024 budget. The remaining costs to implement the plan (Cost of Living Adjustment and Annual Step increases) occur every year and are built into every year's budget, including the proposed 2024 budget.

With these costs in mind and the currently open contracts with the firefighter and police unions, I am not recommending we reduce the preliminary levy at this time. Our other four unions have contracts through 2024. Based on our completed classification and compensation study, they may ask for their contracts to be re-opened.

Throughout the consideration of wage structure options, I have been very aware of the available resources we can put towards implementation. The costs for moving forward with my recommendation on implementing the classification and compensation study may be higher than the than the City Council would like to see but I strongly believe that it is a necessary investment to ensure our residents and businesses receive quality local government services. I am confident that the investment in the new classification and compensation plan will be an overall benefit to the community.

I look forward to reviewing the findings of the study with City Council on October 9 and working together with you to implement a competitive classification and compensation system for City of Roseville employees.

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date:

10/23/2023

Item No.:

10.a.

Department Approval

City Manager Approval



Item Description:

Approve Payments

Background

State Statute requires the City Council to approve all payment of claims. The following summary of claims has been submitted to the City for payment.

Check Series #	Amount
ACH Payments	\$1,964,446.42
107858-107981	\$1,153,679.86
Total	\$3,118,126.28

A detailed report of the claims is attached. The City Staff has reviewed the claims and considers them to be appropriate for the goods and services received.

Policy Objectives

Under MN State Statute, all claims are required to be paid within 35 days of receipt.

Racial Equity Impact Summary

Not applicable.

Budget Implications

All expenditures listed above have been funded by the current budget, from donated monies, or from cash reserves.

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Staff Recommendations

Staff recommends approval of all payment of claims.

Requested Council Action

Motion to approve the payment of claims as submitted.

Prepared by: Joshua Kent - Assistant Finance Director
Attachments: 1. Attachment 1 - Checks for Approval 10.23.2023

Bank Reconciliation

Board Audit

User: Joshua.Kent
 Printed: 10/18/2023 - 6:32AM
 Date Range: 10/04/2023 - 10/17/2023
 Systems: 'AP'



Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 100 General Fund				
Department: 00 General Function				
0	LINA	Bill Reference 15688_090123, Acct II	10/04/2023	5,929.64
107968	Springbrook Holding Company, LLC	2024 Finance Software Subscription	10/11/2023	50,898.18
Total for Department: 00 General Function				56,827.82
Department: 01 General Government				
0	Adam's Pest Control Inc	Prevention Plus	10/04/2023	148.19
0	Allison Sertich	Mileage Reimbursement - 9/26/23 GF	10/04/2023	184.71
0	Background Investigation Bureau - CC	Background Checks	10/13/2023	276.45
0	Dawn O'Connor	Mileage Reimbursement 9/27 - 10/10/23	10/11/2023	36.68
0	Erickson, Bell, Beckman & Quinn P.A.	Professional Services through 9/30/23	10/11/2023	14,666.08
0	Fikes, Inc.	Restroom supplies	10/04/2023	480.47
0	Joshua Kent	Mileage Reimbursement 9/26 - 9/29/23	10/04/2023	182.09
0	Mailchimp-CC	5000 contacts	10/13/2023	100.00
0	MAVA-CC	MAVA Fall Training	10/13/2023	70.00
0	McGough Property Management, LLC	Facility Mgmt Service	10/11/2023	8,718.60
0	Michelle Pietrick	Mileage Reimbursement - MNGFOA	10/11/2023	187.33
0	MN GFOA-CC	MNGFOA Conference - JK	10/13/2023	1,075.00
0	Nitti Sanitation-CC	August Service	10/13/2023	877.95
0	Patrick Trudgeon	Mileage Reimbursement 4/13 Duluth I	10/11/2023	339.29
0	Raising Canes-CC	Lunch w/ Mayor	10/13/2023	10.73
0	Reference-CC	Driving Records	10/13/2023	41.00
0	Sam's Club-CC	August Wellness snacks	10/13/2023	801.91
0	Sandstrom Land Management, LLC	Retaining wall caps at City Hall	10/04/2023	3,711.02
0	Sandstrom Land Management, LLC	City Hall Ground Care September	10/11/2023	1,690.00
0	SignUpGenius-CC	Pro Silver	10/13/2023	11.99
0	TimeSaver Off Site Secretarial, Inc.	Finance Commission Meetings	10/11/2023	622.50
0	Yale Mechanical	HVAC Repairs, PD	10/04/2023	1,147.64
0	Zoom-CC	City Zoom Licenses	10/13/2023	1,589.40
107858	Abdo LLP	Completion of 107 job descriptions, 20	10/04/2023	25,960.00
107876	Grainger Inc	D Batteries	10/04/2023	11.17
107879	Huebsch, Inc.	Floor Mats	10/04/2023	478.84
107884	Kennedy & Graven, Chartered	Fire IIAF 5051, PD LELS112	10/04/2023	17,831.48
107887	League of MN Cities	MN Mayors Assoc. Membership Dues	10/04/2023	30.00
107896	MN Department of Commerce	2023 Unclaimed Property Submission	10/04/2023	50.00
107901	Overhead Door Co of the Northland	Pub Works, Parts and Labor	10/04/2023	2,134.20
107967	Shred-N-Go, Inc.	Admin Shredding Services	10/11/2023	71.89
Total for Department: 01 General Government				83,536.61
Department: 02 Public Safety				
0	Alert All-CC	Jr. Fire Hats	10/13/2023	639.00
0	Allied Medical Training-CC	EMR Training - Cameron S.	10/13/2023	1,790.00
0	Amazon.com- CC	EMT Backpack	10/13/2023	582.41
0	Asics-CC	Uniform Shoes	10/13/2023	49.95
0	BCA-CC	Training - M. Freese	10/13/2023	1,295.00
0	Best Western- CC	Hotel for Training - Duxbury	10/13/2023	481.33
0	Breezy Point Resort-CC	Conference - Hotel	10/13/2023	138.51
0	Bryan Anderson	Taining Meal Reimbursement	10/11/2023	33.22

Check No.	Vendor/Employee	Transaction Description	Date	Amount
0	Burger King-CC	Home ARP Grant	10/13/2023	8.26
0	Car Wash Partners	Car Wash Services - September 2023	10/11/2023	272.00
0	Chick Fil A-CC	Training Meal	10/13/2023	24.88
0	Chipotle- CC	Training Meal	10/13/2023	18.96
0	City of St. Paul	Work Order 703121, Radio repairs/set-	10/11/2023	2,100.00
0	Costco-CC	Operating Supplies - Food	10/13/2023	113.89
0	Days Inn-CC	Home ARP Grant - Rooms	10/13/2023	75.06
0	Ebay Inc-CC	Lights	10/13/2023	244.68
0	Emergency Apparatus Maint. Inc	Ladder 628 Maintenance	10/04/2023	2,589.24
0	Emergency Automotive Tech Inc	Maintenance on 2021 Chevy Tahoe, U	10/04/2023	360.00
0	EventBrite-CC	Virtual Legislative Advocacy -Mia Tar	10/13/2023	30.00
0	Fire Maul-CC	Fire Wrap	10/13/2023	15.65
0	Greyhound Lines-CC	Home ARP Grant - Bus Fare	10/13/2023	569.95
0	Jersey Mikes Subs-CC	Training Meal	10/13/2023	16.20
0	Jonah Figueiredo	Auto Theft Training - IAATI Conferen	10/11/2023	715.57
0	Josh Waylander	Reimbursement for Training Supplies	10/04/2023	78.92
0	KwikTrip-CC	Fuel - Duxbury	10/13/2023	15.65
0	Lunds & Byerlys-CC	Retirement Cake	10/13/2023	34.99
0	Masa Consulting, Inc.	Mental Health Support Services, Sept	10/04/2023	1,800.00
0	Masa Consulting, Inc.	Mental Health Support Services for Se	10/11/2023	4,162.50
0	Metro Transit-CC	Home ARP Grant - Metro Card	10/13/2023	40.00
0	Midwest Auto-CC	Squad Detail	10/13/2023	177.46
0	Mister Car Wash- CC	Squad Wash	10/13/2023	32.21
0	MN Crime Prevention Assoc-CC	Conference Registration	10/13/2023	400.00
0	MN Fire Service Certification Board	Inspector II Fire Cert. Exam - Z. Spate	10/04/2023	136.50
0	MNORCA-CC	MNORCA Annual Conference	10/13/2023	120.00
0	Motel 6 - CC	Home ARP Grant	10/13/2023	2,856.49
0	Nitti Sanitation-CC	August Service	10/13/2023	226.90
0	Office Depot- CC	Toner	10/13/2023	163.68
0	Philip Tanis	Training Meal Reimbursement	10/11/2023	52.32
0	Play It Again Sports-CC	Colored Tape	10/13/2023	6.44
0	PowerDMS, Inc.	PowerFTO Subscription	10/11/2023	3,386.70
0	Roseville Firefighter's Relief	2023 Supplemental Fire State Aid	10/11/2023	47,725.40
0	Rush Order-CC	RFD T-shirts	10/13/2023	174.28
0	Secretary of State-CC	Online Notary Comission	10/13/2023	120.00
0	Speedway-CC	Fuel	10/13/2023	22.36
0	Streicher's	CSO Oper. Supplies - J. Welin	10/11/2023	5,237.36
0	Suburban Ace Hardware-CC	Squad cleaning supplies	10/13/2023	86.66
0	Target- CC	Home ARP Grant	10/13/2023	101.34
0	Vertex-CC	Prep class for Drone test	10/13/2023	597.00
0	Xcel Energy - CC	Home ARP Grant - xcel bill	10/13/2023	110.76
107862	Aspen Mills Inc.	Nametags - K. Sjostrom, I. Diaz	10/04/2023	247.63
107863	AT&T Mobility	Account Number: 287284171528	10/04/2023	698.63
107878	Henry Schein, Inc.	Glutose 15 Gel Lemon	10/04/2023	302.89
107892	McKesson Medical-Surgical	Shampoo	10/04/2023	86.05
107895	MN BCA	Background Check	10/04/2023	99.75
107896	MN Department of Commerce	2023 Unclaimed Property Submission	10/04/2023	135.00
107904	Ramsey County	Fleet Support for September 2022	10/04/2023	37,829.85
107922	3SI Security Systems, Inc.	Tracking Service	10/11/2023	1,440.00
107924	Axon Enterprise, Inc.	Basic License Bundle	10/11/2023	195.81
107925	BCA	CJDN Access Fee (BCA)	10/11/2023	3,360.00
107930	Como Park Animal Hospital	Exam and Boarding	10/11/2023	1,226.51
107931	Crime Stoppers of Minnesota	Law Enforcement Partnership Program	10/11/2023	200.00
107936	Galls, LLC	Flexrs Cargo Pocket Pant	10/11/2023	199.98
107939	Group Health Non-Patient A/R	Q3 2023 Supply Charges - Pharmacy &	10/11/2023	545.15
107940	Henry Schein, Inc.	Berman Airway Infant	10/11/2023	92.37
107947	Language Line Services	Interpretation Services	10/11/2023	189.25
107948	Mailand Properties LTD Partnership	Deposit and Renta Assistance for A. H	10/11/2023	444.00
107950	Martin McAllister, Inc.	Public Safety Assessments	10/11/2023	1,875.00
107960	Ramsey County	911 Dispatch Services - September 20	10/11/2023	33,908.01
107970	Stryker Sales. LLC	RC04, Patient Cable, 4ft	10/11/2023	309.50
107973	TK Elevator Corp.	Gold - Full Maintenance	10/11/2023	507.64
107974	TransUnion Risk and Alternative	September 2023 Billing	10/11/2023	559.70

Check No.	Vendor/Employee	Transaction Description	Date	Amount
107975	Transwest	Transmission system repairs	10/11/2023	1,295.03
107978	University of Minnesota Veterinary Me	Practice exam and vaccinations	10/11/2023	533.56
107979	Verizon	Account #487223064-00004	10/11/2023	1,080.27
107980	Viking Electric Supply, Inc.	7W LED Par 20 DIMMABLE 3000K	10/11/2023	153.00
Total for Department: 02 Public Safety				167,544.26
Department: 03 Public Works				
0	Amazon.com- CC	Address Labels, Laptop Stand	10/13/2023	63.36
0	City of St. Paul	Attn: Accounts Receivable, Fleet Serv	10/04/2023	1,330.00
0	Corporate Connection, Inc.	Safety Vests	10/11/2023	77.44
0	Cushman Motor Co Inc	Broom Core, Summer FKM1500	10/04/2023	1,196.99
0	Factory Motor Parts, Co.	Performance Wip	10/04/2023	102.58
0	Factory Motor Parts, Co.	TPMS Sensor 4PK	10/11/2023	201.71
0	Fastenal Company Inc.	Vehicle Supplies	10/04/2023	177.93
0	FleetPride	Vehicle Supplies	10/04/2023	457.72
0	Home Depot- CC	4 gal solo piston backpack	10/13/2023	498.22
0	Mansfield Oil Company of Gainsville,	CONV 87-OCT E-10	10/11/2023	11,447.84
0	McMaster-Carr	Vehicle Supplies	10/04/2023	137.57
0	Menards-CC	Spray patch - Boards	10/13/2023	104.61
0	Premium Waters Inc	Monthly Oct	10/04/2023	119.61
0	Rainmachine Shop-CC	App subscription	10/13/2023	29.99
0	Snap On-CC	Veh supplies	10/13/2023	159.50
107867	CES Imaging	SSP Minimum - Canon TX3000MFP	10/04/2023	40.00
107868	Cintas Corporation	Clothing	10/04/2023	187.70
107876	Grainger Inc	Flow Control Valve Steel	10/04/2023	95.72
107881	Jeff Belzers Roseville Chrysler Dodge .	2020 Dodge Durango Repairs	10/04/2023	1,483.62
107891	Martin Marietta Materials Inc	Operating supplies	10/04/2023	643.42
107894	Midstates Equipment & Supply, Corp.	Gasket-Burner Flange, Electric Eye As	10/04/2023	60.80
107896	MN Department of Commerce	2023 Unclaimed Property Submission	10/04/2023	35.00
107902	Precision Landscape & Tree,Inc	Tree Removal	10/04/2023	2,398.50
107904	Ramsey County	Fleet Support for October 2022	10/04/2023	652.08
107921	1st Ayd Corporation	Brake & Metal Parts Cleaner	10/11/2023	166.61
107927	Cintas Corporation	Clothing	10/11/2023	42.70
107938	Grainger Inc	Aerosol, Lubricant	10/11/2023	224.08
107942	Jeff Belzers Roseville Chrysler Dodge .	2021 Dodge Durango Repairs	10/11/2023	1,237.15
107949	Martin Marietta Materials Inc	MV4 WEAR REC-BM	10/11/2023	420.21
107952	Minneapolis Saw Company, Inc.	Saw Chain, Oil Bar & Chain	10/11/2023	282.08
107959	Precise MRM, LLC	10MB Flat Data Plan US with NAF	10/11/2023	720.00
107960	Ramsey County	Fleet Support - September 2023	10/11/2023	109.20
107966	Rosedale Chevrolet	Hose	10/11/2023	18.89
107976	Tri State Bobcat, Inc	Latch, Planer Bit	10/11/2023	556.86
107981	Zahl Petroleum Maintenance Co	Fleet Spring/Summer Lab Fuel Testing	10/11/2023	440.00
Total for Department: 03 Public Works				25,919.69
Total for Fund:100 General Fund				333,828.38

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 101 General Fund Donations				
Department: 02 Public Safety				
107911	Silver Barrel Labs, LLC	K9	10/04/2023	1,200.00
Total for Department: 02 Public Safety				1,200.00
Total for Fund:101 General Fund Donations				1,200.00

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 103 Contracted Engineering Svcs				
Department: 00 General Function				
0	Goodmanson Construction, Inc.	Erosion Control Escrow Refund - EC2	10/04/2023	3,000.00
0	LINA	Bill Reference 15688_090123, Acct II	10/04/2023	94.73
107884	Kennedy & Graven, Chartered	Cellular Leases	10/04/2023	137.50
107896	MN Department of Commerce	2023 Unclaimed Property Submission	10/04/2023	14,380.05
Total for Department: 00 General Function				17,612.28
Department: 03 Public Works				
0	Ergotron-CC	Standing Desk	10/13/2023	563.72
0	SRF Consulting Group, Inc.	Cty Rd B and TH 51 Pedestrian Impro	10/11/2023	9,178.71
107896	MN Department of Commerce	2023 Unclaimed Property Submission	10/04/2023	1,000.00
Total for Department: 03 Public Works				10,742.43
Total for Fund:103 Contracted Engineering Svcs				28,354.71

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 109 Information Technology				
Department: 01 General Government				
0	Metro-INET	Monthly IT Services	10/04/2023	71,328.00
Total for Department: 01 General Government				71,328.00
Total for Fund:109 Information Technology				71,328.00

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 110 Telecommunications				
Department: 00 General Function				
0	LINA	Bill Reference 15688_090123, Acct II	10/04/2023	100.18
Total for Department: 00 General Function				100.18
Department: 01 General Government				
0	Pioneer Press-CC	subscription	10/13/2023	23.65
Total for Department: 01 General Government				23.65
Total for Fund:110 Telecommunications				123.83

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 111 IT: Roseville Capital				
Department: 01 General Government				
107872	Dell Marketing, L.P.	Parks Computer Replacements	10/04/2023	12,330.36
Total for Department: 01 General Government				12,330.36
Total for Fund:111 IT: Roseville Capital				12,330.36

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 200 Recreation Fund				
Department: 00 General Function				
0	LINA	Bill Reference 15688_090123, Acct II	10/04/2023	444.58
Total for Department: 00 General Function				444.58
Department: 04 Recreation				
0	Aldi-CC	Camp Supplies	10/13/2023	4.86
0	Amazon.com- CC	Blade attachment	10/13/2023	570.08
0	Austin Beatty	Late Start Volleyball Official	10/11/2023	52.00
0	BestNest-CC	Wren House Kits	10/13/2023	176.95
0	Breanna Burmester	Late Start Volleyball Official	10/11/2023	130.00
0	Cascade Bay-CC	Spec lunches	10/13/2023	43.00
0	City of St. Paul-CC	Como pool - Spec	10/13/2023	125.00
0	Comcast-CC	Aug Services - Sandcastle Park	10/13/2023	289.84
0	Ebay Inc-CC	OEM Echo Fixture blade	10/13/2023	22.54
0	Finnly Tech-CC	Professional services	10/13/2023	3,148.00
0	Frattallones-CC	garden trowel	10/13/2023	11.99
0	Gopher Sport- CC	Soccer Balls	10/13/2023	400.96
0	Home Depot- CC	Garden shovel for DYP	10/13/2023	16.15
0	JoAnn Fabrics-CC	Tie Blankets for volunteer service proj	10/13/2023	125.57
0	Juan Felipe Ruiz Duque	Late Start Volleyball Official	10/11/2023	312.00
0	Kathie Urbaniak	Late Start Volleyball Official	10/11/2023	104.00
0	Misty Nickels	Late Start Volleyball Official	10/11/2023	280.00
0	MN Historical Society-CC	Book	10/13/2023	22.51
0	Mood Media-CC	Mood Media monthly payment	10/13/2023	70.00
0	Nitti Sanitation-CC	August Service	10/13/2023	556.91
0	Sam's Club-CC	Spec Snacks	10/13/2023	112.80
0	Staples-CC	Labels	10/13/2023	88.23
0	Suburban Ace Hardware-CC	Ratchet Pipe Cutter	10/13/2023	26.99
0	Taho Sportswear, Inc.	Reg. Season Champs, Playoff Champs	10/04/2023	1,722.00
0	Target- CC	Camp Supplies	10/13/2023	240.30
0	United States Ice Rink-CC	Training - T. Driesen	10/13/2023	650.00
0	Walmart-CC	Spec supplies	10/13/2023	214.77
0	Willie McCray	Umpires 9/18 - 9/24/23	10/04/2023	1,728.00
0	Willie McCray	Umpires 9/25 - 10/1/23	10/11/2023	992.00
107877	Groth Music	Music	10/04/2023	323.16
107893	MIDC Enterprises	Elec Globe/Angle Valve w/Flo Cont	10/04/2023	154.99
107896	MN Department of Commerce	2023 Unclaimed Property Submission	10/04/2023	3,242.00
107908	Melissa Rosenthal	Damage Deposit Refund - Banquet roc	10/04/2023	400.00
107909	Shamrock Group, Inc.	Rental 50lb CO2 Cylinder	10/04/2023	30.07
107917	Total Mechanical Services, Inc.	Contractor, timer, aux switch, refrigerat	10/04/2023	6,207.00
107926	Jeffry Chapman	Two Flute Performances @ Wild Rice	10/11/2023	300.00
107929	The Cleaning Authority, Inc.	August Monthly Cleaning	10/11/2023	7,711.20
107933	Dragonfly Gardens, LLC	Plants	10/11/2023	360.00
107945	Peeraphong Moo Kengwichai	Late Start Volleyball Official	10/11/2023	78.00
107955	Nashke Native Games	Wild Rice Festival - Games sold at HA	10/11/2023	961.00
107957	On Site Companies-OSSTC	Portables	10/11/2023	1,189.75
107963	Paul Rice	Wild Rice Festival - Wild Rice sold at	10/11/2023	2,560.00
107965	Nancy Robbins	Wild Rice Festival - Costs of jam sold	10/11/2023	279.00
Total for Department: 04 Recreation				36,033.62
Total for Fund:200 Recreation Fund				36,478.20

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 204 P & R Contract Maintenance				
Department: 00 General Function				
0	LINA	Bill Reference 15688_090123, Acct II	10/04/2023	307.18
Total for Department: 00 General Function				307.18
Department: 04 Recreation				
0	Amazon.com- CC	Muffler Cover	10/13/2023	15.02
0	Davis Lock & Safe-CC	Keys	10/13/2023	13.96
0	Frattallones-CC	Corner brace	10/13/2023	25.39
0	Harbor Freight Tools-CC	Tools	10/13/2023	65.42
0	Horizon Commercial Pool Supply - CC	Pool Supplies	10/13/2023	691.76
0	Menards-CC	Poultry Net, Hose, Cutter, Brush Kille	10/13/2023	569.85
0	Metal Supermarkets-CC	Steel square tube	10/13/2023	60.13
0	MIDC Enterprises- CC	K-rain pro sport rotor	10/13/2023	204.43
0	Nitti Sanitation-CC	August Service	10/13/2023	1,044.27
0	Patti Sullivan	Work Uniform Pants Reimbursement	10/11/2023	96.51
0	Pirtek-CC	Assy Kit	10/13/2023	111.26
0	Sherwin Williams - CC	Paint	10/13/2023	215.18
0	Suburban Ace Hardware-CC	Chain/Bar	10/13/2023	117.95
0	SupplyHouse.com-CC	Replacement filter	10/13/2023	225.36
0	TreeTop Products-CC	Park Bench	10/13/2023	2,137.33
0	Viking Electric -CC	Electrical supplies	10/13/2023	296.66
0	Voss Lighting-CC	lamp bulbs	10/13/2023	171.88
0	Warners Stellan-CC	Refridgerator	10/13/2023	787.48
107957	On Site Companies-OSSTC	Portables	10/11/2023	71.00
Total for Department: 04 Recreation				6,920.84
Total for Fund:204 P & R Contract Maintenance				7,228.02

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 221 Municipal Jazz Band				
Department: 04 Recreation				
0	Glen Newton	Rsvl Big Band Director monthly paym	10/11/2023	500.00
107956	Bob Nielsen	Drive van and supervise for RBB perf	10/11/2023	45.00
Total for Department: 04 Recreation				545.00
Total for Fund:221 Municipal Jazz Band				545.00

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 260 Community Development				
Department: 00 General Function				
0	LINA	Bill Reference 15688_090123, Acct II	10/04/2023	620.35
0	Mn Dept of Labor-CC	Building Permit Surcharge	10/13/2023	4,293.50
107870	Connells Custom Exteriors	Building Permit Fee Refund	10/04/2023	12.00
Total for Department: 00 General Function				4,925.85
Department: 02 Public Safety				
0	Amazon.com- CC	Samsung Galaxy Tablet Case and Scre	10/13/2023	821.58
0	T Mobile-CC	Insepector Cell Phones	10/13/2023	280.90
0	Tokle Inspections, Inc.	September Electrical Inspections	10/11/2023	12,037.32
107865	Mike Bunnell	B23-1655 Everyday Church Plan Revi	10/04/2023	3,255.00
107870	Connells Custom Exteriors	Building Permit Fee Refund	10/04/2023	1,725.60
Total for Department: 02 Public Safety				18,120.40
Total for Fund:260 Community Development				23,046.25

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 265 License Center				
Department: 00 General Function				
0	LINA	Bill Reference 15688_090123, Acct II	10/04/2023	501.22
Total for Department: 00 General Function				501.22
Department: 01 General Government				
0	Alex Frederick	Mileage Reimbursement 9/1 - 10/3/23	10/11/2023	114.63
0	Amazon.com- CC	Deposit Bags	10/13/2023	53.20
0	Chipotle- CC	T. Bazac personal order	10/13/2023	12.00
0	Fikes, Inc.	Restroom supplies	10/04/2023	120.12
0	Full Slate-CC	unimited appointments	10/13/2023	49.95
0	McGough Property Management, LLC	Facility Mgmt Service	10/11/2023	1,188.90
0	Sandstrom Land Management, LLC	License Center Mowing 9/17	10/11/2023	175.00
0	USPS-CC	Postage	10/13/2023	1,049.01
107866	CenturyLink	Account No: 651 766-4609 291	10/04/2023	48.96
107879	Huebsch, Inc.	Floor Mats	10/04/2023	392.72
107910	Shred-N-Go, Inc.	License Center Shredding Services	10/04/2023	131.89
Total for Department: 01 General Government				3,336.38
Total for Fund:265 License Center				3,837.60

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 270 Charitable Gambling				
Department: 00 General Function				
0	LINA	Bill Reference 15688_090123, Acct II	10/04/2023	3.76
Total for Department: 00 General Function				3.76
Department: 01 General Government				
0	Roseville Community Foundation	Lawful Gambling Proceeds Q3 2023	10/04/2023	6,194.91
Total for Department: 01 General Government				6,194.91
Total for Fund:270 Charitable Gambling				6,198.67

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 271 Special "10" Fund				
Department: 01 General Government				
0	Roseville Community Foundation	Lawful Gambling Proceeds Q3 2023	10/04/2023	24,193.59
Total for Department: 01 General Government				24,193.59
Total for Fund:271 Special "10" Fund				24,193.59

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 290 Police Forfeiture Fund				
Department: 00 General Function				
0	LINA	Bill Reference 15688_090123, Acct II	10/04/2023	5.27
Total for Department: 00 General Function				5.27
Total for Fund:290 Police Forfeiture Fund				5.27

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 294 Police - DWI Enforcement				
Department: 02 Public Safety				
107936	Galls, LLC	PBE Vanguard Level III 20x30 Ballist	10/11/2023	9,186.80
Total for Department: 02 Public Safety				9,186.80
Total for Fund:294 Police - DWI Enforcement				9,186.80

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 295 Police Grants				
Department: 02 Public Safety				
0	Jonah Figueiredo	Auto Theft Training - IAATI Conferen	10/11/2023	3,000.00
Total for Department: 02 Public Safety				3,000.00
Total for Fund:295 Police Grants				3,000.00

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 400 Police Vehicle Revolving				
Department: 02 Public Safety				
0	Amazon.com- CC	K9 Equipment	10/13/2023	1,491.81
0	Crye Precision-CC	Combat Kneepads	10/13/2023	89.04
0	Emergency Automotive Tech Inc	Tuffy Tactical Box - 2023 Chevy Tahoe	10/11/2023	940.90
0	Ray Allen Mfg Co-CC	K9 Handler Equipment	10/13/2023	75.46
0	Ray OHerron Co-CC	Weapons Adapter Plate	10/13/2023	217.86
0	Zachary Wiesner	Reimbursement for K9 Equipment Pur	10/11/2023	67.99
107924	Axon Enterprise, Inc.	SM Pocket Mount, Magnet Mount	10/11/2023	245.65
107944	K9 Storm Incorporated	K9 Storm Leash	10/11/2023	124.00
107958	Police Service Dogs, Inc.	K9 Supplies	10/11/2023	478.34
Total for Department: 02 Public Safety				3,731.05
Total for Fund:400 Police Vehicle Revolving				3,731.05

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 401 Fire Vehicles Revolving				
Department: 02 Public Safety				
0	Ancom Technical Center	BAT, UL IMPRES 2 3100T IP68	10/04/2023	1,826.00
0	Jefferson Fire & Safety, Inc.	Phenix Helmets	10/11/2023	1,952.21
107864	BA Shields	Custom Logo/Name Renderings	10/04/2023	2,368.00
107899	Motorola Solutions, Inc.	Radios	10/04/2023	5,898.56
Total for Department: 02 Public Safety				12,044.77
Total for Fund:401 Fire Vehicles Revolving				12,044.77

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 408 Pathway Maintenance Fund				
Department: 03 Public Works				
0	T. A. Schifsky & Sons, Inc.	Lexington Park Parking Lot and Pathw	10/04/2023	34,170.91
0	T. A. Schifsky & Sons, Inc.	Yard Purchases from 9/24 - 9/30/23	10/11/2023	1,523.04
107891	Martin Marietta Materials Inc	License Center back parking lot, opera	10/04/2023	2,077.82
107903	Q3 Contracting, Inc.	Road Signs	10/04/2023	1,406.00
107935	Fra-Dor Inc.	Lex Park Pathways/Lot removals	10/11/2023	1,208.00
Total for Department: 03 Public Works				40,385.77
Total for Fund:408 Pathway Maintenance Fund				40,385.77

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 411 Recreation Improvements				
Department: 04 Recreation				
107918	Tree Trust	Tree Removals, Plantings and Treatme	10/04/2023	27,133.40
Total for Department: 04 Recreation				27,133.40
Total for Fund:411 Recreation Improvements				27,133.40

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 417 Streetscape				
Department: 03 Public Works				
107977	Twin City Lawncare & Landscape	Streetscape Maintenance	10/11/2023	7,750.88
Total for Department: 03 Public Works				7,750.88
Total for Fund:417 Streetscape				7,750.88

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 590 Street Construction				
Department: 03 Public Works				
0	American Engineering Testing, Inc.	2023 Street Improvements	10/04/2023	225.00
0	New Look Contracting, Inc.	Contract Number: 23-05, Pay Request	10/04/2023	255,537.25
0	T. A. Schifsky & Sons, Inc.	Contract Number: 23-04, Pay Request	10/04/2023	868,697.86
107885	Molly M. Krakowski	Independent Contractor Services, Mari	10/04/2023	1,430.00
107934	E. G. RUD & SONS, INC.	Job No: 23.0753, Rsvl Project No: 23-	10/11/2023	824.50
Total for Department: 03 Public Works				1,126,714.61
Total for Fund:590 Street Construction				1,126,714.61

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 600 Sanitary Sewer				
Department: 00 General Function				
0	LINA	Bill Reference 15688_090123, Acct II	10/04/2023	166.53
0	Metropolitan Council	September SAC report	10/11/2023	2,460.15
107896	MN Department of Commerce	2023 Unclaimed Property Submission	10/04/2023	25.11
Total for Department: 00 General Function				2,651.79
Department: 05 Sanitary Sewer				
0	Amazon.com- CC	Clothing Allowance	10/13/2023	99.96
0	City of Maplewood	Sanitary Sweer and Storm Drainage - 1	10/11/2023	83,995.58
0	ESS Brothers & Sons, Inc.	Operating Supplies	10/04/2023	2,779.00
0	Flexible Pipe Tools & Equipment	Ceramic Inserts, Tigertail w/rope	10/04/2023	1,063.45
0	Flexible Pipe Tools & Equipment	Camera Gaffing Hook w/ swivel, Side	10/11/2023	276.40
0	Gopher State One Call	September Total Billable Tickets 677	10/11/2023	304.65
0	Metropolitan Council	Waste Water Services Def Rev	10/04/2023	255,964.10
0	Suburban Ace Hardware-CC	Spray Paint	10/13/2023	53.94
0	T. A. Schifsky & Sons, Inc.	Contract Number: 23-04, Pay Request	10/04/2023	6,082.48
107896	MN Department of Commerce	2023 Unclaimed Property Submission	10/04/2023	4,355.74
107897	MN Pollution Control Agency-ATTN:	Wastewater 7 Collection Facilities Cor	10/04/2023	1,170.00
107915	SUSA	2023 One-Day utility Operations Scho	10/04/2023	300.00
107928	City of Lauderdale	Sewer Reimbursement - 2500 County	10/11/2023	455.93
107975	Transwest	Engine System Repairs	10/11/2023	3,815.90
Total for Department: 05 Sanitary Sewer				360,717.13
Total for Fund:600 Sanitary Sewer				363,368.92

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 610 Water Fund				
Department: 00 General Function				
0	LINA	Bill Reference 15688_090123, Acct II	10/04/2023	270.63
107860	MAHER ALAINAWI	Refund Check 023468-000, 1071 LOA	10/04/2023	2.81
107861	GEORGE ANDEWEG	Refund Check 016554-000, 2482 WO	10/04/2023	175.16
107873	GOVINDA DHUNGANA	Refund Check 026007-000, 2309 WO	10/04/2023	181.78
107875	KARIANN FLECK	Refund Check 021438-000, 2339 AU	10/04/2023	197.35
107880	Le Ruth Hutchins Matts	Deleted Utility Refund Check - Re-iss	10/04/2023	63.83
107882	ANNA KAISER	Refund Check 019080-000, 1711 RO	10/04/2023	229.84
107883	AUSTIN KAMRATH	Refund Check 023481-000, 962 GRA	10/04/2023	11.13
107896	MN Department of Commerce	2023 Unclaimed Property Submission	10/04/2023	6,852.39
107907	STANLEY ROGOWSKI	Refund Check 010087-000, 2834 WE	10/04/2023	207.55
107912	MARK SLONE	Refund Check 020264-000, 2787 AR	10/04/2023	170.58
107919	MELVIN VANDERBILT	Refund Check 010078-000, 2779 WE	10/04/2023	55.40
107920	RUSSELL WILKINSON	Refund Check 003096-000, 2838 FAF	10/04/2023	25.58
107923	JAMES ARMBRUST	Refund Check 000945-000, 1236 BUI	10/11/2023	66.28
107932	CTW GROUP INC	Refund Check 026207-000, 707 WHE	10/11/2023	209.14
107937	HEATHER GALVIN	Refund Check 008320-000, 1686 SKI	10/11/2023	54.57
107943	CHRISTOPHER & JANA JOHNSTON	Refund Check 016339-000, 1238 SHI	10/11/2023	13.92
107951	GRACE MAUER	Refund Check 022308-000, 2757 CHI	10/11/2023	192.17
107953	MN Dept of Health-Drinking Water Pr	Water Supply Service Connection Fee	10/11/2023	25,237.98
107961	REALTY INCOME CORP	Refund Check 025995-000, 2420 CLI	10/11/2023	327.13
107962	ERIN & JUSTIN REINECKE	Refund Check 019370-000, 759 CO R	10/11/2023	1.89
107969	EVELYN STENER	Refund Check 003599-000, 1732 GAL	10/11/2023	46.05
107972	The Point of Roseville, LLC	Refund of double paid quarterly water	10/11/2023	12,194.20
Total for Department: 00 General Function				46,787.36
Department: 06 Water Fund				
0	Amazon.com- CC	Phone Case - On Call Phone	10/13/2023	25.98
0	Apple-CC	iCloud Storage	10/13/2023	0.99
0	General Industrial Supply Co.	Green/Blue Marking Paint (credit on a	10/04/2023	183.11
0	Gopher State One Call	September Total Billable Tickets 677	10/11/2023	304.65
0	Metro-INET	Monthly IT Services	10/04/2023	738.10
0	Northern Tool & Equip- CC	Oil Res A Hose, Pump	10/13/2023	479.98
0	Suburban Ace Hardware-CC	Fasteners	10/13/2023	0.48
107871	Crystal Welding, Inc	Vehicle Maintenance	10/04/2023	2,982.02
107914	St. Paul Regional Water Services	September 2023 Water, Acct #070953:	10/04/2023	682,429.76
107916	T Mobile	Account Number: 967323231, Mobile	10/04/2023	35.82
Total for Department: 06 Water Fund				687,180.89
Total for Fund:610 Water Fund				733,968.25

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 620 Golf Course				
Department: 00 General Function				
0	LINA	Bill Reference 15688_090123, Acct II	10/04/2023	210.37
Total for Department: 00 General Function				210.37
Department: 07 Golf Course				
0	Cub Foods- CC	Jr League Social supplies	10/13/2023	119.37
0	Davis Equipment Corp	Cable, Gover NS	10/11/2023	62.18
0	Frattallones-CC	Paint supplies	10/13/2023	58.43
0	Home Depot- CC	Nails, tray liner	10/13/2023	681.04
0	Menards-CC	Pine Brick Mld	10/13/2023	42.93
0	Nitti Sanitation-CC	August Service	10/13/2023	502.54
0	Office Depot- CC	Files, Stapler	10/13/2023	50.98
0	Turfwerks	Vehicle Supplies	10/11/2023	49.76
107859	Leslie Adams	Security Deposit Refund - Banquet roc	10/04/2023	200.00
107869	Coffee Mill, Inc.	Coffee Machine Filter	10/04/2023	198.00
107874	Karen Doherty	Security Deposit Refund - Banquet roc	10/04/2023	200.00
107886	Langers Tree Service	Prem. Natural (2)	10/04/2023	144.00
107890	LTG Power Equipment	Belt	10/04/2023	176.00
107896	MN Department of Commerce	2023 Unclaimed Property Submission	10/04/2023	126.96
107941	Heritage Professional Products Group	Turf Rally GFG 50 lb	10/11/2023	1,193.86
107957	On Site Companies-OSSTC	Portables Cedarholm	10/11/2023	142.00
107971	Summit Fire Protection	Sprinkler System Inspection	10/11/2023	1,175.25
Total for Department: 07 Golf Course				5,123.30
Total for Fund:620 Golf Course				5,333.67

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 640 Storm Drainage				
Department: 00 General Function				
0	LINA	Bill Reference 15688_090123, Acct II	10/04/2023	179.05
Total for Department: 00 General Function				179.05
Department: 08 Storm Water				
0	City of Maplewood	Sanitary Sweer and Storm Drainage - 1	10/11/2023	7,700.05
0	Gopher State One Call	September Total Billable Tickets 677	10/11/2023	304.65
0	Pirate Ship Postage-CC	1 label batch	10/13/2023	6.77
0	Sandstrom Land Management, LLC	Mowing Lot on Cty Rd B2 9/7 & 9/20	10/11/2023	130.00
0	T. A. Schifsky & Sons, Inc.	Contract Number: 23-04, Pay Request	10/04/2023	31,793.27
0	TimeSaver Off Site Secretarial, Inc.	Pub Works Commission Meeting	10/11/2023	272.25
107891	Martin Marietta Materials Inc	Operating supplies	10/04/2023	2,770.00
107898	MNL	Weed Control 9/21/23 Corpus Christi C	10/04/2023	225.00
107900	Newman Signs, Inc.	Special Traffic	10/04/2023	990.07
107905	Ramsey/Washington Recycling & Ener	Transactions for August 2023	10/04/2023	112.88
107906	Sam Rima	Refund for canceled compost delivery	10/04/2023	50.00
107934	E. G. RUD & SONS, INC.	Job No: 23.0817, Rsvl Project No: 23-	10/11/2023	2,699.00
107964	Roadkill Animal Control	1 Date of Service for Sept 2023	10/11/2023	129.00
Total for Department: 08 Storm Water				47,182.94
Total for Fund:640 Storm Drainage				47,361.99

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 650 Environmental				
Department: 00 General Function				
0	LINA	Bill Reference 15688_090123, Acct II	10/04/2023	31.53
Total for Department: 00 General Function				31.53
Department: 09 Recycle				
0	Eureka Recycling	Monthly Recycling Charge	10/04/2023	70,732.64
Total for Department: 09 Recycle				70,732.64
Total for Fund:650 Environmental				70,764.17

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 700 Workers Compensation				
Department: 00 General Function				
0	SFM Risk Solutions	Admin Charges	10/04/2023	1,088.00
107896	MN Department of Commerce	2023 Unclaimed Property Submission	10/04/2023	100.00
Total for Department: 00 General Function				1,188.00
Total for Fund:700 Workers Compensation				1,188.00

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 710 Risk Management				
Department: 00 General Function				
0	Delta Dental Plan of Minnesota/DDMN	Dental Insurance Premium for Septem	10/04/2023	9,001.67
107888	League of MN Cities Ins Trust P&C	Account Number: 10002798, Agreeem	10/04/2023	63,357.00
Total for Department: 00 General Function				72,358.67
Total for Fund:710 Risk Management				72,358.67

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 721 Comm. Development Block Grant				
Department: 00 General Function				
107896	MN Department of Commerce	2023 Unclaimed Property Submission	10/04/2023	10,410.00
Total for Department: 00 General Function				10,410.00
Total for Fund:721 Comm. Development Block Grant				10,410.00

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 722 HRA Property Abatement Program				
Department: 00 General Function				
107954	Montgomery Brinkman, LLC	Mowing, branches, cleanup - 2940 Ha	10/11/2023	500.00
Total for Department: 00 General Function				500.00
Total for Fund:722 HRA Property Abatement Program				500.00

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 723 HRA Operating Fund				
Department: 00 General Function				
0	Center for Energy and Environment	Closed End	10/04/2023	20,250.00
Total for Department: 00 General Function				20,250.00
Total for Fund:723 HRA Operating Fund				20,250.00

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 725 EDA Operating Fund				
Department: 00				
0	Center for Energy and Environment	Admin Fees	10/04/2023	1,400.00
0	Jeanne Kelsey	Reimbursement for Parking	10/04/2023	12.00
0	LINA	Bill Reference 15688_090123, Acct II	10/04/2023	54.78
0	Urban Land Institute- CC	ULI MN: Community Development C	10/13/2023	250.00
107946	Kennedy & Graven, Chartered	General and Habitat Land Trust Agree	10/11/2023	1,844.00
Total for Department: 00				3,560.78
Total for Fund:725 EDA Operating Fund				3,560.78

Check No.	Vendor/Employee	Transaction Description	Date	Amount
Fund: 727 SE Roseville				
Department: 00 General Function				
107913	St. Paul Area Chamber of Commerce	Rice & Larpenteur - September 2023 \$	10/04/2023	10,416.67
Total for Department: 00 General Function				10,416.67
Total for Fund:727 SE Roseville				10,416.67

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date:

10/23/2023

Item No.:

10.b.

Department Approval

City Manager Approval



Item Description:

Approve General Purchases Exceeding \$10,000 or Sale of Surplus Items

Background

City Code section 103.05 establishes the requirement that all general purchases or contracts in excess of \$10,000 be separately approved by the City Council, independent of the budget process or other statutory purchasing requirements. In addition, State Statutes generally require the Council to authorize the sale of surplus vehicles and equipment.

Attachment 1 includes a list of items submitted for Council review and approval.

Staff will note that unless noted otherwise, all items contained in this report were previously identified and included in the adopted budget or Capital Improvement Plan (CIP) submitted for Council review during the most recent budget cycle. This information package included a CIP Project/Initiative summary which identified the type of purchase, estimated cost, funding source, and other supporting narrative. Where applicable, these project/initiative summaries are included with *Attachment 2*.

Policy Objectives

Required under City Code 103.05.

Racial Equity Impact Summary

Not Applicable

Budget Implications

Funding for all items is provided for in the current budget or through pre-funded capital replacement funds.

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Staff Recommendations

Staff recommends the City Council approve the submitted purchases or contracts for service and, where applicable, authorize the sale/trade-in of surplus items.

Requested Council Action

Motion to approve the submitted purchases or contracts for services and, where applicable, the sale/trade-in of surplus items.

- Prepared by:** Joshua Kent - Assistant Finance Director
- Attachments:** 1. Attachment 1 - Over \$10,000 Items for Purchase or Sale Trade-in

General Purchases or Contracts

Division	Vendor	Description	Key	Budget Amount	P.O. Amount	Budget / CIP
Police Department	Dodge of Burnsville	2024 Chrysler Pacifica Touring L	(a)	\$ 80,000	\$ 42,275	2024 CIP

Key

- (a) Each year the Police Department is budgeted to replace a total of seven vehicles. The purchase of the 2024 Chrysler Pacifica Touring is intended to replace one of their existing vehicles. Due to the elongated build time of police vehicles (ranging anywhere between 20-40 weeks), it is being requested by the Police Department to approved the purchase of a 2024 Chrysler Pacifica now, to be able to receive it within 2024 and would therefore be covered by their 2024 CIP budget.

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date:

10/23/2023

Item No.:

10.c.

Department Approval

City Manager Approval



Item Description:

Receive City Grant Applications Update

Background

In May, 2009, Resolution #10711 authorizing the City Manager to execute certain grant applications on behalf of the City and to report any applications to the City Council was adopted. The City has applied for several grants in the past several months.

Grant dollars awarded (not including city contribution) in 2022 have so far totaled \$710,206

Grant dollars awarded (not including city contribution) in 2023 have so far totaled \$1,488,472

Policy Objectives

To notify the Council of grant applications that the City has applied for in recent months.

Racial Equity Impact Summary

City grants allow the city to expand resources to address targeted needs throughout the city. From sustainability efforts to a dedicated Housing Navigator to provide a continuum of care for a growing homeless population, to addressing public safety for vulnerable populations involved in sex trafficking, city grant programs better position city resources to directly serve stakeholders of the greatest need.

Budget Implications

Receiving grants help to offset or completely cover the costs of delivering programming and services.

Staff Recommendations

Receive the report.

29 **Requested Council Action**

30 Receive the report.

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Prepared by: Katie Bruno, Deputy City Clerk

- Attachments:**
- 1. Grant Report 2023
 - 2. Grant Report 2022
 - 3. Resolution 10711

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	A	B	C	D	E	F	G	H	I
1	2023								
2		Organization/Agency	Purpose	Date of Application	Department	City Requirement	Amount Requested	Amount Awarded	Total Amount of Project
3		Metropolitan Council - LHIA	Land Trust Partnership w/TCHF	11/1/2022	CD	dollar for dollar match	\$800,000.00	\$300,000.00	\$300,000.00
4		MPCA	Climate Resiliency	1/11/2023	PW/Eng	50%	\$150,000.00	\$0.00	\$0.00
5		MPCA	EV Charging	2/15/2023	PW/Eng	50%	\$123,000.00	\$0.00	\$0.00
6		Department of Energy	Climate Resiliency	4/7/2023	PW/Eng	50%	\$76,000	\$76,000	\$120,000
7		MN Dep of Public Safety	Pathways to Policing	3/14/2023	PD	50% Match (CSO/Cadet Salary Cost)	\$20,000	\$20,000	\$40,000
8		MN Dep of Public Safety	Toward Zero Deaths Traffic Safety Initiative (2023-24)	Annual	PD	none	TBD	TBD	TBD
9		Metropolitan Emergency Services Board	Naloxone (emergency drug overdose treatment)	3/24/2023	PD	None	TBD	TBD	TBD
10		AmeriCorps- Summer Impact Corps	Support RPD's Housing Navigator	4/14/2023	PD	office equipment costs	AmeriCorps Summer Impact Corps Personnel and Training Costs	TBD	TBD
11		Minnesota Department of Commerce	Auto Theft Prevention: Investigator 2023-2025	2/23/2023	PD	Annual personnel costs over the \$100k covered by the grant, training and equipment	\$300,000.00	\$309,000.00	\$309,000.00
12		Minnesota Department of Commerce	Auto Theft Prevention: General (specialized equipment for investigations)	2/23/2023	PD	None	\$92,780.00	\$0.00	\$92,780.00
13		Ramsey County CDBG	Expanding Housing Navigator Services	3/21/2023	PD	Office space and equipment	\$113,600	\$0	\$113,600
14		Ramsey County	North Central High Intensity Drug Trafficking Area (HIDTA) overtime reimbursement	Quarterly	PD	None- reimbursement	TBD	TBD	TBD
15		Ramsey County Emergency Management & Homeland Security: Urban Area Security Initiative (UASI)	Drone to provide airborne support to police operations	5/1/2023	PD	None	\$22,788.00	\$22,788.00	\$22,788.00
16		MN Financial Crimes Taskforce	Cellebrite Operator Training	6/22/2023	PD	None	\$4,200.00	\$4,200.00	\$4,200.00
17		Ramsey County Emergency Management & Homeland Security: Urban Area Security Initiative (UASI)	Camera assisted micro-robot to improve safety and de-escalation	5/23/2022	PD	None	\$16,270.00	\$16,270.00	\$16,270.00
18		MN OJP Community Crime Intervention and Prevention Grant	Expanding Housing Navigator Services (2 year grant)	9/25/2023	PD	Office space and equipment	\$301,458	TBD	\$301,458
19		Americorps	Forrestry Support	2/1/2023	Parks and Recreation	Office space and staff support	\$13,200.00	\$13,200.00	\$13,200.00
20		Minnesota Department of Natural Resources	EAB-Tree Removal	2/16/2023	PR	50,000	\$50,000	\$0	
21		Ramsey County	Land Trust Partnership w/TCHF	5/19/2023	CD	none	\$800,000	\$400,000.00	\$400,000
22		Minnesota Department of Natural Resources	Shade Tree Bonding Grants	10/2/2023	PR	\$0	\$264,300		
23		Minnesota Department of Natural Resources	ReLeaf Forestry Grant	9/18/2023	PR	\$0	\$364,060		
24		Clean Energy Resource Teams	Energy Resource Fair	10/10/2023	PW/Eng	Staff support	\$5,341	TBD	\$5,341
25		Ramsey County	SCORE- Recycling Funds	10/26/2023	PW	\$0	\$89,291	\$89,291	\$1,027,420
26		FEMA-Staffing for Adequate Fire and Emergency Response	To add six additional full-time firefighters	5/25/2020	Fire	Match requirement waived, FEMA will pay in full for 3 years	1,875,050.28	237,723.23	\$1,875,050.28
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28		New Information					Total amount awarded	\$1,488,472.23	

	A	B	C	D	E	F	G	H	I
1	2022								
2		Organization/Agency	Purpose	Date of Application	Department	City Requirement	Amount Requested	Amount Awarded	Total Amount of Project
3		Minnesota Department of Commerce	Auto Theft Prevention: Investigator	6/22/2022	PD	Training and equipment	\$100,000.00	\$103,780.00	\$203,905.00
4		Minnesota Department of Commerce	Auto Theft Prevention: OT Details	2/22/2022	PD	None	\$18,000.00	\$18,000.00	\$18,000.00
5		Ramsey County HOME-ARP	Housing Navigator / Homeless Outreach Coordinator position and supplies	3/14/2022	PD	Office space and equipment	\$112,900	\$112,900	\$112,900
6		Ramsey County Emergency Management & Homeland Security: Urban Area Security Initiative (UASI)	Drivable, camera assisted robot to identify situational hazards	5/23/2022	PD	None	\$16,420.00	\$16,420.00	\$16,420.00
7		University of Minnesota Center for Resuscitation Medicine	34 Automated External Defibrillators (AEDs); one for each police vehicle (\$2200 each)	2/1/2021	PD	None	\$75,000.00	\$75,000.00	\$75,000.00
8		FEMA-Staffing for Adequate Fire and Emergency Response	To add six additional full-time firefighters	5/25/2020	Fire	Match requirement waived, FEMA will pay in full for 3 years	\$1,900, 682		
9		Ramsey County	North Central High Intensity Drug Trafficking Area (HIDTA) overtime reimbursement	Quarterly	PD	None- reimbursement	\$7,856.65	\$7,856.65	\$7,856.65
10		Ramsey County	Active Shooter Training	TBD	PD	None	TBD	TBD	TBD
11		Roseville Police Foundation	Expand Police Wellness: Mental Health and Peer Support	6/23/2022	PD	None	\$15,000	\$15,000	\$15,000
12		Roseville Police Foundation	Human Trafficking Details: Massage Therapy Establishments	6/23/2022	PD	None	\$4,000	\$4,000	\$4,000
13		MN Dep of Public Safety	Toward Zero Deaths Traffic Safety Initiative (2022-23)	Annual	PD	none	\$36,310	\$36,310	\$36,310
14		Minnesota Department of Natural Resources	EAB - Tree Planting	7/28/2021	PR	59000	\$50,000	\$50,000	\$109,000
15		Minnesota Department of Natural Resources	EAB-Tree Removal	2/1/2022	PR	80,000	\$100,000	\$0	\$180,000
16		Minnesota Department of Natural Resources	CPL Reservoir Woods	5/1/2022	PR	\$8,500	\$50,000	\$50,000	\$58,500
17		Minnesota Department of Natural Resources	EAB - Tree Removal and Inventory	5/1/2022	PR	\$61,250	\$125,000	\$125,000	
18		MN Department of Natural Resources	Nature Connect Program	3/10/2022	PR	\$6,053	\$6,144	\$0	\$12,197
19		Ramsey County	SCORE- Recycling Funds	10/26/2022	PW	\$0	\$89,291	\$89,291	\$874,000
20		Xcel Energy	Partners in Energy	1/1/2022	PW	50%	\$4,642	\$4,642	\$10,000
21		Xcel Energy	Partners in Energy	12/1/2022	PW	50%	\$2,006	\$2,006	\$5,000
22									
23									
24									
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26		New Information					Total amount awarded	\$710,206	

**EXTRACT OF MINUTES OF MEETING
OF THE
CITY COUNCIL OF THE CITY OF ROSEVILLE**

Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Roseville, County of Ramsey, Minnesota was duly held on the 18th day of May, 2009, at 6:00 p.m.

The following members were present: Roe, Johnson, Ihlan, Pust and Klausing

and the following were absent: none.

Mayor Klausing introduced the following resolution and moved its adoption:

**RESOLUTION No. 10711
Resolution Authorizing the City Manager to Execute Certain
Grant Applications on behalf of the City of Roseville**

WHEREAS, the City of Roseville has applied for a variety of grants which benefit the City; and

WHEREAS, the Roseville City Council encourages staff to continue to identify and apply for grants as a means to fund the policies, priorities and programs of the City, as established by actions of the Council; and

WHEREAS, grant submittals sometimes require verification of authority to submit an application on behalf of the City, and the required timeframes for submittal sometimes may not allow for Council authorization prior to application deadlines.

NOW, THEREFORE, BE IT RESOLVED, that the City of Roseville does hereby authorize the City Manager to execute grant applications on behalf of the City of Roseville in cases where Council authorization is not required or is required but cannot be practically obtained prior to an application deadline, and where any matching funds or other city financial obligation related to the grant are accounted for either in the City budget or by previous Council action; and

BE IT FURTHER RESOLVED, that the City Manager will report any such grant applications to the City Council after the application is submitted.

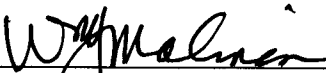
The motion for the adoption of the foregoing resolution was duly seconded by Member Roe, and upon a vote being taken thereon, the following voted in favor thereof: Roe, Johnson, Ihlan, Pust and Klausing
and the following voted against the same: none.

WHEREUPON said resolution was declared duly passed and adopted.

STATE OF MINNESOTA)
) ss
COUNTY OF RAMSEY)

I, the undersigned, being the duly qualified City Manager of the City of Roseville, County of Ramsey, State of Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a regular meeting of said City Council held on the 18th day of May, 2009 with the original thereof on file in my office.

WITNESS MY HAND officially as such Manager this 18th day of May, 2009.



William J Malinen, City Manager

(Seal)

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date:

10/23/2023

Item No.:

10.d.

Department Approval

City Manager Approval



Item Description:

Approve Pathway Transfer Agreement with Southwind of Roseville Homeowners Association

Background

There is an existing private pathway that was constructed as part of the Southwind of Roseville development project in 1997. As part of the plat requirements, the developer was required to construct a pathway between Albemarle Court and Burke Avenue. The homeowners association requested the pathway be removed, but staff determined it was required as part of the development. Since the pathway serves a public purpose by connecting neighborhoods, staff determined if the pathway was brought up to City standards (8-foot bituminous pathway) and an easement was dedicated, the City would take over ownership and maintenance of the pathway. The pathway is likely being used by more than just the association, as this connection provides better north/south access between County Road B and the neighborhood to the south. If this was platted today, this would have been done as part of a public improvement contract within the development.

City staff worked with the City Attorney and the Southwind of Roseville Homeowners Association to develop the Pathway Transfer Agreement (Attachment 1). The agreement allows the Association to transfer the pathway to the City once a pathway easement is dedicated and the pathway is reconstructed to City standards. Once this occurs, the City will take over ownership and maintenance including plowing of the pathway.

The Association plans to reconstruct the pathway to City standards this fall. Should the agreement get approved, the City would take over ownership and maintenance, likely in late fall, once the pathway work is completed.

Policy Objectives

From the City's Pathway Master Plan, Policies and Standards, the following policies would be met if this pathway was taken over by the City:

#3 Develop a pathway system that is accessible from all areas of the city.

#8 Provide a pathway system that promotes a sense of community through the connection of neighborhoods.

Racial Equity Impact Summary

The pathway would continue to enhance walkability and bikeability within the area by becoming a public pathway. This project should be an overall benefit to nearby historically disadvantaged communities that may use this pathway for transportation and access to transit.

Budget Implications

There is no direct cost for this pathway agreement. If approved, there will be future pathway maintenance, including snow removal, that would be completed by Parks & Recreation staff as well as future pavement maintenance completed by Public Works staff using the pathway fund. Major costs would be 20-25 years out since the pathway would be new prior to accepting the pathway.

Staff Recommendations

Staff recommends approving the Pathway Transfer Agreement with Southwind of Roseville Homeowners Association.

Requested Council Action

Consider a motion to approve the Pathway Transfer Agreement with Southwind of Roseville Homeowners Association.

Prepared by: Jesse Freihammer, Public Works Director

Attachments: 1. Pathway Agreement
2. Project Map

PATHWAY TRANSFER AGREEMENT

This Agreement is made this ____ day of _____, 2023, by and between the City of Roseville, a Minnesota municipal corporation (“City”) and Southwind of Roseville Homeowners Association, Inc., a Minnesota non-profit corporation (“Association”).

Recitals

WHEREAS, the Association is the fee owner of the real property in the City of Roseville, legally described as follows:

Lot 33, Block 1, CIC No. 347, Southwind of Roseville, County of Ramsey, State of Minnesota
(the “Property”); and

WHEREAS, the Association is responsible for maintaining the Property; and

WHEREAS, there is a pathway on the Property that is in need of significant repair and needs to be improved; and

WHEREAS, the Association has agreed to repair and improve the pathway if the City is willing to be responsible for maintaining the pathway in the future; and

WHEREAS, the City is willing to maintain the pathway after it is repaired and improved by the Association, provided that the Association grant the City an easement for public pathway purposes over the pathway.

NOW, THEREFORE, on the basis of the mutual covenants and agreements hereinafter provided, it is hereby agreed by and between the parties hereto as follows:

1. The foregoing recitals are incorporated into and made a part of this Agreement.
2. The Association agrees to execute an easement over the Property to the City for the pathway. This easement shall be granted by the Association at no cost to the City. The form of easement to be executed by the Association is attached to this Agreement as Exhibit A.
3. The City agrees that it will accept the pathway easement provided that the Association repair and improve the pathway to City standards prior to the City’s acceptance of the easement.
4. The City agrees that after the pathway is repaired and improved by the Association and it has been accepted by the City, the City will continue to maintain, repair, and replace the pathway on the Property at the same level as is done for similar public improvements in the City.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year written above.

**SOUTHWIND OF ROSEVILLE
HOMEOWNERS ASSOCIATION, INC.**

By: _____

Its: _____

CITY OF ROSEVILLE

By: _____
Dan Roe

Its: Mayor

By: _____
Patrick Trudgeon

Its: City Manager

EXHIBIT A

Form of Pathway Easement

PATHWAY EASEMENT AGREEMENT

THIS PATHWAY EASEMENT AGREEMENT is dated _____, 2023 (this “Agreement”) is made by and between Southwind of Roseville Homeowners Association, Inc., a Minnesota non-profit corporation, Grantor and the City of Roseville, Minnesota, a municipal corporation under the laws of the State of Minnesota, Grantee (the “City”).

Recitals

- A. Grantor is the fee owner of the property located in Ramsey County, Minnesota (the “Property”) and legally described on Exhibit A attached hereto.
- B. The City has requested a pathway easement for the purpose of a public trail and Grantor desires to grant to the City a pathway easement, according to the terms and conditions contained herein.

Terms of Easement

1. Incorporation. The above recitals and attached exhibits are hereby incorporated and made part of this Agreement.
2. Grant of Easement. For good and valuable consideration, receipt of which is acknowledged by Grantor, Grantor grants and conveys to the City a perpetual, non-exclusive pathway easement for public trail and sidewalk purposes over, under, and across the portion of the Property legally described on Exhibit B and depicted on Exhibit C attached hereto (the “Easement Area”).
3. Scope of Easement. The perpetual non-exclusive pathway easement granted herein includes the right of the City, its contractors, agents, and employees to enter the premises at all reasonable times for the purpose of locating, constructing, reconstructing, operating, maintaining, inspecting, altering, and repairing public trail and sidewalk facilities and other public utilities or improvements that are not inconsistent with a public right-of-way use in the described Easement Area. Said public trail and sidewalk facilities within the Easement Area shall only be used by pedestrians, bicyclists, wheelchairs (motorized and non-motorized), and scooters (motorized and non-motorized). Such use of the Easement Area shall not unreasonably interfere with Grantor’s use and enjoyment of the Property, including the Easement Area.

The easement granted herein also includes the right to cut, trim, or remove from the Easement Area such improvements, trees, shrubs, or other vegetation and to prohibit obstructions and grading alterations as in the City's judgment unreasonably interfere with the easement or the function of facilities located therein.

4. Construction of Improvements. Any and all costs related to the locating, constructing, reconstructing, operating, maintaining, inspecting, altering, and repairing of the public trail or sidewalk and any other City facilities within the Easement Area shall be paid by the City. The City shall indemnify, defend, and hold Grantor harmless from any and all costs, expenses, and claims relating to the locating, constructing, reconstructing, operating, maintaining, inspecting, altering, and repairing of the public trail or sidewalk and any other City facilities in the Easement Area, including, but not limited to, those costs and expenses resulting from any mechanics' liens.

5. Property Damage. The City shall repair all damage to the Property outside of the Easement Area that is caused by the City's construction and maintenance of the public trail and sidewalk and other City facilities within the Easement Area. This agreement to repair excludes the repair of any damage caused by members of the public and their use of the Easement Area.

6. Indemnification. Pursuant to Minnesota Statutes Sections 604A.21-27, Grantor and any subsequent owners of the Property are protected from liability with respect to accidents occurring on the sidewalk/trail facilities. Without waiving any statutory limits on liability and except to the extent caused by the negligence or willful misconduct of Grantor, the City agrees to indemnify, defend, and hold Grantor harmless from and against any claims, losses, costs, or liabilities suffered or incurred by reason of claims brought by third parties against Grantor by reason of any claims based on the design, construction, maintenance, or use of the City facilities within the Easement Area.

7. Warranty of Title. Grantor warrants Grantor is the owner of the Property and has the right, title, and capacity to convey to the City the easement herein.

8. Environmental Matters. The City shall not be responsible for any costs, expenses, damages, demands, obligations, including penalties and reasonable attorneys' fees, or losses resulting from any claims, actions, suits, or proceedings based upon a release or threat of release of any hazardous substances, pollutants, or contaminants which may have existed on, or which relate to, the Easement Area or the Property prior to the date of this instrument. Grantor shall not be responsible for any release of hazardous substances, pollutants, or contaminants resulting from the City's use of the Easement Area.

9. Binding Effect. The terms and conditions of this Agreement shall run with the land and be binding on Grantor and the City and their successors and assigns.

STATE DEED TAX DUE HEREON: NONE

**GRANTOR:
SOUTHWIND OF ROSEVILLE
HOMEOWNERS ASSOCIATION INC.**

By: _____

Its: _____

STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

The foregoing instrument was acknowledged before me this _____ day of _____, 2023, by _____, the _____ of Southwind Homeowners Association Inc., a Minnesota non-profit corporation, on behalf of the corporation, Grantor.

Notary Public

NOTARY STAMP OR SEAL

CITY OF ROSEVILLE

By: _____
Dan Roe
Its: Mayor

By: _____
Patrick J. Trudgeon
Its: City Manager

STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

The foregoing instrument was acknowledged before me this _____ day of _____, 2023, by Dan Roe and Patrick J. Trudgeon, the Mayor and City Manager, respectively of the City of Roseville, a Minnesota municipal corporation on behalf of the City.

Notary Public

NOTARY STAMP OR SEAL

THIS INSTRUMENT DRAFTED BY:

Kennedy & Graven, Chartered (SJS)
Fifth Street Towers, Suite 700
150 South Fifth Street
Minneapolis, MN 55402
(612) 337-9300

**EXHIBIT A TO
PATHWAY EASEMENT**

Legal Description of the Property

Lot 33, Block 1, CIC No. 347, Southwind of Roseville, County of Ramsey, State of Minnesota.

**EXHIBIT B TO
PATHWAY EASEMENT**

Legal Description of the Easement Area

[to be added]

**EXHIBIT C TO
PATHWAY EASEMENT**
Depiction of the Easement Area

[to be added]



Albemarle Court Pathway

ROSEVILLE
Prepared by:
Engineering Department
May 26, 2022

 Albemarle Ct Private Pathway
 Public Pathway

Data Sources and Contacts:
* Ramsey County GIS Base Map (5/03/22)
* City of Roseville Engineering Department
For further information regarding the contents of this map contact:
City of Roseville, Engineering Department,
2660 Civic Center Drive, Roseville MN

DISCLAIMER:
This map is a digital representation of a physical map and is not intended to be used as a survey. 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 purposes
requiring exacting measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies
are found please contact 651-760-7075. 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 reliance on this map.

0 50 100 150 200 Feet
mapdoc: AlbemarleCtPathwayAerial.mxd
map: AlbemarleCtPathwayAerial.pdf


ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date:

10/23/2023

Item No.:

10.e.

Department Approval

Janice Gundlach

City Manager Approval

Samuel J. Tanager

Item Description:

Adopt an Ordinance passing Zoning Code text amendments to §1001.10 and §1011.12 establishing Micro-Unit Dwellings in Sacred Communities as permitted accessory uses subject to requirements outlined in Minnesota State Statutes 327.30.

Background

During the most recent legislative session, the Minnesota Legislature adopted a Sacred Communities and Micro-Unit Dwelling law (Attachment 1) whereby municipalities must allow sacred communities and micro-unit dwellings that conform to the regulations set forth in the law. The law specifically states: "Unless the municipality has designated sacred communities meeting the requirements of this section as a permitted use, a sacred community meeting the requirements of this section shall be approved and regulated as a conditional use without the application of additional standards not included in this section. When approved, additional permitting is not required for individual micro units."

On August 21, 2023, the Planning Division appeared before the City Council seeking direction on the need to adopt regulations into the Roseville Zoning Code to conform to the newly enacted law. Specifically, the City Council was asked whether they wanted to address this use as a permitted or a conditional use. After some questions and discussion, the City Council directed the Planning Division to amend the Zoning Code in support of a sacred community as a permitted accessory use. The Council also directed staff to explore whether revisions needed to be made to the dimensional standards applicable to manufactured homes, Table 1009-1, referring to manufactured homes as manufactured units instead. After discussions with the City Attorney, it was determined such language revisions wouldn't offer the City any additional controls. Additionally, changing the word "home" to "units" would have a ripple effect on other sections of the code. Since no meaningful gain would be achieved, staff have not made any amendments to Table 1009-1 of the Zoning Code.

In an effort to advance the Council's direction to amend the Zoning Code to permit micro-unit dwellings within sacred communities as permitted accessory uses, the following amendments to the Zoning Code are proposed:

- a. Add the definition of "Micro Unit" to Section 1001.10 (Definitions) as defined in Minnesota State Statutes 327.30; *Micro Unit – a mobile residential dwelling providing permanent housing within a*

sacred community that meets the requirements of Minnesota State Statutes 327.30, subdivision 4.

- b. Add the definition of "Sacred Community" to Section 1001.10 (Definitions) as defined in Minnesota State Statutes 327.30; *Sacred Community – a residential settlement established on or contiguous to the grounds of a religious institution's primary worship location primarily for the purpose of providing permanent housing for chronically homeless persons, extremely low-income persons, and designated volunteers that meet the requirements of Minnesota State Statutes 327.30, subdivision 3.*
- c. Add to paragraph G (Accessory Uses and Structures) in Section 1011.12 (Additional Standards for Specific Uses in All Districts) that states: "*Micro-Unit Dwellings in Sacred Communities subject to requirements outlined in Minnesota State Statutes 327.30.*"

As outlined above, Micro-Unit Dwellings as part of a Sacred Community would be considered permitted accessory uses (not principal uses) because they require a religious institution to support the community. While the State legislation does not refer to the use as accessory, after discussions with the City Attorney, it is believed this is a rational approach to addressing the zoning responsibility of the City.

Planning Commission Recommendation

On October 4, 2023, the Roseville Planning Commission held the duly noticed public hearing regarding the Zoning Code text amendments. At the hearing, no individuals were present to address the Commission, either in person or virtually. Planning Commissioners did not have any substantive questions regarding the proposed text amendments (Attachment 2). However, Commissioner McGehee did ask if the City received any clarification regarding the building inspectors' ability to inspect the micro-unit dwellings as she had a concern the insulation specifications are problematic.

Community Development Director Gundlach explained the law specifically states that the City cannot inspect the individual micro-units and that staff can only require certifications the micro-units are built to the standards that are outlined in the Statute.

The Planning Commission voted 7-0 to recommend the City Council approve the Zoning Code text amendments to §1001.10 (Definitions) and §1011.12. (Additional Standards for Specific Uses in All Districts) as stipulated below:

§1001.10 Definitions:

Micro Unit: A mobile residential dwelling providing permanent housing within a sacred community that meets the requirements of Minnesota State Statutes 327.30, subdivision 4.

Sacred Community: A residential settlement established on or contiguous to the grounds of a religious institution's primary worship location primarily for the purpose of providing permanent housing for chronically homeless persons, extremely low-income persons, and designated volunteers that meet the requirements of Minnesota State Statutes 327.30, subdivision 3.

§1011.12. Additional Standards for Specific Uses in All Districts:

G.3. Micro-Unit Dwellings in Sacred Communities are permitted accessory uses in all zoning districts consistent with the requirements of Minnesota State Statutes 327.30.

Policy Objectives

Enact regulations to ensure the orderly development of land. The city's authority granted by the Municipal Planning Act must also recognize certain State or Federal regulations preempt local authority.

Racial Equity Impact Summary

Racial equity impacts have not been evaluated.

80
81 **Budget Implications**

82 None
83
84

85 **Staff Recommendations**

86 Adopt the Ordinance, approving Zoning Code text amendments establishing Micro-Unit Dwellings in
87 Sacred Communities as permitted accessory uses subject to requirements outlined in Minnesota State
88 Statutes 327.30.
89
90

91 **Requested Council Action**

92 By motion, adopt the Ordinance provided as Attachment 3 amending §1001.10, Definitions,
93 and §1011.12, Additional Standards for Specific Uses in All Districts, regulating Micro-Unit Dwellings
94 in Sacred Communities as permitted accessory uses subject to requirements outlined in Minnesota
95 State Statutes 327.30.

96 Given the brevity of the ordinance, staff is not recommending a summary publication.
97
98
99

Prepared by: Thomas Paschke, City Planner

Attachments: 1. State Statutes Attachment 1
2. PC_Minute_Extract_CC_Attachment2
3. Draft_Ordinance_CC_Attachment3

Sec. 57. [327.30] SACRED COMMUNITIES AND MICRO-UNIT DWELLINGS.

Subdivision 1. Definitions.

- (a) For the purposes of this section, the following terms have the meanings given.
- (b) "Chronically homeless" means an individual who:
 - (1) is homeless and lives or resides in a place not meant for human habitation, a safe haven, or in an emergency shelter;
 - (2) has been homeless and living or residing in a place not meant for human habitation, a safe haven, or in an emergency shelter continuously for at least one year or on at least four separate occasions in the last three years; and
 - (3) has an adult head of household, or a minor head-of-household if no adult is present in the household, with a diagnosable substance use disorder, serious mental illness, developmental disability, post-traumatic stress disorder, cognitive impairments resulting from a brain injury, or chronic physical illness or disability, including the co-occurrence of two or more of those conditions.
- (c) "Designated volunteers" means persons who have not experienced homelessness and have been approved by the religious institution to live in a sacred community as their sole form of housing.
- (d) "Extremely low income" means an income that is equal to or less than 30 percent of the area median income, adjusted for family size, as estimated by the Department of Housing and Urban Development.
- (e) "Micro unit" means a mobile residential dwelling providing permanent housing within a sacred community that meets the requirements of subdivision 4.
- (f) "Religious institution" means a church, synagogue, mosque, or other religious organization organized under chapter 315.
- (g) "Sacred community" means a residential settlement established on or contiguous to the grounds of a religious institution's primary worship location primarily for the purpose of providing permanent housing for chronically homeless persons, extremely low-income persons, and designated volunteers that meets the requirements of subdivision 3.

Subd. 2. Dwelling in micro units in sacred communities authorized. Religious institutions are authorized to provide permanent housing to people who are chronically homeless, extremely low-income, or designated volunteers, in sacred communities composed of micro units subject to the provisions of this section. Each religious institution that has sited a sacred community must annually certify to the local unit of government that it has complied with the eligibility requirements for residents of a sacred community in this section.

Subd. 3. Sacred community requirements. (a) A sacred community must provide residents of micro units access to water and electric utilities either by connecting the micro units to the utilities that are serving the principal building on the lot or by other comparable means, or by providing the residents access to permanent common kitchen facilities and common facilities for toilet, bathing, and laundry with the number and type of fixtures required for an R-2 boarding house under Minnesota Rules, part 1305.2902. Any units that are plumbed shall not be included in determining the minimum number of fixtures required for the common facilities.

(b) A sacred community under this section must:

- (1) be appropriately insured;
- (2) have between one-third and 40 percent of the micro units occupied by designated volunteers; and
- (3) provide the municipality with a written plan approved by the religious institution's governing board that outlines:
 - (i) disposal of water and sewage from micro units if not plumbed;
 - (ii) septic tank drainage if plumbed units are not hooked up to the primary worship location's system;
 - (iii) adequate parking, lighting, and access to units by emergency vehicles;
 - (iv) protocols for security and addressing conduct within the settlement; and
 - (v) safety protocols for severe weather.

(c) Unless the municipality has designated sacred communities meeting the requirements of this section as permitted uses, a sacred community meeting the requirements of this section shall be approved and regulated as a conditional use without the application of additional standards not included in this section. When approved, additional permitting is not required for individual micro units.

(d) Sacred communities are subject to the laws governing landlords and tenants under chapter 504B. Subd. 4. Micro unit requirements.

(a) In order to be eligible to be placed within a sacred community, a micro unit must be built to the requirements of the American National Standards Institute (ANSI) Code 119.5, which includes standards for heating, electrical systems, and fire and life safety. A micro unit must also meet the following technical requirements:

- (1) be no more than 400 gross square feet;
- (2) be built on a permanent chassis and anchored to pin foundations with engineered fasteners;
- (3) have exterior materials that are compatible in composition, appearance, and durability to the exterior materials used in standard residential construction;
- (4) have a minimum insulation rating of R-20 in walls, R-30 in floors, and R-38 in ceilings, as well as residential grade insulated doors and windows;
- (5) have a dry, compostable, or plumbed toilet or other system meeting the requirements of the Minnesota Pollution Control Agency, Chapters 7035, 7040, 7049, and 7080, or other applicable rules;
- (6) have either an electrical system that meets NFPA 70 NEC, section 551 or 552 as applicable or a low voltage electrical system that meets ANSI/RVIA Low Voltage Standard, current edition;
- (7) have minimum wall framing with two inch by four inch wood or metal studs with framing of 16 inches to 24 inches on center, or the equivalent in structural insulated panels, with a floor load of 40 pounds per square foot and a roof live load of 42 pounds per square foot; and
- (8) have smoke and carbon monoxide detectors installed.

(b) All micro units, including their anchoring, must be inspected and certified for compliance with these requirements by a licensed Minnesota professional engineer or qualified third-party inspector for ANSI compliance accredited pursuant to either the American Society for Testing and Materials Appendix E541 or ISO/IEC 17020.

(c) Micro units that connect to utilities such as water, sewer, gas, or electric, must obtain any permits or inspections required by the municipality or utility company for that connection.

(d) Micro units must comply with municipal setback requirements established by ordinance for manufactured homes. If a municipality does not have such an ordinance, micro units must be set back on all sides by at least ten feet.

EXTRACT OF THE OCTOBER 4, 2023, PLANNING COMMISSION DRAFT MEETING MINUTES

- 1 a. **Text Amendment: The City of Roseville requests a text amendment to Zoning Code**
 2 **§1001.10, Definitions, to include “Micro-Unit” and “Sacred Community” definitions**
 3 **and an amendment to §1011.12 (Additional Standards for Specific Uses in All Districts)**
 4 **to include “Micro-Unit Dwellings in Sacred Communities” subject to requirements**
 5 **outlined in Minnesota State Statutes 327.30**

6 Chair Pribyl opened the public hearing at approximately 6:34 p.m. and reported on the
 7 purpose and process of a public hearing. She advised this item will be before the City
 8 Council on October 23, 2023.

9 City Planner Paschke summarized the request as detailed in the staff report dated October 4,
 10 2023.

11 Commissioner McGehee ask if the City received any clarification regarding Roseville’s
 12 building inspector’s ability to inspect the micro-unit dwellings per State Law.

13 Community Development Director Gundlach explained the law specifically states that the
 14 City cannot inspect the individual micro-units, staff can only require the certifications that
 15 the micro-units are built to the standards that are outlined in the Statute.

16 Commissioner McGehee added she understood but wondered if there is any reason Roseville,
 17 and/or other cities, have not moved to ask this be changed in order for the units to be
 18 properly inspected. Her research seemed to indicate the units’ insulation specifications do not
 19 match what is called out by the State and, in fact, the insulation is less than those standards,
 20 and there seems to be a disconnect between what the State is requiring and how these are
 21 inspected.

22 Community Development Director Gundlach explained staff has a lot of concerns about how
 23 the legislation was written and the lack of City oversight it provides. However, the
 24 legislature ultimately passed the legislation and the City’s role is to implement it locally. She
 25 indicated her belief that communities were just now starting to understand the impacts of this
 26 legislation.

27 Member McGehee indicated it was her understanding that Prince of Peace was not entirely
 28 sure they wanted to continue this project and if that is the case, then this is supposed to be a
 29 permanent settlement and the people are supposed to be able to find permanent housing. She
 30 asked if there was any recourse if the community such as Prince of Peace brings people in
 31 and establishes something and then decides not to continue with it.

32 Ms. Gundlach explained over the weekend Prince of Peace’s congregation did vote to move
 33 forward with a permanent sacred settlement and so they will have to bring a third unit onto
 34 their property in order to comply with the State Law and will have to have that unit occupied
 35 by somebody who is chronically homeless, as defined in the law. She indicated the law does
 36 not talk at all about what happens when these sacred communities go away. In Roseville, the
 37 City struggled with what if the church votes not to pursue the permanent sacred settlement,
 38 what happens to the two existing units with people who have made these units their homes
 39 and that was something the City was going to have to figure out if Prince of Peace opted not
 40 to move forward with the permanent sacred settlement.

41 **Public Comment**

No one came forward to speak for or against this request.

Chair Pribyl closed the public hearing at 6:43p.m.

Commission Deliberation

Member McGehee indicated she would move to approve this because it has clearly been vetted with the Council already and she was amused to find that the requirements for the setbacks here are greater than they are for single family homes. She thought this was fine, given what the Commission has.

MOTION

Member McGehee moved, seconded by Member Bjorum, to recommend to the City Council approval of the following Micro-Unit definition amending §1001.10 (Definitions) of the Roseville City Code:

- Micro-Unit – A mobile residential dwelling providing permanent housing within a sacred community that meets the requirements of Minnesota State Statutes 327.30, subdivision 4.

And to recommend to the City Council approval of the following Sacred Community definition amending §1001.10 (Definitions) of the Roseville City Code:

- Sacred Community – a residential settlement established on or contiguous to the grounds of a religious institution's primary worship location primarily for the purpose of providing permanent housing for chronically homeless persons, extremely low-income persons, and designated volunteers that meet the requirements of Minnesota State Statute 327.30, subdivision 3.

And to recommend to the City Council approval of the following text amendment to §1011.12 (Additional Standards for Specific Uses in All Districts) of the Roseville City Code:

- G.2 - Micro-Unit Dwellings in Sacred Communities subject to requirements outlined in Minnesota State Statutes 327.30.

Ayes: 7

Nays: 0

Motion carried.

CITY OF ROSEVILLE

ORDINANCE NO. ____

AN ORDINANCE AMENDING §1001.10 (DEFINITIONS) and §1011.12
(ADDITIONAL STANDARDS FOR SPECIFIC USES IN ALL DISTRICTS)
OF THE ROSEVILLE CITY CODE

The City Council of the City of Roseville does ordain:

SECTION 1. §1001.10 Definitions is hereby amended to add the following definitions:

Micro Unit: A mobile residential dwelling providing permanent housing within a sacred community that meets the requirements of Minnesota State Statutes 327.30, subdivision 4.

Sacred Community: A residential settlement established on or contiguous to the grounds of a religious institution's primary worship location primarily for the purpose of providing permanent housing for chronically homeless persons, extremely low-income persons, and designated volunteers that meet the requirements of Minnesota State Statutes 327.30, subdivision 3.

SECTION 2. Section 1011.12 (Additional Standards for Specific Uses in All Districts) is hereby amended to add the following standard:

G.3. Micro-Unit Dwellings in Sacred Communities are permitted accessory uses in all zoning districts consistent with the requirements of Minnesota State Statutes 327.30.

SECTION 3. Effective Date. This ordinance amendment to the Roseville City Code shall take effect upon passage and publication.

Passed this 23 day of October, 2023.

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date:

10/23/2023

Item No.:

10.f.

Department Approval

City Manager Approval



Item Description:

Approve Twin Lakes Trail Phase 2 Plans and Authorization for Bids

Background

At the July 12, 2021 City Council meeting, Council approved for staff to finalize plans and to advertise for bid the Twin Lakes Trail Phase 2 project. Since that time, staff has modified the plans and scope of the project. Before the project is set for bid, staff wanted to present the final project layout and proposed budget to council.

The major changes to the project since the July 2021 Council meeting include the following:

- Installation of a new box culvert for the trail crossing to install the new pathway on the east side of the bridge.
 - The new alignment eliminates an adjacent property owner's concerns about snow removal from their parking lot which will make an easement easier to obtain. A trail easement is still required for a portion of the pathway, but the overall cost will be significantly less. Staff has met with the property owner about the new alignment and they are supportive of the pathway and providing an easement. The easement will be brought to council at a later date this fall once it is finalized.
 - The new alignment provides a better connection to the proposed pathway along the south side of Oasis Pond which is in the City's Pathway Master Plan and in the Parks Constellation Map.
- Addition of paving the existing pathway on the south side of Oasis Pond from Twin Lakes Trail to Lincoln Drive.
 - This gets the City closer to completing the concept of providing a looped pathway around Oasis Pond.
- Addition of dredging work of RCD4 between Terrace Drive and Oasis Pond.

- The majority of the old ditch was replaced with a pipe in 2021. This short, 300-foot, segment of ditch is the only portion of the ditch that maintenance is still needed on. Since grading is going on in and adjacent to the ditch due to the culvert and trail construction, there is cost savings to do the project as one overall project. Rice Creek Watershed will cost participate for its portion of the ditch maintenance.
- Addition of pond maintenance for Terrace Drive storm pond.
 - This pond was constructed in the 1990's with the construction of Terrace Drive. The pond needs to be dredged to remove sediment and regraded. The inlets and outlets also need upgrading. Due to the proximity of the trail, there is cost savings to do the project as one overall project.

There are a fair number of trees that will need to be removed for the new trail. A tree inventory was completed by the consultant. The vast majority of the removals are brush or low-quality trees. Only four quality trees will need to be removed for the pathway. The plans indicate 18 new trees will be planted to reestablish some of the trees lost due to grading.

The following is the summary of the project from the July 12, 2021 staff report:

Twin Lakes Trail Phase 1 project was constructed in 2021 using adjacent development funds. During the development of the Phase 1 plans, the City's consultant was also tasked with completing a feasibility report for the Phase 2 portion of the trail, extending the trail from Terrace Drive into Oasis Park. Currently, there is a well-defined dirt path running through this corridor reflecting the current non-motorized use of this segment by residents accessing the park from the south. This segment of pathway is shown on both the City's Pathway Master Plan (Attachment 3) and also makes connections to other City parks as shown in the Parks Constellation Map (Attachment 4). The new segment would provide better non-motorized access for residents to Oasis Park as well as better overall connections to the neighborhood to connect to businesses and other parks.

The Phase 2 trail will be similar in design to Phase 1. The project will include a 10-foot wide bituminous trail, pedestrian level lighting and landscaping including tree replacement. Due to the significant grade change, a large portion of the project will include a retaining wall and fence which accounts for a large portion of the construction cost.

During the development of the feasibility report, staff held two neighborhood meetings with residents and businesses located between County Road C and Lydia Avenue, and Fairview Avenue and Snelling Avenue. The first meeting was held virtually on December 17, 2020. Twelve residents attended this meeting. A copy of the presentation is in Attachment 5. At this meeting, residents did bring up some concerns about the adjacent developments and how this trail connection may overwhelm the use of Oasis Park. Some residents thought the connection would create negative impacts to the park and the neighborhood. Other concerns brought up were loss of trees due to the trail construction and other construction-related questions. A report of the questions and answers from the virtual meeting are included as Attachment 6.

A second in-person meeting was held at Oasis Park on June 3, 2021. To address some of the park use concerns mentioned at the first neighborhood meeting related to recent

development to the south, staff presented information on the private recreational amenities that will be going in on those sites. The amenities include a clubhouse, pool, private walking trails and a large open green space. Staff discussed that the pathway would improve the informal dirt path and make it usable to all users, not just those who are able-bodied and can walk up a steep hill and dirt pathway. Staff discussed how the Phase 2 plan meets current City planning documents, including the Pathway Master Plan and Parks Master Plan. Staff also shared how better trail connections were listed as an area of improvement for the city in the most recent Community Survey. At the end of the meeting, staff walked the existing worn dirt footpath with residents to explain how the trail would be built and where it would be located. Some residents still expressed concerns about negative impacts of the trail connection and potential high use of the park. Staff did receive some feedback that this would be a good permanent connection since an informal connection is already present. A summary of the meeting notes is included as Attachment 7.

Written comments received to date are included in Attachment 8.

Staff is requesting authorization to finalize plans and advertise the project to bid. If approved, the project would be advertised for bid in late 2023. The Council would consider awarding a bid for the construction in January of 2024. Tree removal would take place in March of 2024 with construction occurring during the summer of 2024. The pathway would be open for public use in the fall of 2024.

Policy Objectives

The Twin Lakes Trail Phase 2 project meets many policies described in the pathway master plan:

Provide a safe network of pathway linkages for pedestrians and cyclists to and between educational facilities, churches, business centers, transit stops, parks and open space.

Provide a pathway system that promotes a sense of community through the connection of neighborhoods.

Provide a pathway system that connects to local and regional commercial destinations.

Coordinate planning and design of pathway connections with neighborhood groups, civic organizations, school districts, business districts and other governing agencies.

The Phase 2 project also meets the goals identified in the Parks, Recreation, Trails, and Open Space section of the Comprehensive Plan:

Create a well-connected and easily accessible system of parks, open spaces, trails, pathways, community connections, and facilities that links neighborhoods and provides opportunities for residents and others to gather and interact.

Racial Equity Impact Summary

122 The new pathway would enhance walkability and bikeability within the area. This project
123 should be an overall benefit to nearby historically disadvantaged communities that may use
124 this pathway for transportation and access to transit.
125

126
127 **Budget Implications**

128 The overall cost for the Phase 2 Trail project, including the storm sewer improvements, is
129 estimated to be \$800,000. This includes construction, 5% contingency and 20% indirect
130 costs for engineering and easement acquisition.
131

132 The City recently applied for a \$300,000 grant from Ramsey County through their Critical
133 Corridor program. Award of grants is anticipated in late November. If awarded funds, this
134 would reduce the City's portion of the funding, including the Park Dedication funds. The
135 City would know the grant fund amount, if any, prior to an award of bid in late January so
136 project funding could be finalized at the award of bid.
137

138 The two funding scenarios for the project would be proposed as follows:
139

Fund	Current Funding	With Grant Funding
Adjacent Development Funds	\$364,250	\$364,250
Storm Sewer Funds	\$300,000	\$135,750
Parks Dedication Funds	\$100,000	\$0
Pathway Funds	\$35,750	\$0
Grant Funds	\$0	\$300,000

140
141
142 **Staff Recommendations**

143 Authorize staff to finalize plans and to advertise for bid the Twin Lakes Trail Phase 2
144 Project.
145

146
147 **Requested Council Action**

148 Motion to authorize staff to finalize plans and to advertise for bid the Twin Lakes Trail
149 Phase 2 Project.
150

151
152 **Prepared by:** Jesse Freihammer, Public Works Director

- 153 **Attachments:**
- 1. Twin Lakes Trail Map
 - 2. Twin Lakes Trail Plans
 - 3. Pathway Master Plan Map
 - 4. Parks Constellation Concept Map – 2040 Comprehensive Plan
 - 5. Twin Lakes Trail Presentation
 - 6. Meeting Q&A Report
 - 7. June Meeting Notes
 - 8. Written Comments

ROSEVILLE

 New Pathway
 Existing Pathway

ENJOY A BITE

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 can 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 measurements or precision in the depiction of geographic features. If you have any questions or need more information, please call the City of Merced at (209) 385-7079. The prevailing disclaimer is pursuant to Merced County Statutes §466.03, Subd. 21 (2003), 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.

Data Sources

* Ramsey County GIS (8/6/2023)

* City of Roseville Community Development

* City of Roseville Finance Department



TwinLakesTrailPhase2Location



SCALE: AS SHOWN
DESIGN BY: KWH
PLAN BY: KWH
CHECK BY: JBP

REVISIONS	
NO.	DESCRIPTION

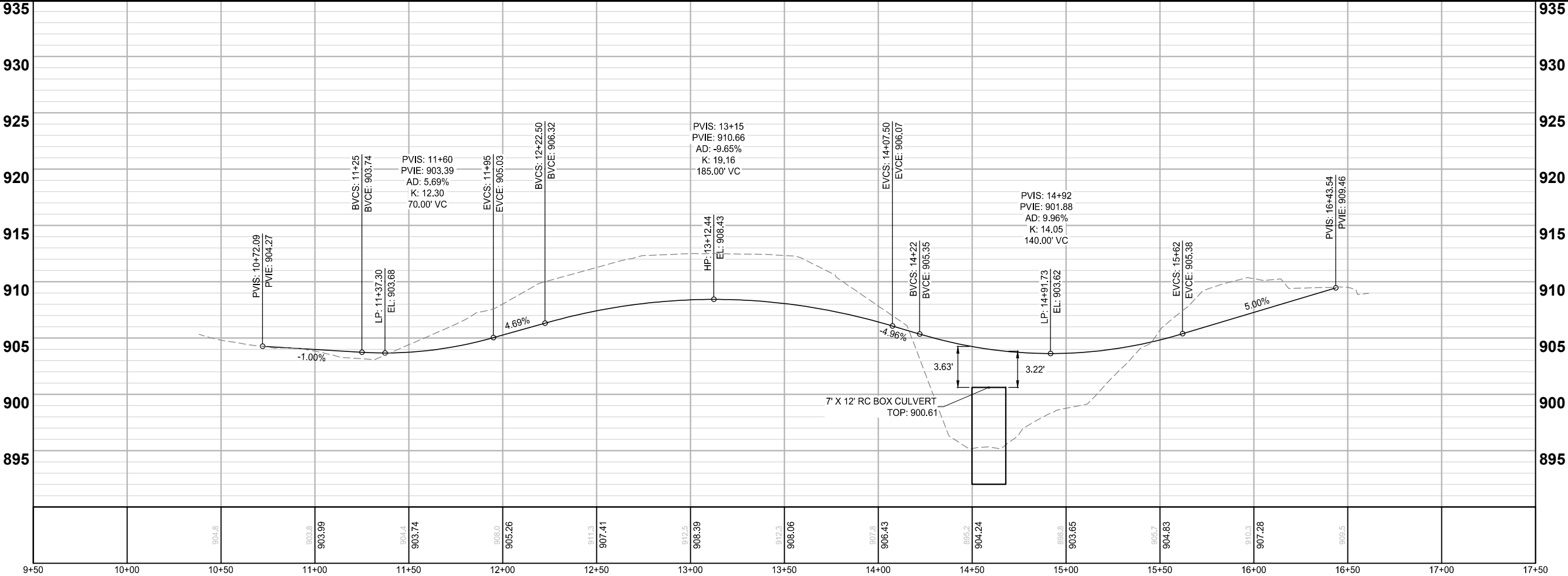
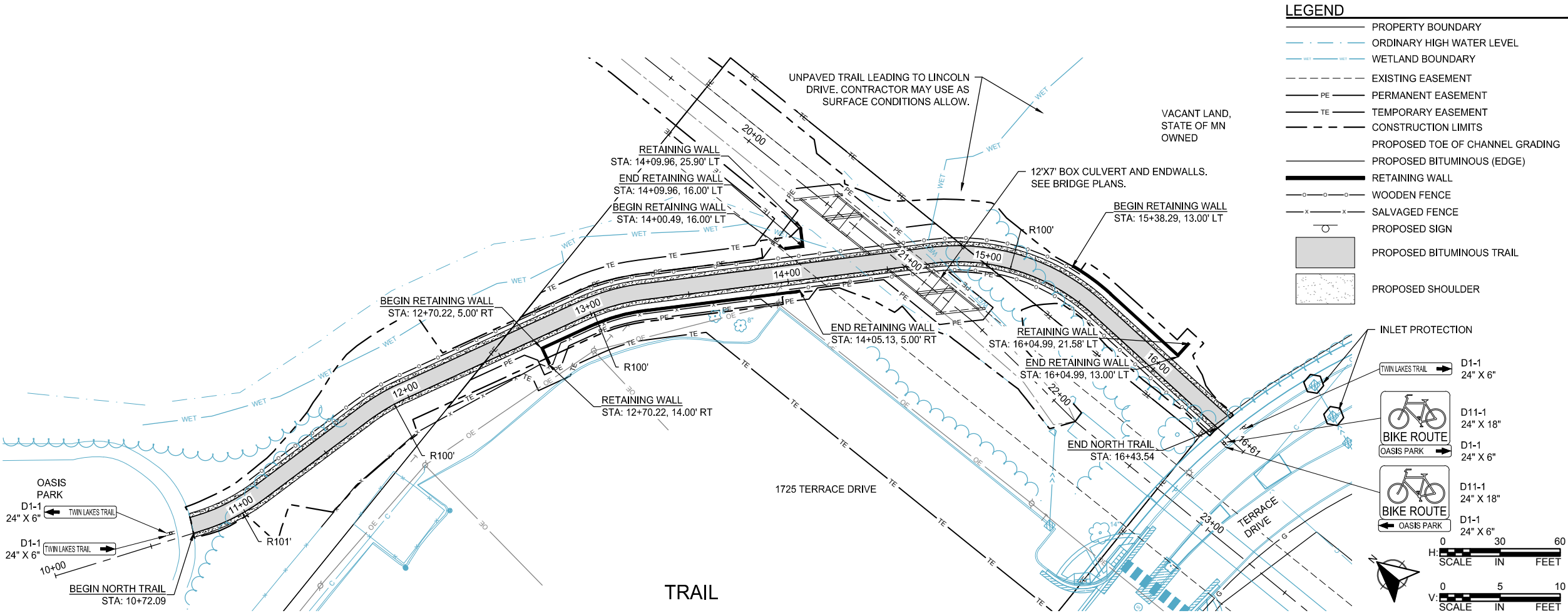
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

JEFFREY PEARSON, P.E.
DATE: 10/10/2022 LIC. NO. 45087

TRAIL
CONSTRUCTION
PLAN

TWIN LAKES TRAIL - NORTH
CITY OF ROSEVILLE, MINNESOTA

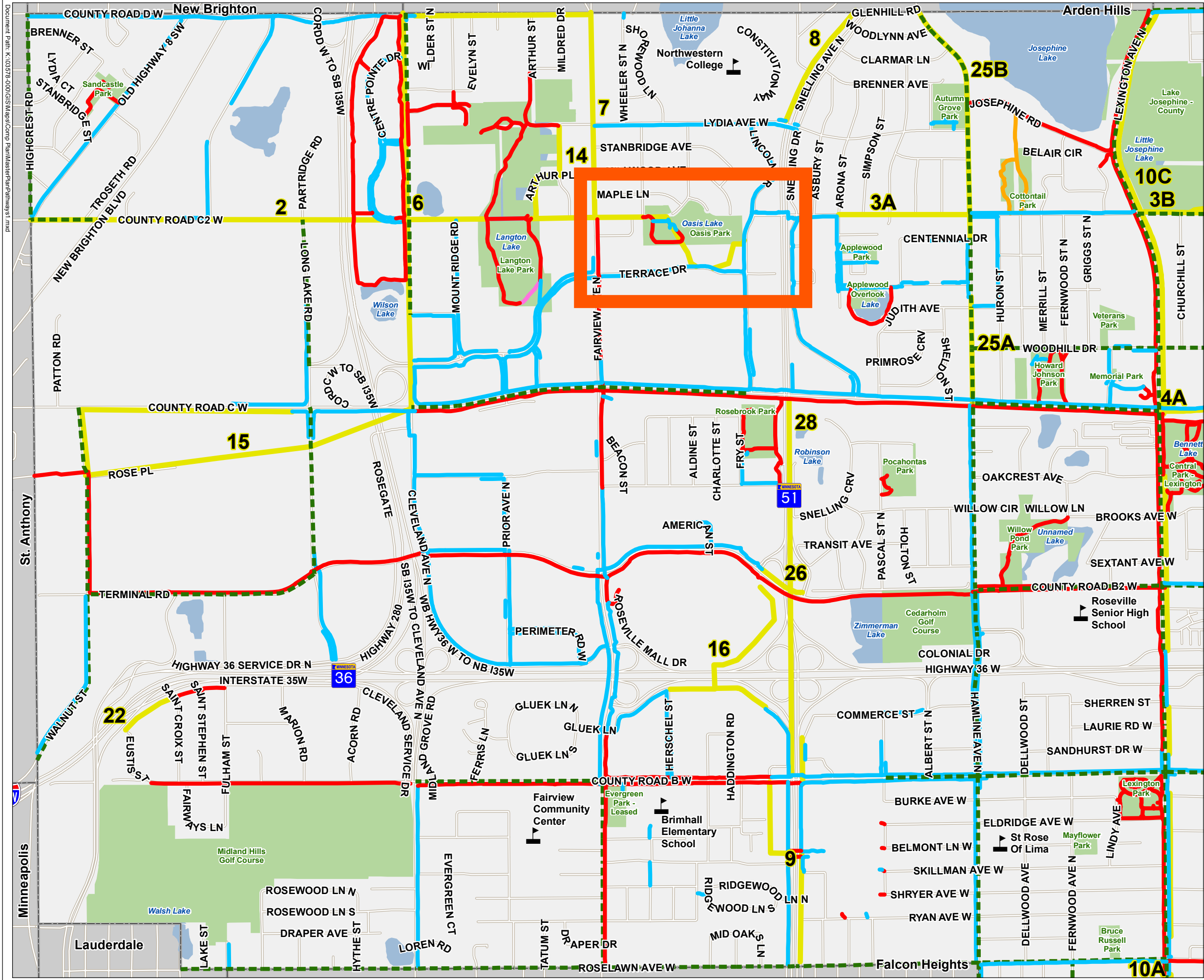
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016980-000



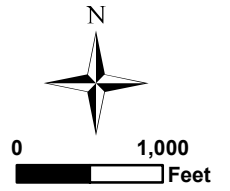
ROSEVILLE 2040

our future together

Roseville Comprehensive Plan Pathway Master Plan Quadrant 1 Roseville, MN

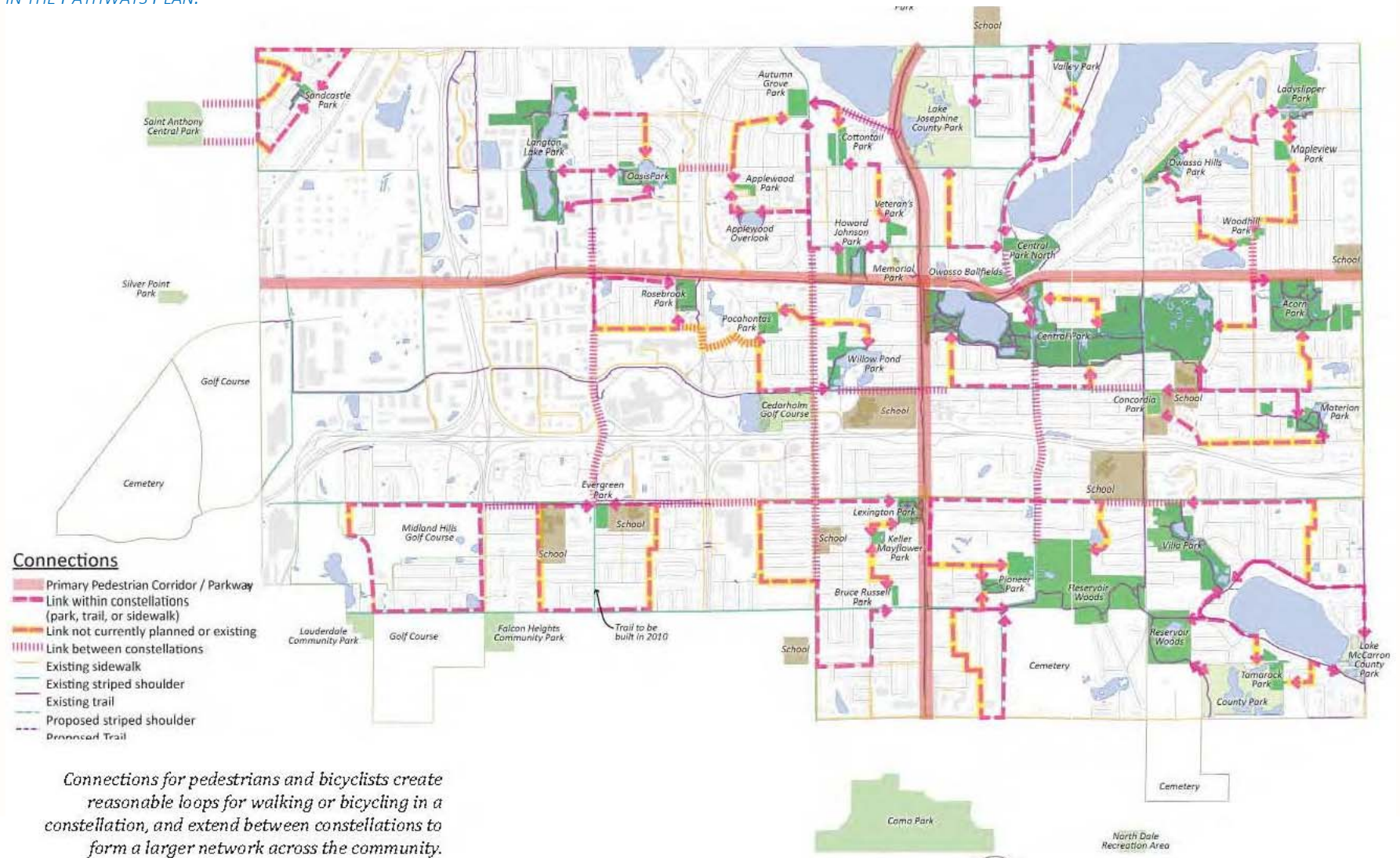


- Existing Trail (36.43 miles)
- Existing Sidewalk (45.28 miles)
- Footpath (1.93 miles)
- Existing Striped Shoulder (29.14 miles)
- Other (Boardwalk- 0.94 miles)
- Proposed Pathway Segments (20.0 miles)
- Roseville Boundary



MAP 8-3: PATHWAYS CONSTELLATION CONCEPT. FROM PARKS AND RECREATION SYSTEM MASTER PLAN

THIS PLAN REPRESENTS THE TRAIL SYSTEM ENVISIONED TO SUPPORT A CONNECTED PARK SYSTEM, AND IT IS BEING DEVELOPED IN COORDINATION WITH THE TRAIL SYSTEM SHOWN IN THE PATHWAYS PLAN.



Twin Lakes Trail Informational Meeting

Public Works Department

December 21, 2020 – 6:00 PM



Twin Lakes Trail

Project Information

Virtual Neighborhood Meeting Housekeeping

- Meeting is being recorded
- Keep microphones muted unless you are speaking
- To ask questions, raise the “hand” button or type questions in the chat

Meeting Purpose

- Inform adjacent owners and tenants of the project
 - Layout
 - Schedule
 - Construction Impacts
- Get feedback from property owners about any concerns they may have
- Should a connection be made into Oasis Park (Phase 2)?

Twin Lakes Trail

Project Location

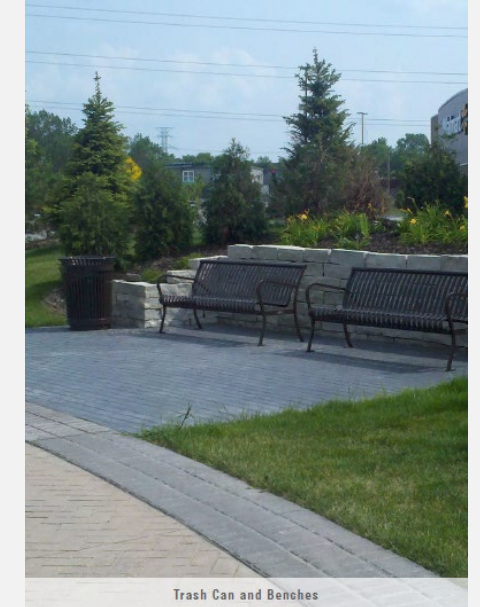
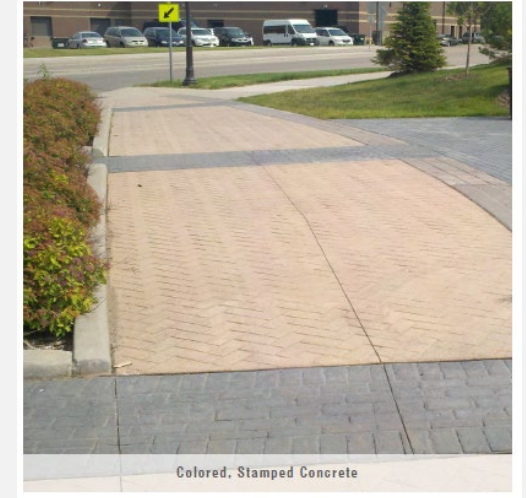


Twin Lakes Trail

Project Scope

Project Scope & Goals

- Install 10 foot wide bituminous trail over RCD 4 pipe corridor
- Phase 1 – Make connections between County Road C and Terrace Avenue
- Phase 2 - Explore feasibility and get input on making connection to Oasis Park
- Create improved pedestrian crossing at Terrace Avenue
 - Crosswalk & signage
 - Possible pedestrian refuge or flashers
- Use Twin Lakes landscaping design standard
 - Install lighting
 - Install landscaping including trees
 - Install benches and way finding signage

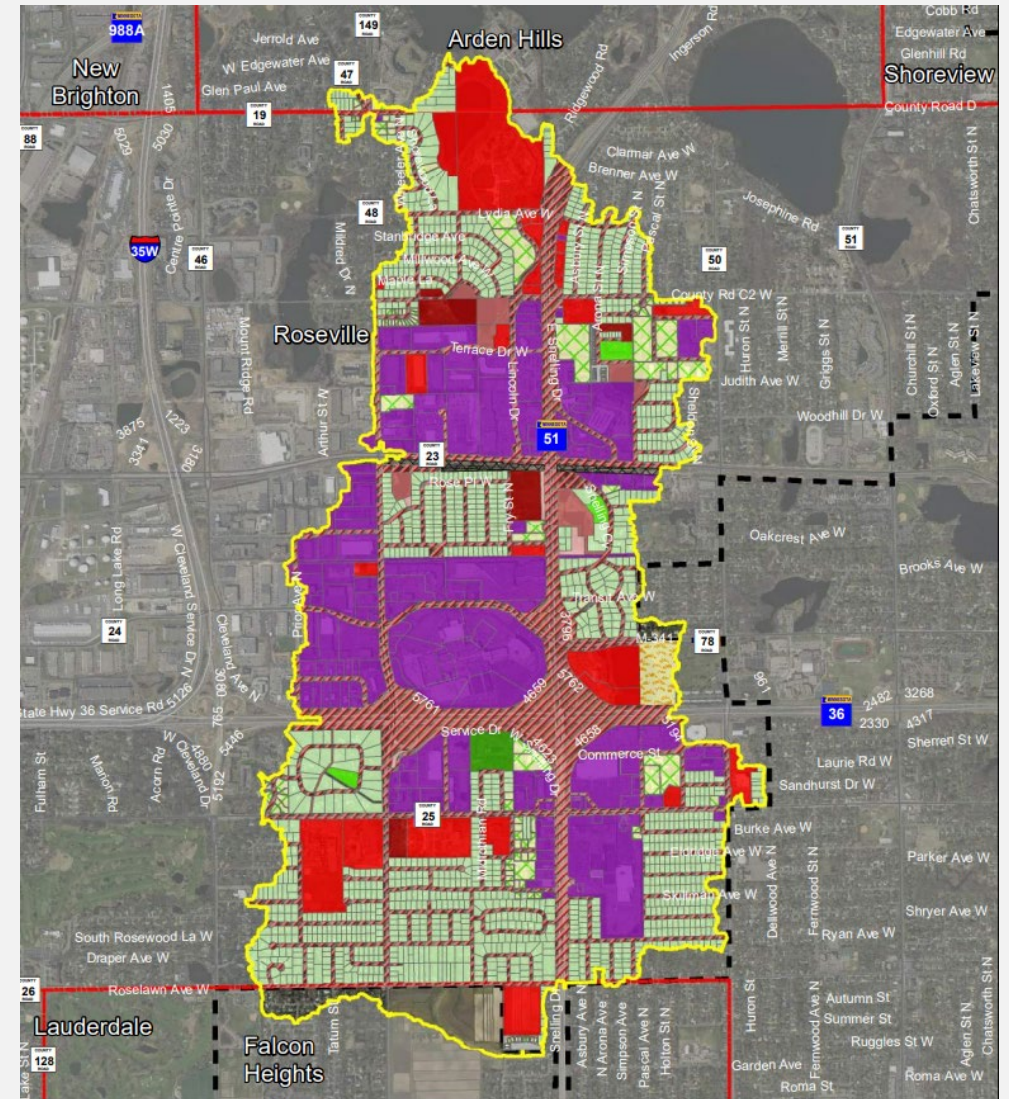


Twin Lakes Trail

Project Background

Ramsey County Ditch 4 Project

- Rice Creek Watershed (RCWD) maintains the current ditch
 - City will take over maintenance once pipe is installed
- With adjacent development occurring the City worked with RCWD to look into replacing pipe into a ditch
- Benefits
 - Reduces long-term maintenance
 - Reduces flooding up stream
 - Additional opportunities for trail and landscaping improvements
- www.cityofroseville.com/rcd4

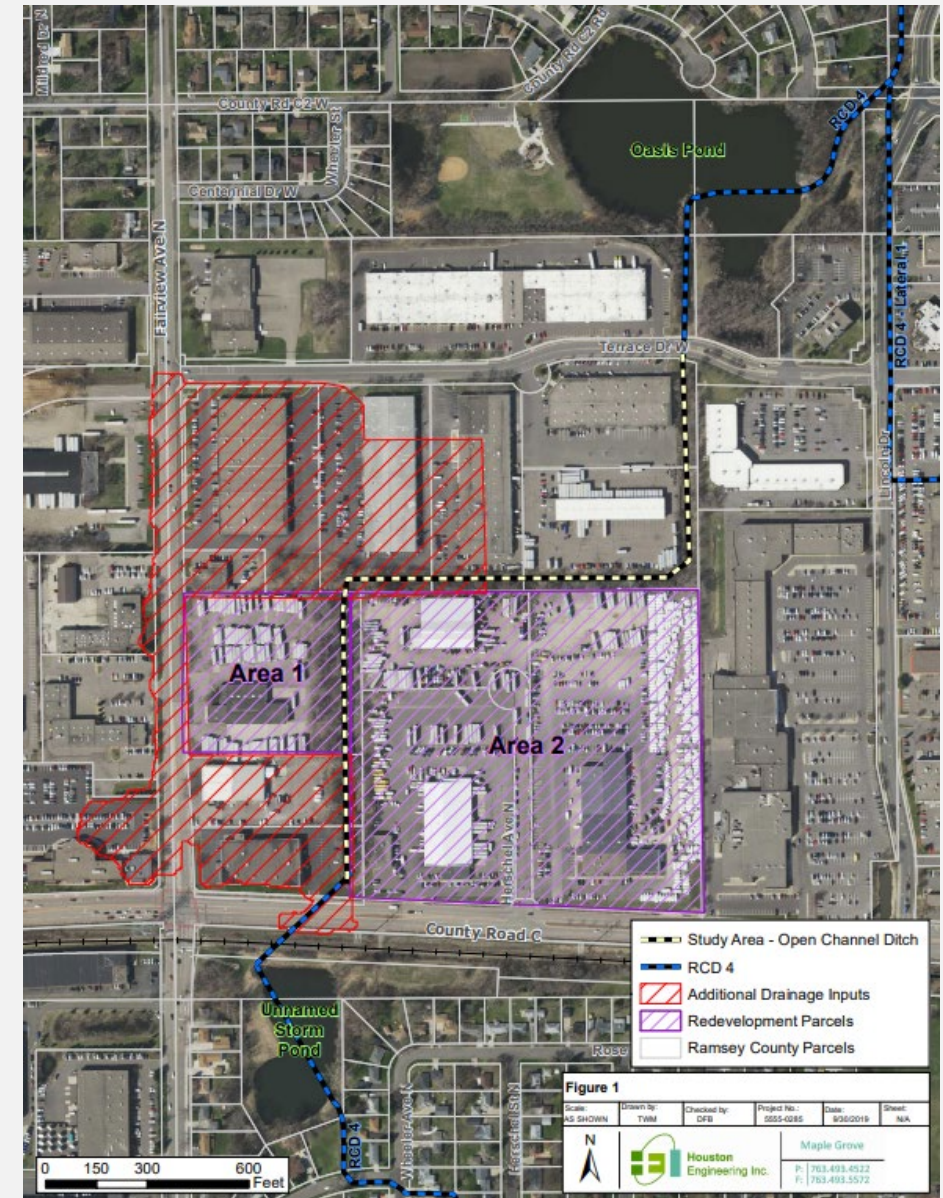


Twin Lakes Trail

Project Background

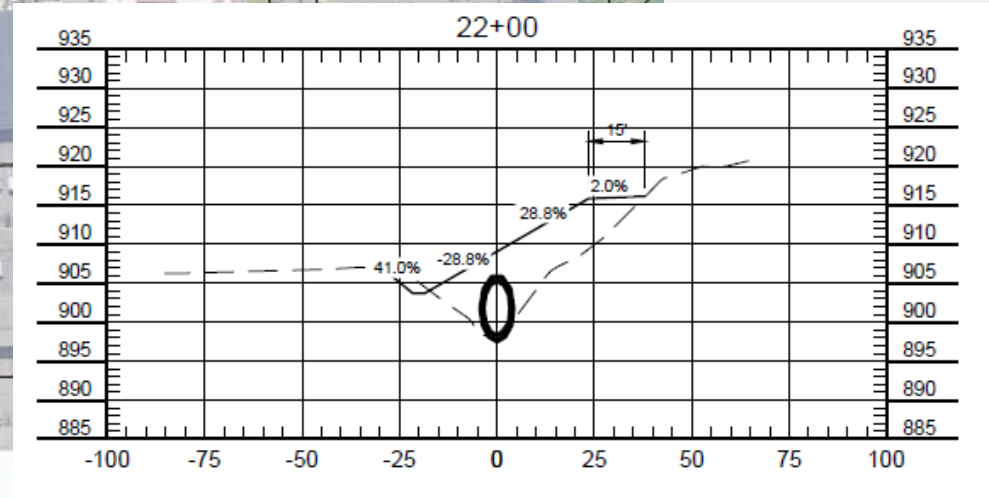
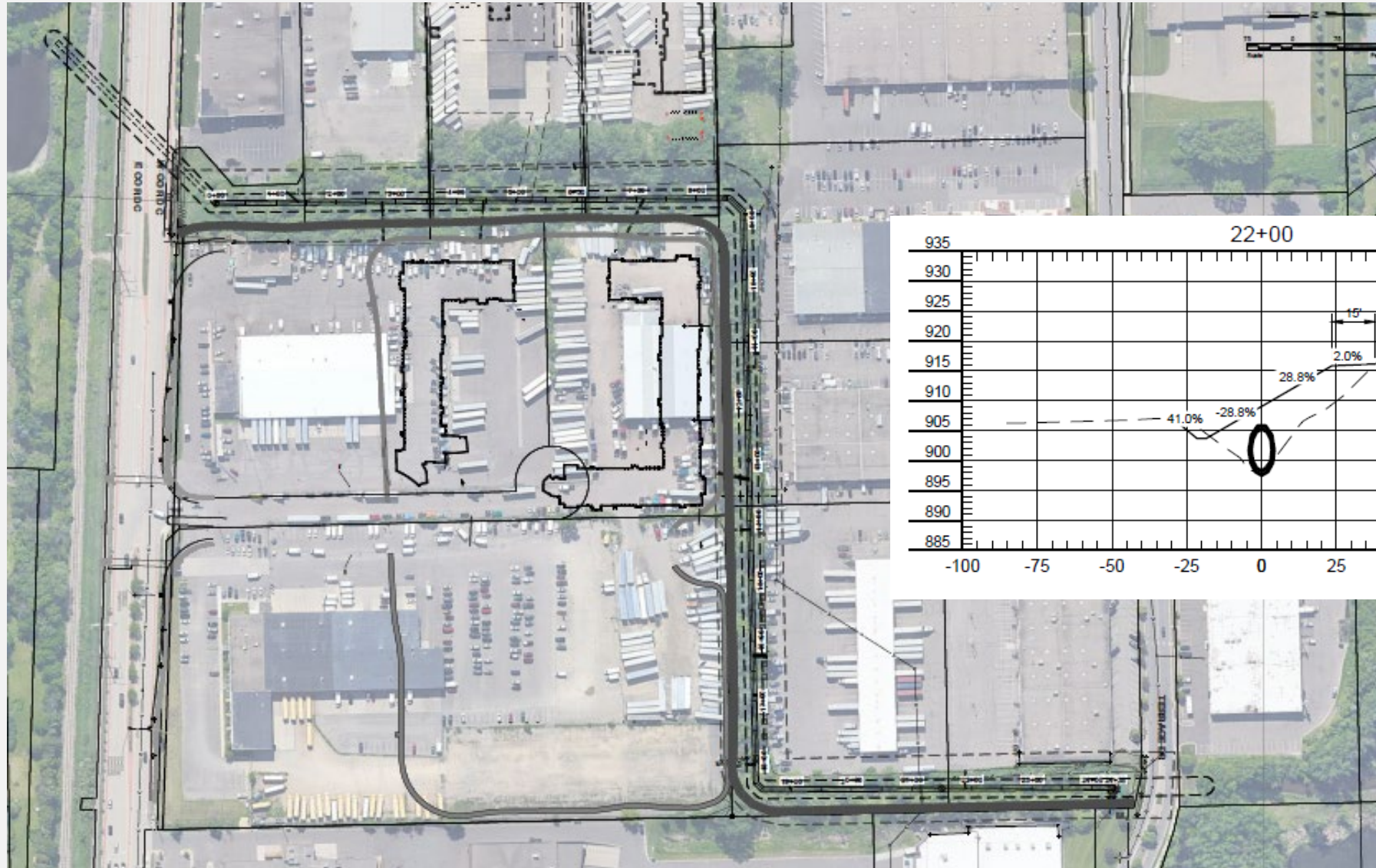
Twin Lakes Area Developments

- Fairview Avenue Addition (Area 1)
 - Tareen Dermatology
 - Medical office building
 - Isaac Apartments
 - 127 market rate apartments
- Twin Lakes Station Plat (Area 2)
 - Oasis at Twin Lakes Phase 1
 - 228 units apartments
 - Under construction
 - Oasis at Twin Lakes Phase 2
 - 277 senior living apartments
 - Commercial Development



Twin Lakes Trail

Project Layout



Twin Lakes Trail

Project Details

Project Funding

- ~\$3.3 million
 - RCWD Funding
 - Watershed Management Area (Assessments for the pipe project)
 - City Storm Sewer Funds
 - Adjacent Development Funds

Project Schedule

- Finalize Plans January
- Start Construction RCD 4 & Ditch early spring 2021
- Final Construction RCD 4 – end of July
- Final construction of Twin Lakes Trail phase 1 – September 2021
- Phase 2 – Unknown at this time

Twin Lakes Trail

Phase 2

Should the connection be made?

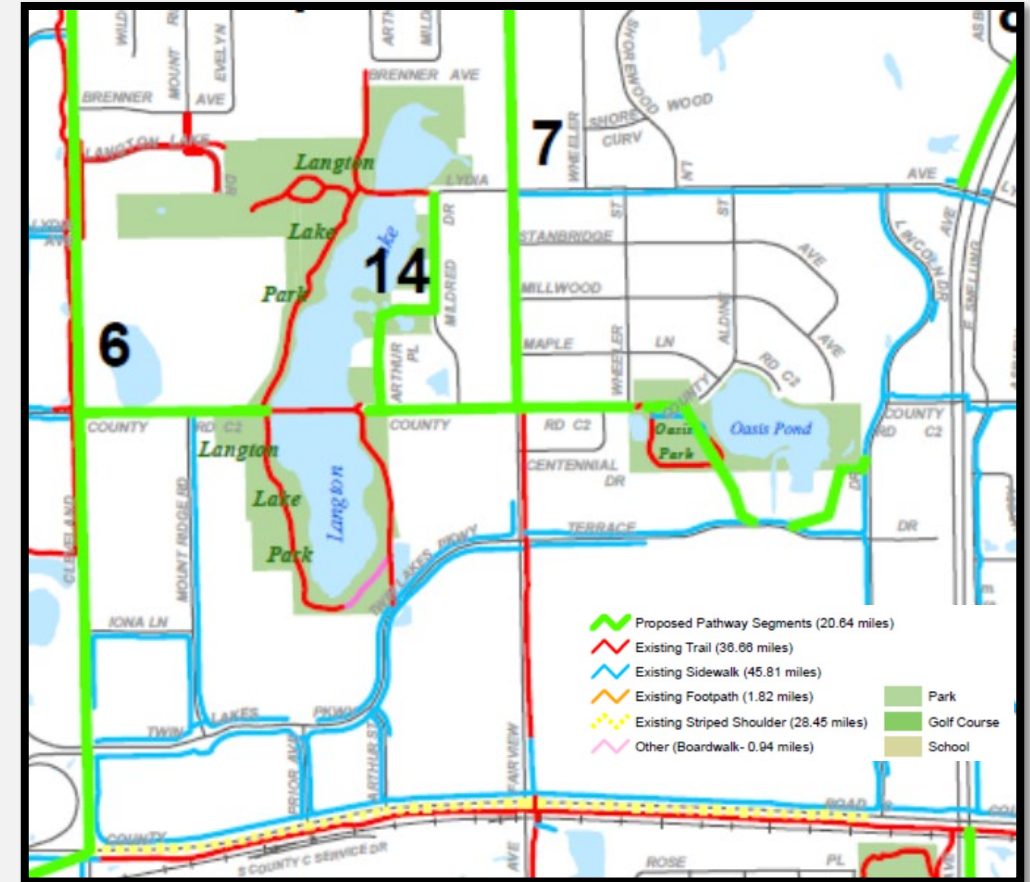
- Input from residents
- Connection shown in the 2018 pathway master plan

Feasibility

- Constructability
 - Can it be built?
- Easements
 - Trail easement likely required
- Cost
 - Are adequate funds available?

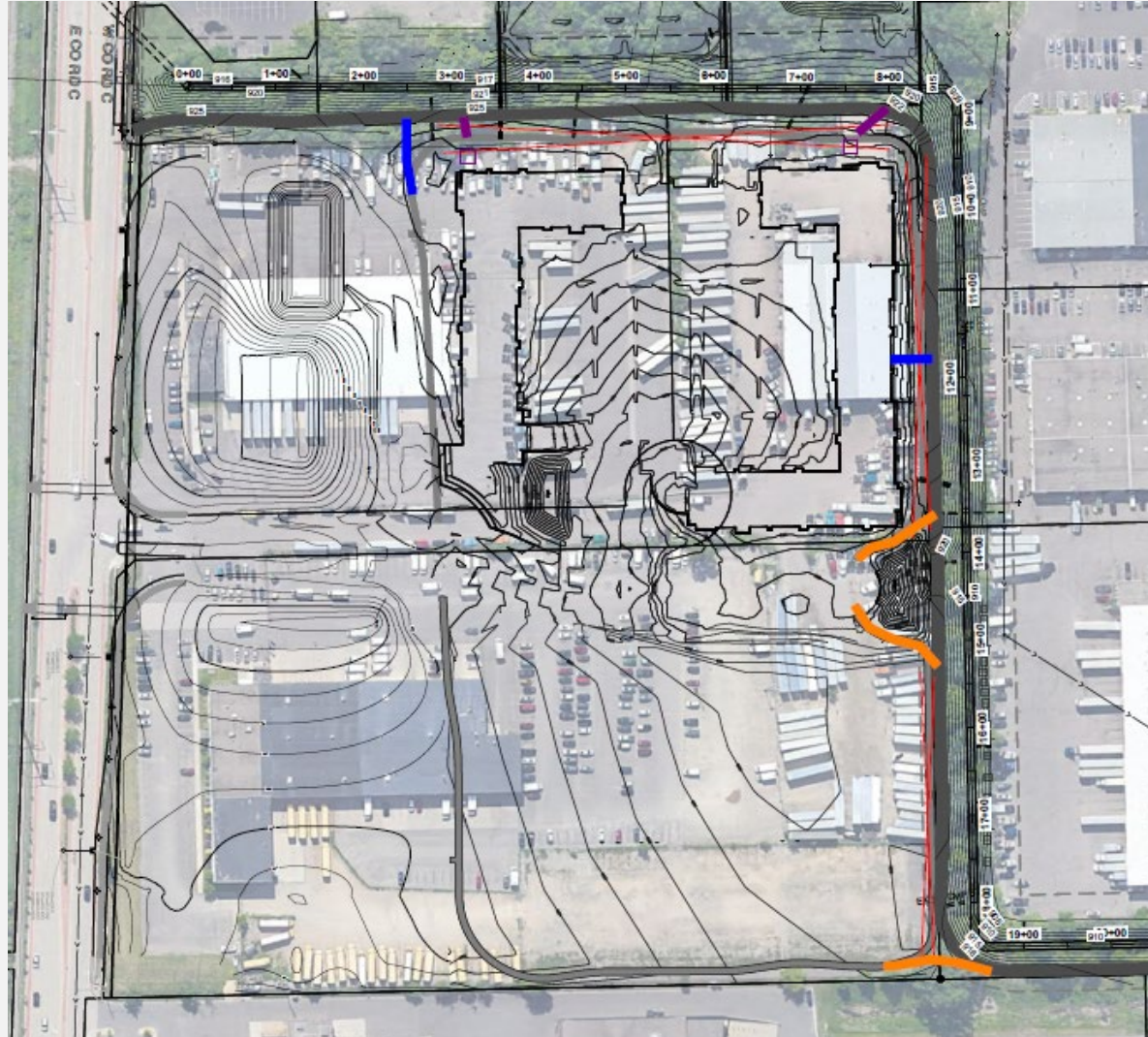
Timing

- If this phase moves forward, it would be likely done as a separate project from phase 1
- Could occur later this year if easements are acquired and if funds are available



Twin Lakes Trail

Trail Connections



Twin Lakes Trail

Phase 2



Twin Lakes Trail

Phase 2



Questions?

Jesse Freihammer
City Engineer/Assistant Public Works Director
Jesse.freihammer@cityofroseville.com
651-792-7042

Project Webpage:
www.cityofroseville.com/twinlakestrail

QUESTION REPORT

Report Generated: 12/23/2020 15:48

Topic	Webinar ID	Actual Start Time	Actual Duration (minutes)	# Question
Twin Lakes Trail Project - Community Meeting 2	865 5943 3939	12/21/2020 17:37	74	33

Question Details

#	Question	Asker Name	Asker Email	Answer(s)
1	"I missed the first few minutes. What were the objectives of this project?"	Eric Boyles		live answered
2	"With 632 units being built, I am in no way a fan of funneling those folks into Oasis Park. The park just doesn't seem large enough to handle that many people. What would the benefit be for us in the Oasis Park neighborhood? Are there any plans for cleaning up Oasis Pond? It's absolutely filthy with trash."	Greg Solberg		live answered
3	"Has thought been put into how usage of Oasis Park may be affected by the potential Phase 2? It seems that given the park's small size, it would easily be overwhelmed. Additionally, from a parks usage perspective, is connection to Oasis Park necessary given the close proximity of Rosebrook Park to the new development?"	Leon Wells		live answered
4	Is the new residential development creating some on site green space?	daniel VanBergen		live answered
5	What is the likelihood of the phase 2 going forward?	Eric Boyles		live answered

- 6 Concern for additional access to a small neighborhood park.
Craig Erickson
[REDACTED]
live answered
- 7 Repeat questions - we can't see them
daniel VanBergen
[REDACTED]
live answered
- 8 Rosebrook park does seem closer.
Eric Boyles
[REDACTED]
live answered
- 9 Geographically-speaking.
Eric Boyles
[REDACTED]
live answered
- 10 "if you are going to connect Oasis to Langton, would you create a light/pedestrian to cross Fairview"
daniel VanBergen
[REDACTED]
live answered
- 11 will a pedestrian crossing be made accross Fairview Ave on Cty Rd C to link Oasis Park with Langhton Park?
Adam Wigfield
[REDACTED]
live answered
- 12 Is there a plan for the drainage ditch that goes between oasis and johanna in the future? What was the blue line in the previous graphic that heads north toward snelling? I too am not a fan of drawing more traffic into oasis park. With this many units going in why wasn't a plan put in place for a play area within the development?
Sam Fiscuer
[REDACTED]
live answered
- 13 "For Phase 2. There is not a wide area between the fence and the pond, most of it is a steep hill, and all of it is wooded. How do you plan on building a trail there?"
Cassandra Yunker
[REDACTED]
live answered

- 14 "Also, circulation into the neighborhoods will increase and that is a concern for additional crime and pedestrians on the streets."
Craig Erickson
[REDACTED]
live answered
- 15 Great point Lisa.
Eric Boyles
[REDACTED]
live answered
- 16 This path seems like it would need to remove quite a few trees and that would lose some of the beauty of the park. Is that a concern?
daniel VanBergen
[REDACTED]
live answered
- 17 Thank you for holding this meeting. Will the residents around Oasis be notified via letters with next steps?
Eric Boyles
[REDACTED]
live answered
- 18 What about the north trunk to little Johanna?
Craig Erickson
[REDACTED]
live answered
- 19 "I thought I saw that the developer will be paying the costs for the connection to Oasis, is this correct?"
Lisa McCormick
[REDACTED]
live answered
- 20 Did they mean County Road C2?
Eric Boyles
[REDACTED]
live answered
- 21 What would the benefit be for us in the Oasis Park neighborhood if phase two were to happen?
Greg Solberg
[REDACTED]
live answered
- 22 thanks for all your hard work
Sam Fiscuer
[REDACTED]
live answered

- 23 "Moving from questions to comments: Just so you, and the council have the feedback from the neighbors. I have major concerns about phase 2, and I don't believe it would be good for the neighbors around Oasis Park."
Eric Boyles
[REDACTED]
live answered
- 24 How much more water do you expect will enter Oasis Pond with the new development?
Greg Solberg
[REDACTED]
live answered
- 25 "Jesse, I have another question."
Lisa McCormick
[REDACTED]
live answered
- 26 "Sorry, I have another question - not just the one about cost. "
Lisa McCormick
[REDACTED]
live answered
- 27 "Not that is it part of this project, but what will happen to the old truck depot north of Twin Lakes Parkway east of Mt Ridge Road? If that is also housing, we will be adding a lot more people to these parks."
Eric Boyles
[REDACTED]
live answered
- 28 To what extent has the developer of the new units on County C been involved in discussions regarding Phase 2? Has the developer taken a position as to what it would like to see?
Leon Wells
[REDACTED]
live answered
- 29 "I'm supportive of providing access to all people to the parks, but phase 2 seems like it would greatly change the look and feel of the park. It would be nice to keep some areas somewhat rustic. Balance between access and outdoors seems essential. There is good access to Langton Lake which seems better able to handle the numbers and traffic."
daniel VanBergen
[REDACTED]
live answered

- 30 just one question and sorry if you answered this- will we be allowed to give input again if there is a decision to proceed
Adam Wigfield
[REDACTED]
live answered
- 31 "Thank you, please keep the letters with notifications coming."
Eric Boyles
[REDACTED]
live answered
- 32 Thanks for answering all the questions
Sam Fiscuer
[REDACTED]
live answered
- 33 Thank you for hosting this meeting
daniel VanBergen
[REDACTED]
live answered

Oasis Park Meeting Notes

June 3, 6pm – 8pm

Kat Smith – [REDACTED]

Eric Wolhowe – [REDACTED]

Lisa Bruhn – [REDACTED]

Tavia Lundquist – [REDACTED]

Carolyn and Marty Lundeen – [REDACTED]

Linda Wigfield – [REDACTED]

Nicole Hudella – [REDACTED]

Lisa McCormic

Bill/Peg Conrad

Nancy Irsfeld

Craig Erickson

Eric Boyles – [REDACTED]

John Stradinger

Pat Kessler

Jean Korupp

NOTES

- Some neighborhood concerns about changing the character of the neighborhood
- Worried that the park cannot handle the increased volume
 - Staff discussed how planned amenities in new developments will meet many of the needs
- Most if not all in attendance already use this access point, but do not want others to
 - Staff shared how this is an equity issue as the current path is not ADA or accessible to anyone who has even moderate mobility issues.
- Several like having access to Terrace Area but say the existing footpath is sufficient
- Concerns that part of the Twin Lakes Development is Section 8
- Concern that the trail may be driven on by cars
- Several residents requested safe crossing at C2 and Fairview

- One concern was raised about crime
 - Staff mentioned how the path would contain lighting and actually open the area up
- One resident mentioned that he thought that the city needs to either put the path in or block all access as the current path is not safe.
- One resident mentioned a concern that a more visible access could make Oasis park more appealing to homeless.
 - Staff shared that homelessness is a challenging issue and that the city's desire is to find services and help for homeless.
 - Also shared that in our recent experiences, homeless encampments are more likely to occur in less open and overgrown area, such as the current pathway, as opposed to the proposed path.
- Resident asked about whether other developments have impacted parks and neighborhoods negatively.
 - Staff stated that from a parks perspective, we haven't seen "worst fears" come true – there are some times increased usage, but we haven't seen parks become overrun or change in character based on new development at this time.

PUBLIC COMMENT

From: Basir Tareen
Sent: Sunday, December 13, 2020 9:18 PM
To: Ryan Johnson ; Tammi Salwei
Subject: RCD4 Project

Caution: This email originated outside our organization; please use caution.

Dear Ryan,

We are really excited about the idea of a walking/running/bike trail behind the parking lot at the new Roseville Health building. What an improvement to the neighborhood and this whole area. We will have a few of our employees at the virtual meeting, but I wanted to pass along some suggestions.

1. It would be great for patients and our staff to have easy access to the trail from our parking lot. (some sort of cut out?). I'm sure the new apartment building would ideally have something similar.
2. It would be extremely beneficial to have walking access from the trail to the new retail/residential area planned on the other side of the ditch. I'm envisioning patients and staff walking over some type of little walking bridge to grab lunch or visit the retail area.
3. It would be great to have some type of small seating area with park benches or picnic tables along the trail where people could sit outside during lunch breaks or residents from the apartment buildings could take kids outside for a picnic.
4. As long as we are doing the project in 2021, would it make sense just to do phase I and phase II all at the same time? I'm guessing there would be some economic savings -- especially since phase II seems like a smaller project than phase I.

Thank you for doing this project!

sincerely,

Basir Tareen, MD

From: Greg Solberg <[REDACTED]>
 Sent: Sunday, December 27, 2020 4:29 AM
 To: Jesse Freihammer <Jesse.Freihammer@cityofroseville.com>
 Subject: Twin Lakes Trail Project

Caution: This email originated outside our organization; please use caution.

Hi Jesse,
 Some thoughts...

Concerning phase 1 and what could be done with the ground on top of the drainage pipe they're installing. How about a nice long strip of pollinator friendly plants that are not only beautiful, but

functional as well? Add a few trees in there too. Much more pleasing than a 10 foot wide strip of asphalt.

If phase 2 happens, we in the neighborhood will have a 10 foot wide asphalt trail that leads into an apt complex. I personally am not seeing much of a benefit for us. There's a sidewalk on every street around the new development. Cty Rd C, Fairview, Terrace, and Lincoln all have sidewalks. If I want to get from Lincoln to Fairview, I can use the sidewalk. If I want to walk to Byerly's I can use the sidewalk.

If the apt folks want to come to Oasis, why can't they use the street or the sidewalk? If I want to visit Oasis park - I walk, bike, drive, etc...using the street.

Thank you,
Greg Solberg

From: Leon Wells <[REDACTED]>
Sent: Monday, December 21, 2020 7:49 PM
To: Jesse Freihammer <Jesse.Freihammer@cityofroseville.com>; Jim Taylor <Jim.Taylor@cityofroseville.com>; Matthew Johnson <Matthew.Johnson@cityofroseville.com>
Subject: Twin Lakes Trail Project - Phase 2 (Terrace to Oasis Park)

Caution: This email originated outside our organization; please use caution.

Messrs. Freihammer, Taylor, and Johnson--

Thank you for hosting the community meeting tonight regarding the planned Phase 1 and potential Phase 2 of the Twin Lakes Trail Project. I found the meeting and your responses to community questions very informative, and I appreciate the professionalism and courtesy you all displayed in answering them.

Less than two weeks ago, my wife and I moved to Roseville and the Oasis Park area from Minneapolis. One of the many things that attracted us to the area (and our new home in particular) was the small, neighborhood feel of Oasis Park--which, coupled with its tucked away nature, is perhaps the park's greatest asset. Indeed, the fact that the park is not currently subject to the same thru-traffic as many other parks gives it the feeling of being a very safe and family-friendly area (particularly when compared to the park system we just came from in Minneapolis). It is unlikely to surprise you then when I say that I have serious concerns with--and am currently **strongly opposed** to--the proposed Phase 2 and the possibility of opening the park to thru-traffic from what is essentially a commercial, urbanized sector of the city.

Although I certainly understand that greater access to parks is generally a good thing, and that everyone has a right to enjoy community assets (like parks and other public green spaces), serious thought needs to be given not just to the supposed benefits that Phase 2 will confer on the new developments just north of County C, but also to the possible negative outcomes that Phase 2 will have both on Oasis Park (e.g., overwhelming usage and traffic) and on the community immediately surrounding Oasis Park. To be sure, should Phase 2 go forward, more and more non-residents of the Oasis Park neighborhood will flow through the area, which will invariably lead to a gradual erosion of confidence (of Oasis Park-area

residents) in the peacefulness and safety of the neighborhood, which will in turn lead to a serious decline in the overall quality of life for those living immediately adjacent to Oasis Park. (And the idea that slightly easier access to the Lunds & Byerly's on County C--or any other business--via a walking trail would be a worthwhile benefit / tradeoff to those of us living in the Oasis Park neighborhood is simply wishful thinking.)

Again, thank you for the time you spent answering questions this evening, and I look forward to hearing more about the proposed Phase 2--but mostly I hope to hear that there will be no plans to move forward with it.

Sincerely,

Leon Wells
2920 Aldine St., Roseville
[REDACTED]

From: Erik Wolhowe
Sent: Saturday, June 5, 2021 11:08 AM
To: Matthew Johnson
Subject: Proposed trail to Oasis Park

Caution: This email originated outside our organization; please use caution.

Matthew,

I was at the meeting on Thursday and heard your presentation. I would like to commend you and the others from the city on how well you handled the meeting. There are obviously some strong opinions on this project, mostly against the trail. From my perspective, you encouraged the discussion in a meaningful way. Good job .

My view on the topic is that the trail will exist regardless of whether it is improved or not. I use it and so do many others as evidenced by the beaten path even in the winter months. I encourage the improvement on safety reasons.

Regards,

Erik Wolhowe
1778 Lydia

From: Steve Gjerdingen <[REDACTED]>
Sent: Monday, September 28, 2020 9:45 AM
To: RV Info <info@cityofroseville.com>
Subject: Question about Oasis at Twin Lakes Station project

Caution: This email originated outside our organization; please use caution.

Hello Roseville staff,

I understand that one of the items on tonight's council meeting agenda is to "approve entering into a professional service agreement for the Twin Lakes Trail improvements". I'm wondering if the trail system will also include connections to the planned "Oasis at Twin Lakes station" development in the immediate vicinity?

--Steve Gjerdingen

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date:

10/23/2023

Item No.:

10.g.

Department Approval



City Manager Approval



Item Description:

Approve Final Payment for 2023 Pavement Management Project

Background

On May 8, 2023, the City Council awarded the 2023 Pavement Management Project to T.A. Schifsky & Sons, Inc. Work completed under the contract totaled \$1,112,224.35. The work was successfully completed during the 2023 season and the project is ready to be closed out.

P-23-04 2023 Pavement Management Project – street mill and overlay, curb repairs, minor utility work, and pedestrian ramp construction in various locations (Attachment 3).

City policy requires that the following items be completed to finalize a construction contract:

Certification from the City Engineer verifying that all of the work has been completed in accordance with plans and specifications (Attachment 2).

A resolution by the City Council accepting the contract and beginning the one-year warranty.

Policy Objectives

It is City policy to keep City-owned infrastructure in good operating condition and to keep systems operating in a safe condition.

Racial Equity Impact Summary

There should be no equity impacts associated with this final payment. The project as a whole benefited all residents and property owners in the area by providing improved pavements and upgraded pedestrian ramps.

Budget Implications

The final contract amount, \$1,112,224.35, is just under the awarded amount of \$1,114,979.24.

This project was financed using utility funds and street infrastructure funds. Private assessments in the amount of \$25,500 were collected for sanitary sewer service upgrades.

Additional project costs for testing and other miscellaneous expenses totaled \$2,168.75 and were charged to the street infrastructure fund.

Staff Recommendations

The work completed was in accordance with project plans and specifications. Staff recommends the City Council approve a resolution accepting the work completed as the 2023 Pavement Management Project and authorize final payment of \$55,611.22 to T.A. Schifsky & Sons, Inc.

Requested Council Action

Motion to adopt the resolution accepting the work completed as 2023 Pavement Management Project, starting the one-year warranty and authorizing final payment of \$55,611.22.

Prepared by: Jennifer Lowry, Assistant Public Works Director / City Engineer

Attachments:

1. Resolution
2. Certification from City Engineer
3. Project Map

STATE OF MINNESOTA)
) ss
COUNTY OF RAMSEY)

I, the undersigned, being the duly qualified City Manager of the City of Roseville, County of Ramsey, State of Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a regular meeting of said City Council held on the 23rd day of October, 2023, with the original thereof on file in my office.

WITNESS MY HAND officially as such Manager this 23rd day of October, 2023.

Patrick Trudgeon, City Manager

(SEAL)



October 23, 2023

TO THE CITY COUNCIL, CITY OF ROSEVILLE, MINNESOTA

RE: 2023 Pavement Management Project
Contract Acceptance and Final Payment

Dear Council Members:

I have reviewed the work executed as a part of the Pavement Management Project. I find that this contract has been fully completed in all respects according to the plans, specifications, and the contract. I therefore recommend that final payment be made from the improvement funds to the contractors for the balance on the contract as follows:

Original Contract amount (based on estimated quantities)	\$1,114,979.24
Actual amount due (based on actual quantities)	\$1,112,224.35
Previous payments	<u>\$1,056,613.13</u>
Balance Due	\$ 55,611.22

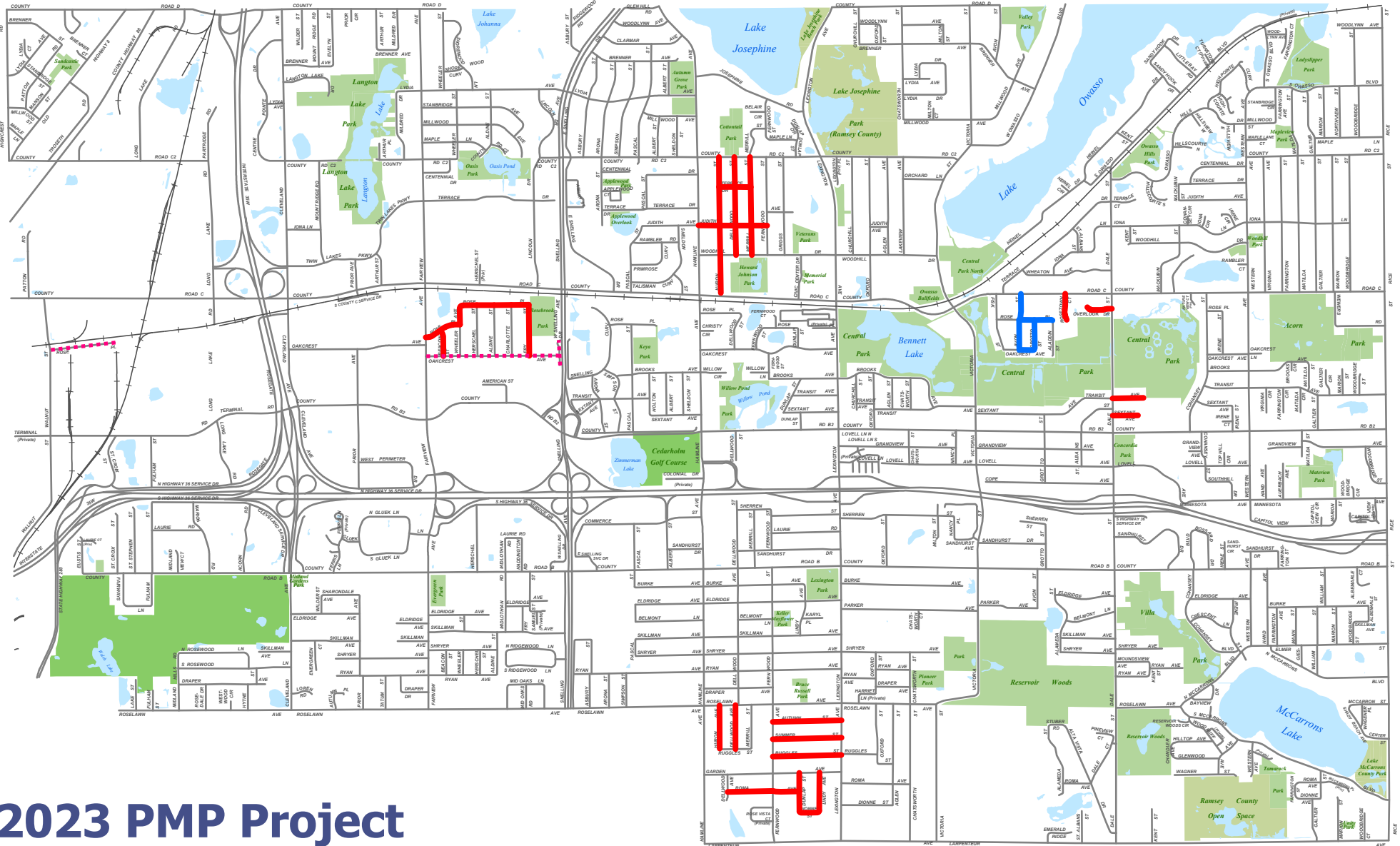
The construction costs for this project have been funded as follows:

Local Street	\$1,028,392.80
Assessments (Sanitary Services)	\$ 23,854.20
Water Utility Fund	\$ 15,822.75
Storm Sewer Utility Fund	\$ 44,154.60

Please let me know if you have any questions or concerns and would like more information.

Sincerely,

Jennifer Lowry, P.E.
City Engineer/Asst. Public Works Director
651-792-7042
jennifer.lowry@cityofroseville.com



2023 PMP Project

- 2023 Mill & Overlay (4.47 miles)
- 2023 Mill & Overlay Alternative (0.49 miles)
- proposed change order #1

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date:

10/23/2023

Item No.:

10.h.

Department Approval



City Manager Approval



Item Description:

Receive Feasibility Report and Order Public Hearing for County Road B Reconstruction Project

Background

County Road B was constructed in the 1950's and most recently resurfaced in 2007. Following the August 2007 collapse of the I-35 W bridge over the Mississippi River, Minnesota Department of Transportation (MnDOT) took steps to aid in a more efficient operation of Trunk Highway (TH) 280, which included closing access from County Road B. County Road B from its western terminus to Cleveland Avenue was determined to serve a local function only, and in August 2014 this segment of County Road B changed jurisdiction from Ramsey County to the City of Roseville.

On January 31, 2022, the Roseville City Council ordered the preparation of a feasibility report for the 2024 reconstruction of County Road B from Eustis Street to Cleveland Avenue.

City staff has held four public information meetings with residents living along and near the project. Meetings were held June 17, 2021, to introduce the project; September 16, 2021, to discuss four layout options; August 16, 2022, to discuss two layout options; and October 12, 2023, to present the staff-recommended layout, next steps, and the assessment process.

Design elements debated during the design process have included the presence of medians, the presence and location of parking, the location of an off-road pathway, and the Fulham Street intersection alignment.

In accordance with City Council direction, a feasibility report has been prepared that details design element considerations and the public engagements that resulted in the

recommended layout. The report also includes the preliminary cost estimates, proposed funding, and a preliminary assessment roll.

At the November 6, 2023 Council meeting, staff intends to present the information in the feasibility report, the recommended layout, the proposed project schedule, the special assessment process, funding, and next steps. When directed, staff will begin preparation of the construction plans.

Prior to that, Council needs to receive the feasibility report and schedule a public hearing. Letters will then be sent to properties who are subject to the special assessment, notifying them of the public hearing and noting their preliminary assessment dollar amount.

Policy Objectives

It is City policy to keep City-owned infrastructure in good operating condition, to keep systems operating in a safe condition, and to plan for and support a multimodal transportation system that moves people and goods safely and efficiently.

Racial Equity Impact Summary

The project was chosen because it is the oldest road within the City’s jurisdiction. It is overdue for replacement and is the last County turnback road which needs to be brought up to City standards. There is not currently another city road in need of full replacement, regardless of community demographics. The project will benefit all residents and property owners in the area by providing improved pavements, improvement to stormwater runoff, and an ADA-compliant pathway to provide safer and better connection to nearby parks and paths. Special Assessments levied are typically payable over 10 years; however, there is an established process to apply for hardship deferral of payments.

Budget Implications

The \$2,000,000 estimated project costs have been budgeted for in the Capital Improvement Plan for 2024 construction. Assessments are per the adopted Special Assessment Policy.

EXPENDITURES	
Street construction	\$1,250,000
Pathway construction	\$200,000
Stormwater improvements	\$425,000
Sanitary sewer repairs	\$25,000
Watermain repairs/improvements	\$100,000
Estimated Total Expenditure	\$2,000,000

REVENUE	
Municipal State Aid Funds	\$784,000

REVENUE

Street Fund	\$500,000
Stormwater Fund	\$425,000
Sanitary Fund	\$25,000
Water Fund	\$100,000
Special Assessments	\$166,000
Estimated Total Revenue	\$2,000,000

Staff Recommendations

Staff recommends that the City Council receive the feasibility report and order a public improvement hearing for the County Road B Reconstruction Project for November 6, 2023 at 6:00 p.m.

Requested Council Action

Adoption of a resolution receiving the feasibility report and ordering a public improvement hearing for the County Road B Reconstruction Project for November 6, 2023 at 6:00 p.m.

Prepared by: Jennifer Lowry, Assistant Public Works Director / City Engineer

Attachments:

1. Resolution
2. Feasibility Report

**EXTRACT OF MINUTES OF MEETING
OF THE
CITY COUNCIL OF THE CITY OF ROSEVILLE**

* * * * *

Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Roseville, County of Ramsey, Minnesota was duly held on the 23rd day of October, 2023, at 6:00 p.m.

The following members were present: and and the following were absent: .

Member introduced the following resolution and moved its adoption:

RESOLUTION No.

**RECEIVE THE FEASIBILITY REPORT FOR COUNTY ROAD B
RECONSTRUCTION AND ORDERING PUBLIC HEARING FOR
IMPROVEMENT**

WHEREAS, pursuant to resolution of the Council adopted January 31, 2022, a report has been prepared by the City Engineer with reference to the improvement of County Road B, between Eustis Street and Cleveland Avenue; and

WHEREAS, the report provides information regarding whether the proposed project is necessary, cost effective, and feasible; whether it should best be made as proposed or in connection with some other improvement; the estimated cost of the improvement as recommended; and a description of the methodology used to calculate individual assessments for affected parcels.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Roseville, Minnesota, as follows:

1. The City Council will consider the improvement of such streets in accordance with the report and the assessment of abutting property for all or a portion of the cost of the improvement pursuant to Minnesota Statutes, Chapter 429, at an estimated total cost of the improvement of \$2,000,000.
2. A public hearing shall be held on such proposed improvement on the 6th day of November, 2023, in the Council Chambers of City Hall at 6:00 p.m. and the City Engineer shall give mailed and published notice of such hearing and improvement as required by law.

38 The motion for the adoption of the foregoing resolution was duly seconded by Member,
39 and upon a vote being taken thereon, the following voted in favor thereof: and
40 and the following voted against the same: .

41

42 WHEREUPON said resolution was declared duly passed and adopted.

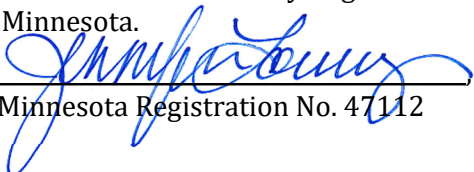


County Road B Reconstruction Feasibility Report



Prepared by: Jennifer Lowry, P.E.
City Engineer
City of Roseville, Minnesota

I hereby certify that this feasibility report was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota.

 P.E. 10/18/2023 Date
Minnesota Registration No. 47112

COUNTY ROAD B RECONSTRUCTION FEASIBILITY REPORT TABLE OF CONTENTS

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INTRODUCTION

On January 31, 2022, the Roseville City Council adopted Resolution No. 11878 ordering the preparation of a Feasibility Report for the reconstruction County Road B from its western terminus at Eustis to Cleveland Avenue, a total of 0.84 miles in length. This report details that investigation.

County Road B was constructed in the 1950's and most recently resurfaced in 2007. Following the August 2007 collapse of the I-35 W bridge over the Mississippi River, Minnesota Department of Transportation (MnDOT) took steps to aid in a more efficient operation of Trunk Highway (TH) 280 which included closing access from County Road B (then also known as County State Aid Highway 25). The removal of access to TH 280 made that segment of County Road B west of Cleveland Avenue a dead-end street and a non-conforming County State Aid Highway, and compelled Ramsey County to remove it from its County State Aid Highway system. County Road B from its western terminus to Cleveland Avenue was determined to serve a local function only. In August 2014, this segment of County Road B changed jurisdiction from Ramsey County to the City of Roseville.

As with other County turnback roads, County Road B, from Cleveland to Fulham, was added to the City's Municipal State Aid system (MSA) in 2021 and is eligible for funding through the City's portion of state gas tax revenues. If MSA dollars are to be used, the roadway must be constructed in accordance with MSA roadway standards. The section of County Road B west of Fulham is not eligible for MSA and will remain a non-MSA city street.

The proposed project includes full depth reconditioning of the street, the construction of non-motorized transportation infrastructure consistent with the City's Comprehensive and Pathway Master Plans, and public utility improvements.

It is expected that if this improvement is approved, the work will start in the spring of 2024, with substantial completion in the fall of 2024. The project was initiated by council/staff as part of our Pavement Management Program. As outlined by state law, projects initiated by council/staff require a 4/5 vote by the City Council for approval.

PUBLIC ENGAGEMENT

The public engagement process for this proposed project consisted of four neighborhood meetings in 2021-2023. Meeting notices were mailed in advance to all property owners and tenants in the area bound by Highway 26 to the north, Highway 280 to the west, Cleveland Avenue to the east and the Midland Hills Golf Course to the south. Materials shared at the meetings were also shared on the project webpage.

The first meeting was a virtual Zoom meeting held at 6:00 p. m. on June 17, 2021, where staff presented information regarding the proposed reconstruction project, construction process and assessment policy. Residents provided input regarding neighborhood concerns along the corridor. Among these were: 48 accounts signed into the Zoom meeting.

A parking survey was done August 24 through September 10, 2021. Staff sent a parking survey to residents on County Road B and the adjacent neighborhoods to gauge the needs for parking.

The second meeting was on September 16, 2021 at Lexington Park, where staff showed the residents four proposed street designs (options A-D), and parking survey and speed count information. Attendees from six addresses signed in at the meeting. The following layouts were shared at the meeting:

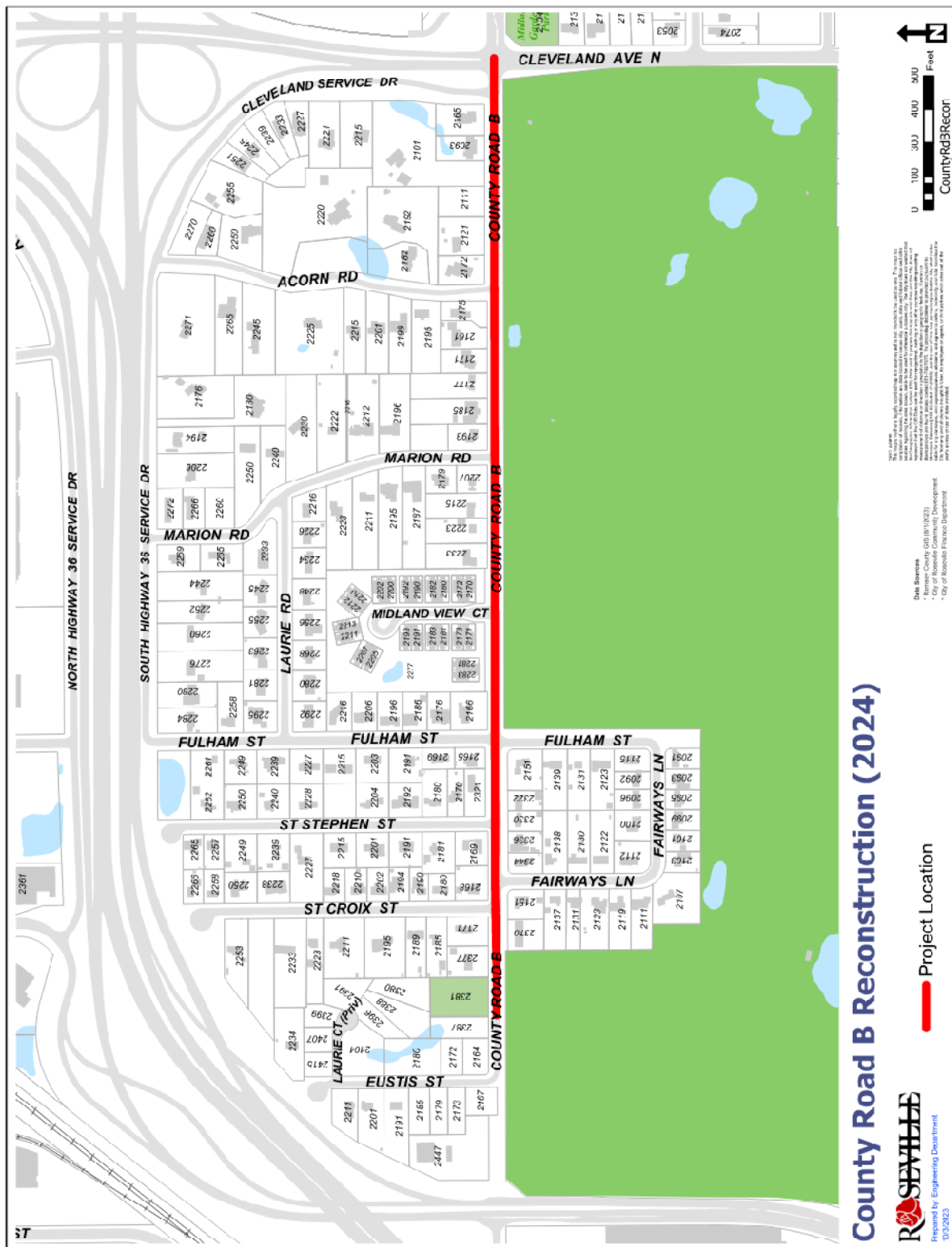
- Option A: 12' drive lanes, 6' boulevard, 8' trail; trail on south side east of St Croix and on the north side west of St. Croix.
- Option B: same as Option A plus a few 7' parking bays
- Option C: same as Option A plus medians on both sides of intersections at Acorn, Midland View, and Fulham.
- Option D: same as Option A except no curb on South side from roughly Cleveland to Fulham.

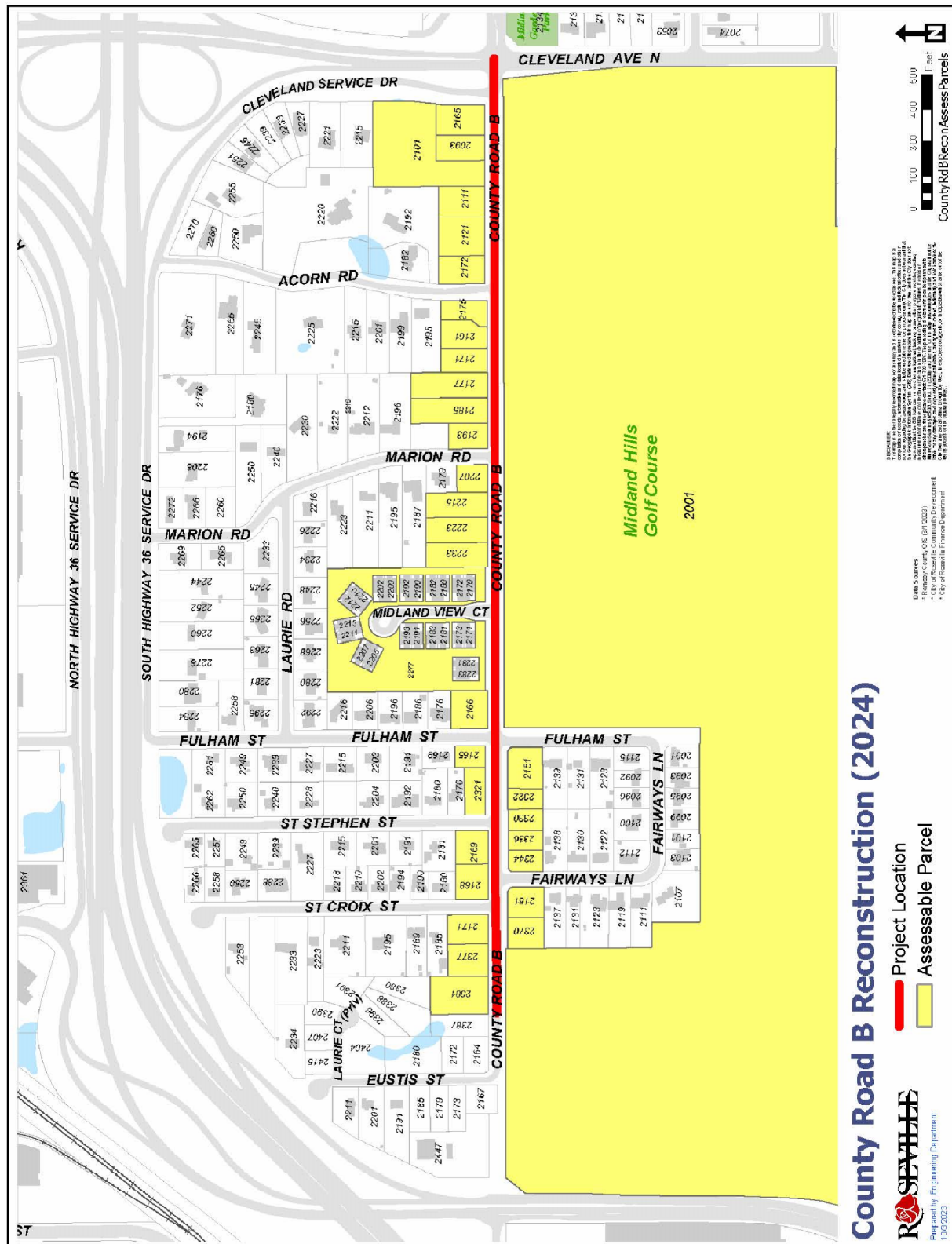
The third meeting was on August 16, 2022 at Roseville City Hall, where staff presented two layouts, proposed project funding and schedule, information on the assessment process, and a preliminary grading and drainage plan. Attendees from 19 addresses signed in at the meeting. The following layouts were shared at the meeting:

Concept B2 and Concept C2, without and with a center median respectively, both showed 12' drive lanes, 6' boulevard, 8' trail, and modified locations for 7' parking bays based on comments received from residents. The trail location west of Fulham was shown in different locations on the layouts - trail switched to north side either just west of Fulham or just west of St Croix. The decision on the trail location is independent of the decision of the presence/absence of a center medians. Additionally, Fulham south of County Road B was proposed to be shifted east as it approached the intersection to better align within the existing right-of-way and with Fulham north of the intersection.

The fourth meeting was held October 12, 2023 at Corpus Christi Catholic Church where the staff recommended layout, project's next steps and schedule, and assessment process were shared. Over 62 people signed-in at the meeting, but it appeared that attendance was closer to 80. This report summarizes the design elements that were discussed during the public engagement process and the input received from the public.

Location Map





CONCLUSIONS & RECOMMENDATIONS

The following is a summary of the recommendations discussed in this report.

- A. All portions of the project proposed are feasible.
- B. Estimated project cost and proposed funding:

EXPENDITURES

Street construction	\$1,250,000
pathway construction	\$200,000
stormwater improvements	\$425,000
sanitary sewer repairs	\$25,000
watermain	
repairs/improvements	\$100,000
Estimated total expenditure	\$2,000,000

REVENUE

Municipal State Aid Funds	\$784,000
Street Fund	\$500,000
Stormwater Fund	\$425,000
Sanitary Fund	\$25,000
Water Fund	\$100,000
Special Assessments	\$166,000
Estimated total revenue	\$2,000,000

- C. Construct the project in 2024
- D. Construct an 8 foot wide bituminous path along the south side of County Road B from Cleveland to Fulham, then crossing to the north and continuing to the new city park.
- E. Provide a 6 foot wide grass boulevard to separate the pathway from the roadway for most of the corridor.
- F. Install a four-way stop the CR B and Fulham intersection.
- G. Construct a 25 foot wide, bituminous street with concrete curb and gutter
- H. Provide 3-4 parking bays to accommodate 3-6 vehicles each
- I. Repair sanitary sewer and watermain infrastructure along the corridor as needed.
- J. Construct storm sewer improvements to address water quality, meet watershed requirements, and address drainage concerns along the corridor.
- K. Schedule a public improvement hearing for the County Road B project on Monday, November 6, 2023.

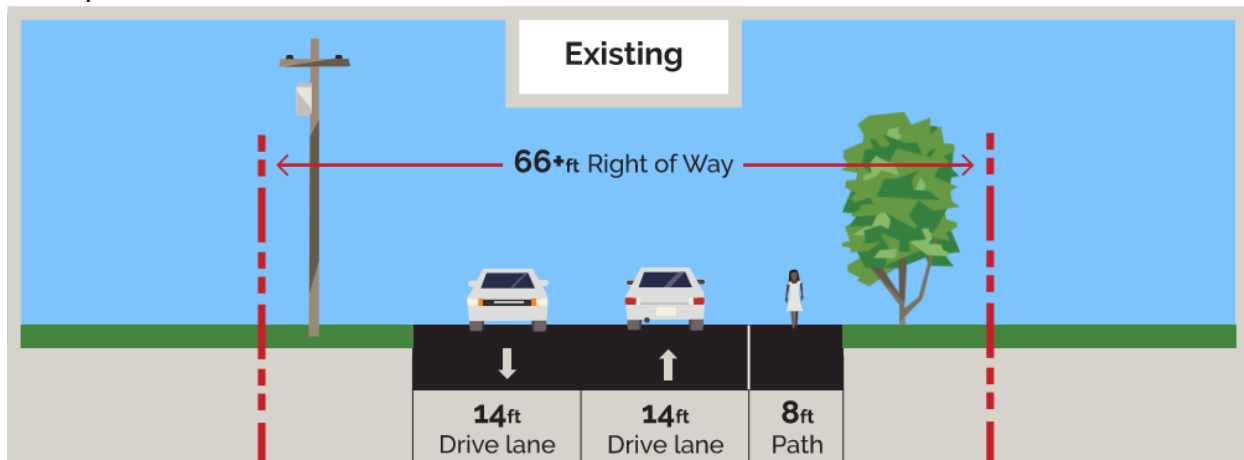
EXISTING CONDITIONS

County Road B is a Collector Street and west of Fulham it is on the City's Municipal State Aid Street (MSAS) system. This roadway was a Ramsey County facility until 2014 when it was officially transferred over to the City's jurisdiction. The properties that abut the road are a part of a mature neighborhood. Land uses in this corridor are as follows:



- LDR (Low Density Residential)
- LMDR (Low to Medium Density Residential): The twinhomes on Midland View Court, the apartment building at the west end of the corridor, and a few undeveloped parcels on the east side of Eustis.
- PR (Parks and Open Space): Midland Hills Golf course is located south side of County Road B and the new city park is located at the west end of the project on the north side of County Road B.

The existing pavement width of the roadway varies in from 32 to 40 feet wide. The road is effectively 32 feet wide with two 14 foot drive lanes and an 8 foot bituminous pathway. The road was constructed in the 1950's and most recently resurfaced in 2007. This County Road B section is primarily a rural design with some gravel shoulders where parking occurs on the north side. The segment has minimal or no ditches. There are some areas where drainage is insufficient and little treatment of stormwater runoff. None of the intersections west of Cleveland, nor the roadway segments have significant crash history.



Special Considerations

- A. Street Design
 - 1. Pavement

The existing pavement width of the roadway varies in from 32 to 40 feet wide. The road is effectively 32 feet wide with two 14 foot drive lanes and an 8 foot bituminous pathway.

From the pavement study, the existing street sections consists of surficial bituminous pavement ranging in thickness from about 3½ to 5½ inches overlying apparent aggregate base materials consisting of silty sands with gravel and gravelly silty sands. The apparent aggregate base material varied from about 6 to 10 inches in thickness. The pavement shows signs of distress, such as transverse and longitudinal cracking, and alligator cracking. There is evidence of previous maintenance, including patching and seal coating. The current Pavement Condition Index rating was 61-75 (Scale 0-100) for from a June 2020 automated survey, however, due to extensive patching in the corridor a 2023 manual rating put several road segments in the 40-60 range.



2. Pathway

The pathway was paved in 2014, at street grade, along the south edge of County Road B. Break away plastic bollards were placed along the double white line for a handful of summers. Bollards are no longer in place.

3. Parking

Parking is currently allowed on the north side of County Road B and on both sides of most side streets. Parking is not allowed on Acorn nor Eustis due to the narrow width of those roadways. There are some areas on the north side of CR B with informal gravel shoulders used for parking. Only occasionally on-site visits has staff noted vehicles parked on the gravel shoulders.

4. Road Alignment

The existing right-of-way varies from 66-88 feet wide. The existing pavement width of the roadway varies in from 32 to 40 feet wide. Given the variability of the right-of-way and pavement widths, the road's centerline is not consistently located in the center of the right-of-way. There are minimal horizontal curves on the existing roadway. Minor vertical curves exist and may need to be adjusted to meet current design standards.

The project corridor has ten street intersections. The intersections and their traffic control are noted below.

- Eustis St was recently reconstructed with the Midland Legacy developments to be an uncontrolled intersection. Reconstruction of County Road B is proposed to start about 200 feet east of the intersection.
- St Croix Street, Fairways Lane, St Stevens Street, Midland View Court N, Marion Road, Acorn Road and Cleveland Service Drive are all streets that tee into County Road B with a stop control only on the side street approach, not on County Road B.
- The intersection with Cleveland is a fully signalized intersection and is not a part of this project's scope.

5. *Traffic Management*

County Road B serves as a minor collector road. Traffic from the neighborhoods to the north and south must use it to get to Cleveland – the only outlet for the neighborhood.

The traffic volume, while high for typical residential streets, is in line for a collector road.

Traffic counts were collected in 2005 (before the TH 280 closure) at 2,650 vehicles per day. In 2007 (after the disconnection from TH 280) there were 1,300 vehicles per day. Speed data was collected in 2019. The 85th percentile speed was determined to be nearly 36 mph. The 85th percentile speed is the speed at which 85% of the traffic is travelling. This segment is signed 30 mph.

Residents noted there are many large trucks that still use the corridor and need to turn around once they realize it no longer connects to TH 280. For this reason, and the address the speeding concerns, there is a desire to make it look less like a County Road. There has also been interest in renaming of the street, for which a process is being developed and will be shared with the requestors when it is available.

B. Stormwater

Stormwater runoff from the road is sheet flow into yards where the boulevard has not been bermed and planted. A few formal and informal rain gardens exist along the corridor. Historic drainage issues have resulted in the city installing drain tile and or storm sewer inlets within the right-of-way/boulevards to prevent standing water after large events. Runoff receives treatment where it percolates into soils, but where picked up by existing storm sewer, some received treatment in existing drainage pond to the northwest of the project. The existing storm sewer along side streets has some capacity remaining. There is room for improvement when addressing existing routing and treatment of existing.

C. City of Roseville Watermain

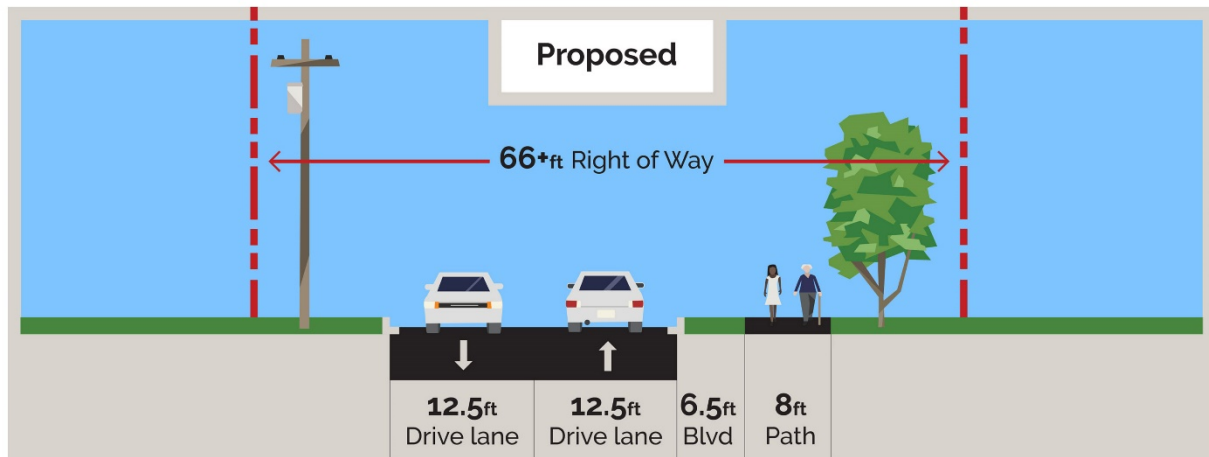
Watermain exists in the corridor and serves all parcels/residents.

D. City of Roseville Sanitary Sewer

- Sanitary sewer along the corridor and serves all parcels/residents.
- E. Private Utilities
- Gas, electric and communications/fiber exist along the corridor. Some are buried and some exist overhead on poles running along the northern right-of-way. Residents have commented on the high frequency which the pole mounted utilities have fallen and on the high frequency that utility crews work on the utility cabinet located along the corridor.
- As with all water and sewer services in Roseville, the property owner owns the service from their building to the watermain or sewer main located in the right-of-way.
- F. Driveways
- As a part of plan preparation, staff will review the size, location and material of all existing driveways in an effort to bring them into conformance with City Code at the time of reconstruction. This primarily means that driveways will be a maximum of 26 feet wide within the right-of-way.
- G. Trees
- A city-wide tree inventory of city owned trees is being completed by the Parks and Recreation Department and will be shared with Public Works. Impacts to or remove of trees will be evaluated in detail design. In 2023 the Northern Long Eared Bat has been declared endangered and impacts to trees in potential nesting areas is discouraged during breeding season.

PROPOSED CONSTRUCTION

The project goals presented at the City Council meeting in 2022 included designing a street that fits the neighborhood and reduced speeds. During public engagement four design elements stood out and were debated during the preliminary design process: the presence of medians, the presence and location of parking, the location of an off-road pathway, and the Fulham Street intersection alignment. The recommended layout proposes the following elements and alignments. The reasoning behind the recommendations and more details on what was heard from public stakeholders is included in the next section of this report.



Pathway

- 8' wide asphalt pathway separated from the road by a grass boulevard
- Pathway on the south side from Cleveland Avenue to Fulham Street
- Pathway on the north side west of Fulham Street

Roadway

- New roadway pavement constructed to 25' wide
- No medians, except for small median at Cleveland Avenue
- New 4-way stop at Fulham Street
- No on-street parking allowed, except at four new parking bays
- No realignment of Fulham Street

Drainage

- Add concrete curb and gutter to route stormwater runoff into storm sewer
- Add daintile where needed to drain existing low spots within the right-of-way

The project's preliminary cost estimate is \$2,000,000. The roadway reconstruction portion of that, \$1,250,000, is proposed to be partially funded per the City's Special Assessment Policy. Residents will be assessed up to 25% of the cost of the roadway (not including pathway construction nor utility improvements). Since a portion of the project is proposed to be assessed, the Chapter 429 process must be followed.

Special Considerations

H. Street Design

1. Pavement

The proposal road is 25 feet from curb to curb, also explained as a 21 foot wide bituminous driving surface and two 2 foot wide concrete gutters. The project proposed to reclaim the existing pavement, so that the material can be reused as the new subgrade material. If unsuitable material is encountered beneath the existing pavement during construction, it will be removed and replaced with suitable backfill material. A 4 inch thick new bituminous surface is proposed.

Curb and gutter is proposed along the entire length of the County Road B reconstruction segment – see stormwater section below.

2. Pathway

An 8 foot wide bituminous pathway is proposed on the south side of County Road B east of Fulham and on the north side west of Fulham. Options discussed, since the second public engagement in 2021, crossed the trail from the north side to the south side of County Road B either at St. Croix or at Fulham.

Residents preferred different options; residents on the corridor west of Fulham typically preferred having the path on the opposite side of the road from their property. The recommended layout proposes to have the path crossing on the west leg of the County Road B and Fulham intersection. A new four-way stop sign is proposed at Fulham to provide a safer crossing than an uncontrolled crossing would be at St. Croix. Additionally, by shifting the trail to the north side beginning west of Fulham St, there should be less pedestrian crossings needed, especially for residents walking to the new park. Overall, staff believes the recommended pathway location is the safest location.

3. Parking

A parking survey was done August 24 through September 10, 2021. Staff mailed the survey to residents on County Road B and the adjacent neighborhoods to gauge the needs for parking. The desire for parking was fairly split between residents wanting one side of the street for parking (34%), some parking (32%) and fully eliminating parking on County Road B (34%). The parking bay proposed at the new park is designed to hold 6 cars, three other parking bays proposed along the corridor are each proposed to hold 3. While the survey indicated the parking is desired by over 60% of survey respondent, nobody seems to want it in front of their property. Since a reconstruction of a roadway is typically a 50 year decision and the design should not be completely driven by an individual property owner, staff has tried to balance feedback from residents, where parking is not allowed on side streets and/or the side street is further away from properties, and has proposed three locations along the corridor in addition to in front of the new park (at 2330/2322 County Road B, just west of Acorn Rd on the north side of County Road B, and between 2121/2101 County Road B).

4. Road Alignment

The alignment of the proposed road and path were updated from prior layouts to better mitigate impacts to residents – the recommended layout has small shifts in the road centerline to attempt to keep the proposed road and path atop the existing 32-40 foot paved surface.

Fulham south of County Road B is offset within the existing right-of-way and offset from Fulham north of County Road B. Realignment of the southern leg was considered to provide safety improvements as offset intersections are inherently

less safe. There was substantial push back from the Midland Hills Golf Course and various residents and/or members of the club as it would cause a cascade of impacts to the golf course if they would need to relocate their cart path outside of the right-of-way (which currently exists in the right-of-way via an encroachment permit). Staff is no longer pursuing the realignment due to the low crash history at the intersection, the minimal number of movements that cross County Road B on Fulham, and the safety improvement proposed with the installation of a four-way stop.

5. *Traffic Management*

Narrowing the roadway is anticipated to reduce driver speeds. Medians were discussed as an option in prior meetings, but they provide nominal traffic calming, especially when compared to their added construction costs and additional required maintenance effort. The only median in the recommended layout is a short layout located at Cleveland that will still provide full access to the Cleveland Service Drive while allowing for some plantings and creating a gateway that alerts drivers to a corridor that differs from east of Cleveland. Additionally, the proposed four way stop at Fulham, although not a traffic calming device, will reinforce that pedestrians have right of way when crossing the street and provide for a safer crossing.

I. Stormwater

Stormwater runoff will be captured by the new curb and gutter throughout the corridor. It will be routed into existing and new stormsewer. Opportunities to provide curb cuts and allow for runoff to enter roadside raingardens will be considered during detail design. Drain tile will or storm sewer will be added to drain existing low spots as needed. Erosion control during construction will be done in accordance with regulations and to maintain water quality.

J. City of Roseville Watermain

Replacement of the watermain is not proposed with the project, however watermain structures, such as manholes, valves and hydrants, may be adjusted or replaced with the project. Providing a new watermain from County Road B to the existing watermain on the Cleveland Service Drive will be considered during detail design. Providing this connection will provide a better network for the water.

K. City of Roseville Sanitary Sewer

The existing manholes and other structures will be adjusted and repaired as necessary for this project. The intent is to line the sanitary sewer mains in advance of the project.

L. Private Utilities

Private utility companies have been notified that this project is being considered for construction in 2024. It is their responsibility to relocate facilities within the right-of-way that interfere with the City's proposed project. Resident comments about the high frequency of lines down and service to the utility cabinets will be discussed

with the providers during detail design. Note that no private sanitary service work will be included in the project scope so any residents who have settled or cracked sanitary sewer services are encouraged to have their service repaired as needed prior to construction start.

M. Driveways

As a part of plan preparation, staff will review the size, location and material of all existing driveways in an effort to bring them into conformance with City Code at the time of reconstruction. This primarily means that driveways will be a maximum of 26 feet wide within the right-of-way. Staff will work with residents to provide a final design that minimizes any additional impact to existing driveways and minimizes stormwater runoff that traverses down the driveways from the roadway.

N. Trees

Impacts to or remove of trees will be evaluated and minimized during detail design. How we bid and contract any tree removals will be consider new requirement related to the endangered Northern Long Eared Bat.

O. Permits

Permits may be required for the proposed project, including by not limited to:

- NPDES Erosion & Storm water - Minnesota Pollution Control Agency (MPCA)
- Stormwater Permit – Rice Creek Watershed District
- Right-of-way Permit - Ramsey County

During final design for the project, City staff will coordinate verify the need for permitting and work with respective agencies to ensure all requirements are met.

FINANCIAL IMPACT

A. Preliminary Expenditures

EXPENDITURES

Street construction	\$1,250,000
pathway construction	\$200,000
stormwater improvements	\$425,000
sanitary sewer repairs	\$25,000
watermain repairs/improvements	\$100,000
Estimated total expenditure	\$2,000,000

B. Proposed Revenue

The \$2,000,000 estimated project costs have been budgeted for in the Capital Improvement Plan for 2024 construction. Assessments are per the adopted Special Assessment Policy.

REVENUE

Municipal State Aid Funds	\$784,000
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Street Fund	\$500,000
Stormwater Fund	\$425,000
Sanitary Fund	\$25,000
Water Fund	\$100,000
Special Assessments	\$166,000
Estimated total revenue	\$2,000,000

C. Special Assessments

State Statute 429 has two major points to consider when justifying assessments, first, the assessment has to treat similar properties equally, and second, the amount of the assessment has to be equal to or less than the resulting increase in property value. The adopted Special Assessment Policy was used to calculate the preliminary assessment roll shown in Appendix A. Per the policy, the city had an outside consultant perform a special benefit opinion for residential properties. The preliminary assessment roll shows the calculated assessment, the special benefit opinion, and the preliminary assessment proposed for each parcel eligible for special assessments. Assuming this project is completed by fall 2024, the final assessment amount would be determined following an assessment hearing in late 2024/early 2025 and a thorough review of the proposed assessments by the Council.

SCHEDULE

If the City Council approves the project for construction the following is the recommended schedule for this project.

- November 6, 2023 - CC Improvement Hearing
- Winter 2023 - Final Design
- January/February 2024 – CC for approval of Final Plans
- Summer/Fall 2024 – Construction
- Winter 2024 – CC Final Assessment Hearing

#24-02 County Road B Reconstruction Project
Preliminary Assessment Roll 10/18/2023

Estimated Assessable Project Cost	\$1,250,000.00
Total Frontage (feet)	6688
Assessment Rate (100%)	\$ 186.90
Residential Assessment Rate (25%)	\$ 46.73
Other Zoning Assessment Rate (50%)	\$ 93.45

ParcelID	CountySiteAddress	Adjacent Footage	% Assessable	Assessable Footage	Assessment Rate	Assessment \$	Proposed Assessment	special benefit opinion
082923440006	2165 CLEVELAND AVE N	120	100%	120	25%	\$ 5,588.83	\$ 3,900.00	\$ 3,900.00
082923440007	2093 COUNTY ROAD B W	100	100%	100	25%	\$ 4,672.55	\$ 4,672.55	\$ 10,100.00
082923440021	2101 COUNTY ROAD B W	100	100%	100	25%	\$ 4,672.55	\$ 3,100.00	\$ 3,100.00
082923440038	2111 COUNTY ROAD B W	120	100%	120	25%	\$ 5,607.06	\$ 5,607.06	\$ 9,800.00
082923440039	2121 COUNTY ROAD B W	150	100%	150	25%	\$ 7,008.82	\$ 7,008.82	\$ 9,800.00
082923440036	2172 ACORN RD	110	100%	110	25%	\$ 5,139.80	\$ 3,700.00	\$ 3,700.00
082923440042	2175 ACORN RD N	102	100%	102	25%	\$ 4,784.69	\$ 3,500.00	\$ 3,500.00
082923440041	2161 COUNTY ROAD B W	86	100%	86	25%	\$ 3,999.70	\$ 3,999.70	\$ 9,800.00
082923440040	2171 COUNTY ROAD B W	94	100%	94	25%	\$ 4,392.19	\$ 4,392.19	\$ 9,800.00
082923440019	2177 COUNTY ROAD B W	99	100%	99	25%	\$ 4,625.82	\$ 4,625.82	\$ 9,800.00
082923430013	2185 COUNTY ROAD B W	100	100%	100	25%	\$ 4,672.55	\$ 4,672.55	\$ 9,800.00
082923430015	2193 COUNTY ROAD B W	100	100%	100	25%	\$ 4,672.55	\$ 3,900.00	\$ 3,900.00
082923430058	2207 COUNTY ROAD B W	109	100%	109	25%	\$ 5,087.94	\$ 4,700.00	\$ 4,700.00
082923430043	2215 COUNTY ROAD B W	98	100%	98	25%	\$ 4,579.10	\$ 4,579.10	\$ 9,800.00
082923430044	2223 COUNTY ROAD B W	98	100%	98	25%	\$ 4,579.10	\$ 4,579.10	\$ 9,800.00
082923430045	2233 COUNTY ROAD B W	98	100%	98	25%	\$ 4,579.10	\$ 4,579.10	\$ 9,800.00
082923430105	2277 COUNTY ROAD B W	408	100%	408	25%	\$ 19,064.93		townhomes
082923430104	2283 COUNTY ROAD B W					\$ 866.59	\$ 866.59	townhomes
082923430103	2281 COUNTY ROAD B W					\$ 866.59	\$ 866.59	townhomes
082923430102	2171 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430101	2173 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430100	2181 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430099	2183 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430098	2191 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430097	2193 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430096	2205 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430095	2207 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430094	2211 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430093	2213 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430092	2212 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430091	2210 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430090	2202 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430089	2200 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430088	2192 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430087	2190 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430086	2182 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430085	2180 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430084	2172 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430083	2170 MIDLAND VIEW CT N					\$ 866.59	\$ 866.59	townhomes
082923430106	2166 FULHAM ST N	150	10%	15	25%	\$ 701.12	\$ 701.12	\$ 5,000.00
082923340052	2165 FULHAM ST	85	100%	85	25%	\$ 3,971.67	\$ 3,971.67	\$ 4,100.00
082923340054	2321 COUNTY ROAD B W	185	10%	19	25%	\$ 864.42	\$ 864.42	\$ 6,800.00
082923340059	2169 SAINT STEPHEN ST I	132	10%	13	25%	\$ 616.78	\$ 616.78	\$ 5,000.00
082923340058	2168 SAINT CROIX ST N	138	10%	14	25%	\$ 644.81	\$ 644.81	\$ 5,100.00
082923340048	2171 ST CROIX ST	115	100%	115	25%	\$ 5,373.43	\$ 4,100.00	\$ 4,100.00
082923340049	2377 COUNTY ROAD B W	122	100%	122	25%	\$ 5,700.51	\$ 5,700.51	\$ 9,800.00
082923340071	2381 COUNTY ROAD B	153	100%	153	50%	\$ 7,153.20	\$ 7,153.20	park
172923210018	2370 COUNTY ROAD B W	120	100%	120	25%	\$ 5,607.06	\$ 5,607.06	\$ 9,800.00
172923210017	2151 FAIRWAYS LN	119	100%	119	25%	\$ 5,560.33	\$ 4,500.00	\$ 4,500.00
172923210016	2344 COUNTY ROAD B W	83	100%	83	25%	\$ 3,854.85	\$ 3,500.00	\$ 3,500.00
172923210015	2336 COUNTY ROAD B W	80	100%	80	25%	\$ 3,738.04	\$ 3,738.04	\$ 9,300.00
172923210014	2330 COUNTY ROAD B W	80	100%	80	25%	\$ 3,738.04	\$ 3,738.04	\$ 9,300.00
172923210001	2322 COUNTY ROAD B W	80	100%	80	25%	\$ 3,738.04	\$ 3,738.04	\$ 9,300.00
172923210002	2151 FULHAM ST	163	10%	16	25%	\$ 761.63	\$ 761.63	\$ 5,300.00
172923120003	2001 FULHAM ST	2792	10%	279	50%	\$ 26,091.51	\$ 26,091.51	golf
totals		6688				\$ 175,842.74	\$ 166,007.77	
averages							\$ 2,630.33	

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date:

10/23/2023

Item No.:

10.i.

Department Approval



City Manager Approval



Item Description:

Approve Toward Zero Deaths (TZD) Agreement with City of St. Paul

Background

Minnesota's Toward Zero Deaths (TZD) is the state's cornerstone traffic safety program, employing an interdisciplinary approach to reducing traffic crashes, injuries, and deaths on Minnesota roads. While individual disciplines have a long history of successful traffic safety programs, TZD aims to tie these together with a common vision and mission for even greater success. The TZD program uses data to target areas for improvement and employ proven countermeasures.

The TZD program team works in partnership with community and corridor groups to improve the traffic safety of a designated area. TZD provides technical assistance, materials, and guidance to local groups that are committed to reducing crashes and the fatalities and severe injuries that result from them.

Individual campaigns known as Click it or Ticket, Safe & Sober, along with others are included in the ongoing TZD program. The Roseville Police Department has a long history of participating in these programs to promote traffic safety.

The St. Paul Police Department submitted an application to the Minnesota Department of Public Safety to receive funds for the 2023-2024 TZD project. As part of a larger grant awarded to the St. Paul Police Department, the Roseville Police Department (RPD) is eligible to receive up to \$42,055.00 in reimbursement for participation in the TZD project beginning October 1, 2023 through September 30, 2024 to offset increased personnel overtime costs for traffic enforcement.

As an outcome of high productivity, road fatality levels, and interest in enforcement, agencies participating in the Ramsey County Traffic Safety Initiative (RCTSI) were granted increased TZD funding. Due to RPD's high productivity, our budget increased by 16% over last year.

The St. Paul Police Department and the Roseville Police Department will enter into a grant agreement with the Minnesota Department of Public Safety, Office of Traffic Safety for the TZD project during the above stated period.

Officers Boua Chang and Sgt. Jacob Swanson will coordinate the grant activities for Roseville. Sgt. Swanson has extensive experience coordinating efforts for TZD traffic control details.

The funds awarded to the Roseville Police Department will cover officer overtime.

Policy Objectives

Upon approval from the Council to accept the City's portion of the grant funds, Officers Boua Chang and Sgt. Jacob Swanson will coordinate scheduling and tracking methods to ensure adequate overtime patrol coverage for all waves of the Toward Zero Deaths Campaign.

Racial Equity Impact Summary

BIPOC communities across the country are disproportionately represented in fatal traffic crashes due to structural racism and disparities in access to healthcare, economic opportunities, housing, and education. Injuries sustained and/or vehicle damage in both fatal and non-fatal crashes can have disparate financial impacts on families hit hardest by poverty, many of whom identify as BIPOC. This initiative seeks to better serve BIPOC communities and reduce crashes, injuries and deaths for those who have been most affected by race-related disparities in transportation.

Budget Implications

There are no budget implications as there is not a city match requirement for this funding.

Staff Recommendations

The police department is recommending approval to accept the grant funds to participate in the 2023-2024 Toward Zero Deaths campaign.

Requested Council Action

Adopt the Traffic Safety Grant authorizing the Roseville Police Department to enter into an agreement with the St. Paul Police Department and the Minnesota Department of Public Safety to execute the Toward Zero Deaths project for the period October 1, 2023 through September 30, 2024.

Prepared by: Chief Erika Scheider

Attachments:

1. Attachment 1_2024 TZD Subgrant Agreement_Roseville
2. Attachment 2_2024 TZD Budget Breakdown by City
3. Attachment 3_2024 TZD Master Grant Agreement SPPD

**Agreement
Between the City of Saint Paul and City of Roseville**

THIS AGREEMENT, made and entered into this ____ day of _____, 2023, is by and between the City of Saint Paul, Minnesota, a municipal corporation under the laws of the State of Minnesota, hereinafter referred to as “**City**” and City of Roseville, a political subdivision of the State of Minnesota, hereinafter referred to as “**Provider.**”

The City and Provider, in consideration of the mutual terms and conditions, promises, covenants, and payments hereinafter set forth, agree as follows:

SECTION 1: Scope of Services.

A. Provider agrees to provide services or perform activities as related to its individual entity as described in the attached state grant award (Attachment A) that is incorporated herein and agrees to comply with all special conditions, financial reporting, and other requirements as detailed in Attachment A.

SECTION 2: Time for Completion.

A. The services described in Section 1 shall be commenced on October 1, 2023 and will be completed in accordance with the schedule mutually agreed upon with the City through September 30, 2024.

B. Provider shall not proceed with any task outside of the grant award without specific authorization from the Project Manager designated by the City.

C. There will be no extension of this contract beyond the date outlined above.

SECTION 3: Billings, Payment and Reporting.

A. For the Provider’s faithful performance of this Agreement, the City hereby agrees to compensate the Provider in the amounts and according to the provisions of Attachment A. Total payments to the Provider shall not exceed \$42,055.00.

B. The above amounts shall fully compensate the Provider for all costs. No claim for services and/or costs provided by the Provider, not specifically provided for in this Agreement will be honored by the City.

C. The Provider shall submit an itemized invoice as well as detailed backup documents to the City on a quarterly basis. The Provider will be provided with the deadline for submitting the detailed backup after the grant reporting deadlines have been finalized. The Provider shall submit the detailed backup within the budget categories as detailed on Attachment B. Upon receipt of the invoice and verification of the charges by the Project Manager, payment shall be made by the City to Provider within thirty-five (35) days of the City receiving payment or reimbursement from the State of Minnesota for services provided under this Agreement.

D. Provider shall submit programmatic reporting as requested by the fiscal agent, City of Saint Paul, on a quarterly basis. No payments shall be made to Provider without programmatic reports completed by the due date.

E. In the event the Provider fails to comply with any terms or conditions of the Agreement or grant award (see Attachment A) or to provide in any manner the work or services as agreed to herein, the City reserves the right to withhold any payment until the City is satisfied that corrective action has been taken or completed. This option is in addition to and not in lieu of the City's right to termination as provided in other sections of this Agreement.

SECTION 4: Project Management.

A. The City requires the Provider to assign specific individuals as principal project members and to assure that the major work and coordination will remain the responsibility of this individual during the term of the Agreement. Removal of any principal project member without replacement by equally qualified individual or without the prior written approval of the City is grounds for termination of the Agreement by the City. Provider's principal project member is:

<u>Officer Boua Chang</u>
<u>Roseville Police Department</u>
<u>2660 Civic Center Drive</u>
<u>Roseville, MN 55113-1815</u>

B. The Provider has designated Boua Chang, Police Officer, as the Project Manager for this Agreement, and the individual to whom all communications pertaining to the Agreement shall be released. The Project Manager shall have the authority to transmit instructions, receive information, authorize amendments or changes to the Agreement, and interpret and define the Provider's policies and decisions pertinent to the work covered by this Agreement.

SECTION 5: City Responsibilities.

A. City agrees to provide the Provider with access to any information from City documents, staff, and other sources needed by the Provider to complete the work to the extent permitted by law.

SECTION 6: Work Products, Records, Dissemination of Information.

A. For purposes of this Agreement, the following words and phrases have the meanings set forth in this section, except where the context clearly indicates that a different meaning is intended.

"Work product" means any report, recommendation, paper, presentation, drawing, demonstration, or other materials, whether in written, electronic, or other format that results solely from the Provider's services under this Agreement.

"Supporting documentation" means any surveys, questionnaires, notes, research, papers, analyses, whether in written, electronic, or in other formats which result solely from

Provider's services and this agreement, and are which are used to generate any and all work performed and work products generated under this Agreement.

"Business records" means any books, documents, papers, account records and other evidences, whether written, electronic, or in other format, belonging to the Provider and pertaining to services under this Agreement.

B. All Work Products and Supporting Documentation that result from the Provider's services under this Agreement must be delivered to the City and will become the property of the City after final payment is made to the Provider with no right, title, or interest in said work products or supporting documentation vesting in the Provider.

C. Unless otherwise required under State or Federal data privacy law, the Provider agrees not to release, transmit, or otherwise disseminate information associated with or generated as a result of the work performed under this Agreement without prior knowledge and written consent of the City.

D. In the event of termination, all documents finished or unfinished, and supporting documentation prepared by the Provider under this Agreement, must be delivered to the City by the Provider by the termination date without further obligation of the City to the Provider except for payment of amounts due and owing for Services performed and costs incurred as of the date and time of termination.

E. The Provider must maintain all business records relating to the Agreement in such a manner as will readily conform to the terms of this Agreement and to make such materials available at its office at all reasonable times during this Agreement period and for six (6) years commencing after the later of the date of the final payment under the Agreement or resolution of all audit findings, for audit or inspection by the City, appropriate federal agency or agencies, the Auditor of the State of Minnesota, or other duly authorized representative.

F. The Provider agrees to abide strictly by Chapter 13, Minnesota Statutes (Minnesota Government Data Practice Act) as well as any other applicable federal, state, and local laws or ordinances, and all applicable rules, regulations, and standards established by any agency of such governmental units which are now or hereafter promulgated insofar as they relate to the Provider's performance of the provisions of this Agreement.

SECTION 7: Equal Opportunity Employment.

A. The Provider will not discriminate against any employee or applicant for employment for work under this Agreement because of race, color, religion, gender, age, sexual orientation, or national origin and will take affirmative steps to ensure that applicants are employed and employees are treated during employment without regard to race, color, religion, gender, age, sexual orientation, or national origin.

This provision shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment advertising, layoff or termination; rates of pay or their forms of compensation; and selection for training, including apprenticeship.

SECTION 8: Compliance with Applicable Law.

The Provider agrees to comply with all federal, state, and local laws or ordinances, and all applicable rules, regulations, and standards established by any agency of such governmental units, which are now or hereafter promulgated insofar as they relate to the Provider's performance of the provisions of this Agreement. The Provider also agrees to comply with the federal requirements contained in Attachments B, C, and D of this agreement and any applicable provisions of the Federal Uniform Guidance pursuant to 2 C.F.R. § 200 and all relevant subparts. It shall be the obligation of the Provider to apply for, pay for, and obtain all permits and/or licenses required.

SECTION 9: Independent Contractor.

A. It is agreed by the parties that, at all times and for all purposes within the scope of this Agreement, the relationship of the Provider to the City is that of an independent contractor and not that of employee. No statement contained in this Agreement shall be construed so as to find the Provider an employee of the City, and the Provider is entitled to none of the rights, privileges, or benefits of Saint Paul employees.

SECTION 10: Subcontracting.

A. The Provider agrees not to enter into any subcontracts for any of the work contemplated under this Agreement (unless specifically outlined in the grant) without obtaining prior written approval of the City.

SECTION 11: Hold Harmless.

That each party will responsible for their own acts or omissions for their employees, agents and officials. Nothing in this agreement shall constitute a waiver by either party of any statutory or common law defenses, immunities, or limits or exceptions on liability.

SECTION 12: Assignment.

A. The City and the Provider each binds itself and its successors, legal representatives, and assigns of such other party, with respect to all covenants of this Agreement; and neither the City nor the Provider will assign or transfer their interest in this Agreement without the written consent of the other.

SECTION 13: Termination.

A. This Agreement will continue in full force and effect until completion of the Provider's services as described herein unless either party terminates it at an earlier date. Either party to this Agreement may terminate it by giving no less than thirty (30) days written notice of the intent to terminate to the other party.

B. With Cause. The City reserves the right to suspend or terminate this Agreement if the Provider violates any of the terms or conditions of this Agreement or does not fulfill, in a timely and proper manner, its obligations under this Agreement as determined by the City. In the event that the City exercises its right to suspend or terminate under this Section, will submit written notice of suspension to the Provider, specifying the reasons therefore, and the date upon which such suspension becomes effective. Within ten days of receipt of such notice, the

Provider will take all actions necessary to cure the default. If the Provider fails to cure the default within the ten-day period, the Agreement is immediately terminated. Upon termination of this Agreement, the Provider will discontinue further commitments of funds under this Agreement.

C. In the event of termination, the City will pay the Provider for all services actually timely, and faithfully rendered up to the receipt of the notice of termination and thereafter until the date of termination. The Provider will deliver all work products and supporting documentation developed up to the date of termination prior to the City rendering final payment for services.

SECTION 14: Default by Provider.

A. In the event Provider fails or neglects to comply with any term or condition of this Agreement or to provide the services stated herein, City shall have the right, after written notice, to cease payment hereunder. This remedy shall be in addition to any other remedies, including termination, available to the City in law or equity.

SECTION 15: Amendment or Changes to Agreement.

A. The City or the Provider may request changes that would increase, decrease, or otherwise modify the Scope of Services.

B. Any alterations, amendments, deletions, or waivers of the provisions of this Agreement are valid only when reduced to writing and duly signed by the parties.

C. Modifications or additional schedules may not be construed to adversely affect vested rights or causes of action which have accrued prior to the effective date of such amendment, modification, or supplement. The term “this Agreement” as used herein is deemed to include any future amendments, modifications, and additional schedules made in accordance herewith.

SECTION 16: Notices.

A. Except as otherwise stated in this Agreement, any notice or demand to be given under this Agreement must be delivered in person, sent by certified United States Mail, via electronic mail with Return Receipt Requested. Any notices or other communications should be addressed to the individuals and the addresses listed on page one (1) of this Agreement. Any notices or other communications must be addressed as follows:

To Provider:
Officer Boua Chang
City of Roseville
2660 Civic Center Drive
Roseville, MN 55113

To City:
Michele Bunce, Accountant
Saint Paul Police Department
367 Grove Street
Saint Paul, MN 55101

SECTION 17: Waiver.

A. Any failure of a party to assert any right under this Agreement will not constitute a

waiver or a termination of that right, this Agreement, or any of this Agreement's provision.

SECTION 18: Survival of Obligations.

A. The respective obligations of the City and the Provider under these terms and conditions, which by their nature would continue beyond the termination, cancellation, or expiration of the Agreement will survive such termination, cancellation or expiration hereof.

B. If a court or governmental agency with proper jurisdiction determines that this Agreement, or a provision herein is unlawful, this Agreement or that provision, will terminate. If a provision is so terminated but the parties legally, commercially, and practicably can continue this Agreement without the terminated provision, the remainder of this Agreement will continue in effect.

SECTION 19: Interpretation of Agreement, Venue.

A. This Agreement will be interpreted and construed according to the laws of the State of Minnesota. All litigation related to this Agreement shall be venued in the District Court of the City of Ramsey, Second Judicial District, State of Minnesota, where applicable.

SECTION 20: Force Majeure.

A. Neither the City nor the Provider will be held responsible for performance if its performance is prevented by acts or events beyond the party's reasonable control, including, but not limited to: severe weather and storms, earthquake or other natural occurrences, strikes and other labor unrest, power failures, electrical power surges or current fluctuations, nuclear or other civil military emergencies, or acts of legislative, judicial, executive, or administrative authorities.

SECTION 21: Entire Agreement.

It is understood and agreed that the entire Agreement supersede all oral agreements and negotiations between the parties relating to the subject matters herein.

SECTION 22: Attachments.

As so referenced in these terms and conditions, the Attachments and Addenda attached to this Agreement, and all obligations and duties articulated and certifications made therein, are incorporated into and made part of this Agreement.

Attachment A: Scope of Work

Attachment B: Standard Federal Award Requirements: Non-Discrimination, Federally Assisted Construction Contracts, Contractor Debarment, Suspension, and Responsibility Certification

Attachment C: Additional Federal Provisions

Attachment D: Anti-Lobbying Certification

Addendum: Grant Specific Requirements

SECTION 23: Applicable Contract Terms and Conditions.

By signing this Agreement, the Provider acknowledges and agrees that federal financial assistance may be used to fund all or a portion of the contract. The Provider will comply with all applicable federal law, regulations, executive orders, policies, procedures, and directives. In addition, Provider will comply with all applicable terms and conditions, requirements, attachments, and addenda no matter the source of funding. Provider further agrees that contract terms and conditions, requirements, Attachments, and addenda are subject to change based on source of funding.

SECTION 24: Electronic Signatures.

The Parties agree that the electronic signature of a Party to this Agreement will be as valid as an original signature of such Party and will be effective to bind such Party to this Agreement. The Parties further agree that any document (including this Agreement and any attachments or exhibits to this Agreement) containing, or to which there is affixed, an electronic signature will be deemed (i) to be “written” or “in writing,” (ii) to have been signed and (iii) to constitute a record established and maintained in the ordinary course of business and an original written record when printed from electronic files. For purposes hereof, “electronic signature” also means a manually signed original signature that is then transmitted by any electronic means, including without limitation a faxed version of an original signature or an electronically scanned and transmitted version (e.g., via PDF) of an original signature. Any Party’s failure to produce the original signature of any electronically transmitted signature will not affect the enforceability of this Agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement, the day and year first above written.

For the City:

For City of Roseville:

Approved as to form:

By: _____
Judy Hanson
Assistant City Attorney

Date: _____

By: _____
Jack Serier
Assistant Chief of Police

Date: _____

By: _____
John McCarthy
Director of Financial Services

Date: _____

By: _____
Patrick Trudgeon
City Manager

Date: _____

By: _____
Melvin Carter
Mayor

Date: _____

By: _____
Dan Roe
Mayor

Date: _____

EXHIBIT A

Scope of Work

The purpose of this SOW is to describe the work, services, tasks and/or deliverables that Contractor will provide to [the City] under the City Terms and Conditions agreed upon by the Parties, (the “**Agreement**”). Additional terms and conditions may be set forth in this SOW. To the extent the terms and conditions of this SOW are inconsistent with those of the Agreement, the terms of this SOW will control with respect to the work, services, tasks and/or deliverables described herein. Capitalized terms used herein shall have the same meaning as those used in the Agreement. This SOW is an attachment to and is incorporated by this reference into the Agreement as if fully set forth therein and made a part thereof. This SOW, together with the Agreement, represents the complete and total understanding of the parties regarding the Services to be provided by Contractor hereunder.

EXHIBIT B

Standard Federal Award Requirements

I. Non-Discrimination.

Contractor will comply with any applicable federal or state law regarding non-discrimination. The following list includes, but is not meant to limit, laws which may be applicable:

- A. The Equal Employment Opportunity Act of 1972, as amended, 42 U.S.C. § 2000e et seq. which prohibits discrimination in employment because of race, color, religion, sex or national origin.
- B. Equal Employment Opportunity-Executive Order No.11246, 30 FR 12319, signed September 24, 1965, as amended, which is incorporated herein by reference, and prohibits discrimination by U.S. Government contractors and subcontractors because of race, color, religion, sex or national origin.
- C. The Rehabilitation Act of 1973, as amended, 29 U.S.C. § 701 et seq. and 45 C.F.R. 84.3 (J) and (K) implementing Sec. 504 of the Act which prohibits discrimination against qualified handicapped persons in the access to or participation in federally-funded services or employment.
- D. The Age Discrimination in Employment Act of 1967, 29 U.S.C. § 621 et seq. as amended, and Minn. Stat. § 181.81, which generally prohibit discrimination because of age.
- E. The Equal Pay Act of 1963, as amended, 29 U.S.C. § 206(d), which provides that an employer may not discriminate on the basis of sex by paying employees of different sexes differently for the same work.

F. Minn. Stat. Ch. 363A, as amended, which generally prohibits discrimination because of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, disability, sexual orientation or age.

G. Minn. Stat. § 181.59 which prohibits discrimination against any person by reason of race, creed, or color in any state or political subdivision contract for materials, supplies or construction. Violation of this section is a misdemeanor and any second or subsequent violation of these terms may be cause for forfeiture of all sums due under the Agreement.

H. Americans with Disabilities Act of 1990, 42 U.S.C. §§ 12101 through 12213, 47 U.S.C. §§ 225, 611, with regulations at 29 C.F.R. § 1630, which prohibits discrimination against qualified individuals on the basis of a disability in term, condition or privilege of employment.

I. Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, et seq. and including 45 CFR Part 80, prohibits recipients of federal financial assistance from discriminating on the basis of national origin which includes not discriminating against those persons with limited English proficiency.

J. Equal Protection of the Laws for Faith-based and Community Organizations, Exec. Order No. 13279 signed December 12, 2002, and as amended May 3, 2018. Prohibits discrimination against grant seeking organizations on the basis of religion in the administration or distribution of federal financial assistance under social service programs, including grants and loans.

K. Vietnam Era Veterans' Readjustment Assistance Act of 1974, as amended, 38 U.S.C. 4212, with regulations at 41 C.F.R. Part 60-250, which prohibits discrimination in employment against protected veterans.

II. Contractor Debarment, Suspension, and Responsibility Certification.

Federal Regulation 45 CFR 92.35 prohibits state and local governments from purchasing goods or services with federal money from vendors who have been suspended or debarred by the federal government. Similarly, Minn. Stat. § 16C.03, subd. 2 provides the Commissioner of Administration with the authority to debar and suspend vendors who seek to contract with the State of Minnesota or a local government. Vendors may be suspended or debarred when it is determined, through a duly authorized hearing process, that they have abused the public trust in a serious manner.

By Signing This Agreement, Contractor Certifies: That it and its Principals and Employees:

A. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from transacting business by or with any federal, state or local governmental department or agency; and

B. Have not within a three (3) year period preceding this Agreement: 1) been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (federal, state or local) transaction or contract; 2) violated any federal or state antitrust statutes; or 3) committed embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property; and

C. Are not presently indicted or otherwise criminally or civilly charged by a governmental entity for: 1) commission of fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (federal, state or local) transaction; 2) violating any federal or state antitrust statutes; or 3) committing embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property; and

D. Are not aware of any information and possess no knowledge that any subcontractor(s) that will perform work pursuant to this Agreement are in violation of any of the certifications set forth above; and

E. Shall immediately give written notice to the City Project Manager or Buyer should the Contractor come under investigation for allegations of fraud or a criminal offense in connection with obtaining, or performing a public (federal, state or local government) transaction; violating any federal or state antitrust statutes; or committing embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property. "Principals" for the purposes of this certification means officers; directors; owners; partners; and persons having primary management or supervisory responsibilities within a business entity (e.g. general manager; plant manager; head of a subsidiary, division, or business segment and similar positions).

Anti-Lobbying and Required Certificate

Contractors that apply or bid for an award exceeding \$100,000 must file the required certifications pursuant to 31 U.S.C. 1352. By entering into this Agreement, Contractor certifies it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each Contractor and Subcontractor must also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the recipient (i.e. the City) who will in turn forward the disclosure(s) to the relevant Federal Agency. If the required certification is applicable, Contractor or Subcontractor must sign the certification attached hereto as Exhibit D, and complete a disclosure form if required, and submit it to the City.

Clean Air Act

Contractors that apply or bid for an award exceeding \$150,000 must comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and

the Federal Water Pollution Control Act as amended (33 U.S.C. 1251-1387) Clean Air Act (42 U.S.C. 7401-7671q.) and the Federal Water Pollution Control Act (33 U.S.C. 1251-1387), as amended. Violations will be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA).

Rights to Inventions Made Under a Contract or Agreement

If this Agreement meets the definition of “funding agreement” under 37 CFR §401.2 (a) and the Contractor wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that “funding agreement,” the Contractor must comply with the requirements of 37 CFR Part 401, “Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements,” and any implementing regulations issued by the awarding agency (the City).

Prohibition on certain telecommunications and video surveillance services or equipment.

The City and Contractor are prohibited from obligating or expending loan or grant funds to:

(1) Procure or obtain; (2) Extend or renew a contract to procure or obtain; or (3) Enter into a contract (or extend or renew a contract) to procure or obtain equipment, services, or systems that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. As described in Public Law 115-232, section 889, covered telecommunications equipment is telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities).

(i) For the purpose of public safety, security of government facilities, physical security surveillance of critical infrastructure, and other national security purposes, video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities).

(ii) Telecommunications or video surveillance services provided by such entities or using such equipment.

(iii) Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of the National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of a covered foreign country.

Domestic preferences for procurements.

The Contractor should, to the greatest extent practicable under a Federal award, provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the

United States (including but not limited to iron, aluminum, steel, cement, and other manufactured products).

For purposes of this section: (1) “Produced in the United States” means, for iron and steel products, that all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States; (2) “Manufactured products” means items and construction materials composed in whole or in part of non-ferrous metals such as aluminum; plastics and polymer-based products such as polyvinyl chloride pipe; aggregates such as concrete; glass, including optical fiber; and lumber.

EXHIBIT C

Additional Federal Provisions

A. APPLICABILITY

The following list contains additional public laws, executive orders and other federal regulations or requirements which may be applicable to activities funded in whole or in part with federal funds.

COPELAND ANTI-KICKBACK ACT

18 U.S.C. § 874; 29 C.F.R. Part 3

Prohibits kickbacks to public employees, and any person involved in the administration of federal funds.

EXECUTIVE ORDER 11246, AS AMENDED BY EXECUTIVE ORDERS 11375, 11478, 12086, AND 12107

41 C.F.R. Chapter 60; 24 C.F.R. § 5.105(a)(1); 24 C.F.R. § 570.607(a)

Relates to equal employment opportunities under HUD contracts and HUD assisted construction contracts.

UNIFORM ADMINISTRATIVE REQUIREMENTS

2 C.F.R. Part 200, subps. C and D; 24 C.F.R. §§ 570.502, 570.610

Contains uniform administrative requirements applicable to federally funded grants and contracts. Includes requirement for the City and/or HUD to monitor/review/report on subgrantee activities.

UNIFORM COSTS PRINCIPLES

2 C.F.R. Part 200, subp. E; 24 C.F.R. §§ 570.502, 570.610

Relates to cost and expenditure principles for federally funded grants and contracts.

UNIFORM AUDIT REQUIREMENTS

2 C.F.R. Part 200, subp. F; 24 C.F.R. §§ 570.502, 570.610

Contains audit requirements for non-profit organizations and governmental entities.

EXECUTIVE ORDERS 11625, 12432, AND 12138

2 C.F.R. § 200.321; 24 C.F.R. 5.105(a)(1); 24 C.F.R. § 570.904(d)

Relates to the national programs for Minority Business Enterprises and Women's Business Enterprises.

SECTION 109 OF THE HOUSING AND COMMUNITY DEVELOPMENT ACT OF 1974

42 U.S.C. § 5309; 24 C.F.R. Part 6; 24 C.F.R. § 570.602

Prohibits discrimination on the basis of race, color, religion or national origin in any activity or program funded in whole or in part with CDBG or UDAG funds.

AGE DISCRIMINATION ACT OF 1975

42 U.S.C. §§ 6101–6107; 24 C.F.R. § 5.105(a)(1); 24 C.F.R. Part 146; 24 C.F.R. § 570.602

No persons shall, on the basis of age, be excluded from participation or be denied benefits, or be subject to any discrimination from any program receiving federal assistance.

ARCHITECTURAL BARRIERS ACT OF 1968

42 U.S.C. §§ 4151–4157; 24 C.F.R. § 570.614(a)

Requires certain Federal and Federally funded buildings and other facilities to be designed, constructed, or altered in accordance with standards that insure accessibility to, and use by, physically handicapped people.

NATIONAL ENVIRONMENTAL POLICY ACT OF 1969

42 U.S.C. §§ 4321–4370m-12; 24 C.F.R. Part 58; 24 C.F.R. § 570.604

The recipient of federal funds assumes the responsibility for ensuring that environmental reviews are completed prior to the start of any activity funded in whole or in part with federal funds.

NATIONAL HISTORIC PRESERVATION ACT OF 1966

54 U.S.C. §§ 300101–307108; 24 C.F.R. § 50.4(a)(1)

Relates to the process for designating structures on the National Historic Preservation List, and the kinds of activities which may be done as a result of this designation.

ARCHEOLOGICAL AND HISTORIC PRESERVATION ACT OF 1974

54 U.S.C. §§ 312501–312508; 24 C.F.R. § 50.4(a)(3)

Provides for the preservation of significant scientific, prehistorical, historical, or archeological data that may otherwise be lost in the course of work on federally funded projects.

EXECUTIVE ORDER 11593

24 C.F.R. § 50.4(a)(2)

Provides for the protection and enhancement of the cultural environment.

HATCH ACT

5 U.S.C. §§ 1501–1508; 24 C.F.R. § 570.207(a)(3)

Prohibits the financing of any type of political activities with federal funds.

CODE OF CONDUCT AND CONFLICT OF INTEREST

2 C.F.R. § 200.317–.318, 24 C.F.R. § 570.611

States that no person(s) administering federally funded programs may, as a result of their position, receive personal gain.

IMMIGRATION AND NATIONALITY ACT, AS AMENDED BY IMMIGRATION REFORM AND CONTROL ACT

8 U.S.C. §§ 1324a–1330; 8 C.F.R. § 245a.5; 24 C.F.R. § 570.613

Prohibits employers from hiring and employing an individual for employment in the U.S. knowing that the individual is not authorized with respect to such employment. The requirements of this Act apply to Subgrantee and any and all contracts that Subgrantee enters into with any contractor or subcontractor. Also prohibits certain newly legalized aliens from being eligible to apply for benefits under covered activities funded by the programs listed in 24 C.F.R. § 570.613.

DRUG-FREE WORKPLACE ACT OF 1988

41 U.S.C. § 701; 24 C.F.R. § 5.105(d)

Requires federal grant recipients and federal contractors with a contract for more than \$100,000 to adopt a drug-free workplace policy and establish a drug-free awareness program.

EVALUATION OF COST REASONABLENESS

2 C.F.R. §§200.403 and 2 C.F.R. 200.404

Provides criteria that costs must meet in order to be allowable under Federal awards and lists considerations that must be given in determining the reasonableness of a given cost.

[Section Left Intentionally Blank.]

EXHIBIT D

Lobbying Certification

The undersigned certifies, to the best of the undersigned's knowledge and belief, on behalf of Contractor that:

A. No Federal appropriated funds have been paid or will be paid, by or on behalf of Contractor, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, Contractor shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. Contractor shall require that the language of this certification be included in the award documents for all subcontracts at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subcontractors shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.^a

The undersigned hereby represents and warrants that the undersigned has the authority to sign on behalf of Contractor. The undersigned certifies or affirms the truthfulness and accuracy of each statement of each certification made herein and disclosure, if any. In addition, the undersigned understands and agrees that the provisions of 31 U.S.C. Chap. 38, Administrative Remedies for False Claims and Statements, apply to this certification and disclosure, if any.

IN WITNESS WHEREOF, the undersigned has caused this Certification to be executed the day and year first above written on behalf of Contractor.

^a These civil penalty amounts are subject to adjustments for inflation pursuant to the Federal Civil Penalties Inflation Adjustment Act of 1990, as amended by the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015.

Contractor Name

By: _____

Print Name: _____

Its _____

Entire Budget	DWI (RCTSI Events)	DWI (State-wide Waves)	Total DWI	Seatbelt (May 20- Jun 2)	Seatbelt (Sep 15-21)	Speed (May 1-Sept 2)	Move Over (8/31)	Distracted Driving (April 1-30)	Pedestrian	Special Projects	Grant Total
Maplewood Police	\$ 19,276.80	\$ 4,819.20	\$ 24,096.00	\$ 1,950.00	\$ 1,950.00	\$ 9,660.00	\$ 300.00	\$ 5,190.00	0	\$ 7,320.00	\$ 50,466.00
Mounds View Police	\$ 16,064.00	\$ 4,016.00	\$ 20,080.00	\$ 1,625.00	\$ 1,625.00	\$ 8,050.00	\$ 250.00	\$ 4,325.00	0	\$ 6,100.00	\$ 42,055.00
New Brighton Police	\$ 19,276.80	\$ 4,819.20	\$ 24,096.00	\$ 1,950.00	\$ 1,950.00	\$ 9,660.00	\$ 300.00	\$ 5,190.00	0	\$ 7,320.00	\$ 50,466.00
North Saint Paul Police	\$ 6,425.60	\$ 1,606.40	\$ 8,032.00	\$ 650.00	\$ 650.00	\$ 3,220.00	\$ 100.00	\$ 1,730.00	0	\$ 2,440.00	\$ 16,822.00
Ramsey County Sheriff	\$ 44,979.20	\$ 11,244.80	\$ 56,224.00	\$ 4,550.00	\$ 4,550.00	\$ 22,540.00	\$ 700.00	\$ 12,110.00	0	\$ 17,080.00	\$ 117,754.00
Roseville Police	\$ 16,064.00	\$ 4,016.00	\$ 20,080.00	\$ 1,625.00	\$ 1,625.00	\$ 8,050.00	\$ 250.00	\$ 4,325.00	\$ -	\$ 6,100.00	\$ 42,055.00
Saint Anthony Police	\$ 22,489.60	\$ 5,622.40	\$ 28,112.00	\$ 2,275.00	\$ 2,275.00	\$ 11,270.00	\$ 350.00	\$ 6,055.00	0	\$ 8,540.00	\$ 58,877.00
Saint Paul Police	\$ 125,299.20	\$ 31,324.80	\$ 156,624.00	\$ 12,675.00	\$ 12,675.00	\$ 62,790.00	\$ 1,950.00	\$ 33,735.00	\$ 226,800.00	\$ 47,580.00	\$ 554,829.00
White Bear Lake Police	\$ 51,404.80	\$ 12,851.20	\$ 64,256.00	\$ 5,200.00	\$ 5,200.00	\$ 25,760.00	\$ 800.00	\$ 13,840.00	\$ -	\$ 19,520.00	\$ 134,576.00
	\$ 321,280.00	\$ 80,320.00	\$ 401,600.00	\$ 32,500.00	\$ 32,500.00	\$ 161,000.00	\$ 5,000.00	\$ 86,500.00	\$ 226,800.00	\$ 122,000.00	\$ 1,067,900.00

1st Quarter	DWI (RCTSI Events)	DWI (State-wide Waves)	Total DWI	Seatbelt (May 20- Jun 2)	Seatbelt (Sep 15-21)	Speed (May 1-Sept 2)	Move Over (8/31)	Distracted Driving (April 1-30)	Pedestrian	Special Projects	Grant Total
Maplewood Police	\$ 4,819.20	\$ 2,409.60	\$ 7,228.80							\$ 1,830.00	\$ 9,058.80
Mounds View Police	\$ 4,016.00	\$ 2,008.00	\$ 6,024.00							\$ 1,525.00	\$ 7,549.00
New Brighton Police	\$ 4,819.20	\$ 2,409.60	\$ 7,228.80							\$ 1,830.00	\$ 9,058.80
North Saint Paul Police	\$ 1,606.40	\$ 803.20	\$ 2,409.60							\$ 610.00	\$ 3,019.60
Ramsey County Sheriff	\$ 11,244.80	\$ 5,622.40	\$ 16,867.20							\$ 4,270.00	\$ 21,137.20
Roseville Police	\$ 4,016.00	\$ 2,008.00	\$ 6,024.00						\$ -	\$ 1,525.00	\$ 7,549.00
Saint Anthony Police	\$ 5,622.40	\$ 2,811.20	\$ 8,433.60							\$ 2,135.00	\$ 10,568.60
Saint Paul Police	\$ 31,324.80	\$ 15,662.40	\$ 46,987.20						\$ 56,700.00	\$ 11,895.00	\$ 115,582.20
White Bear Lake Police	\$ 12,851.20	\$ 6,425.60	\$ 19,276.80						\$ -	\$ 4,880.00	\$ 24,156.80
	\$ 80,320.00	\$ 40,160.00	\$ 120,480.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,700.00	\$ 30,500.00	\$ 207,680.00

2nd Quarter	DWI (RCTSI Events)	DWI (State-wide Waves)	Total DWI	Seatbelt (May 20- Jun 2)	Seatbelt (Sep 15-21)	Speed (May 1-Sept 2)	Move Over (8/31)	Distracted Driving (April 1-30)	Pedestrian	Special Projects	Grant Total
Maplewood Police	\$ 4,819.20		\$ 4,819.20							\$ 1,830.00	\$ 6,649.20
Mounds View Police	\$ 4,016.00		\$ 4,016.00							\$ 1,525.00	\$ 5,541.00
New Brighton Police	\$ 4,819.20		\$ 4,819.20							\$ 1,830.00	\$ 6,649.20
North Saint Paul Police	\$ 1,606.40		\$ 1,606.40							\$ 610.00	\$ 2,216.40
Ramsey County Sheriff	\$ 11,244.80		\$ 11,244.80							\$ 4,270.00	\$ 15,514.80
Roseville Police	\$ 4,016.00		\$ 4,016.00							\$ 1,525.00	\$ 5,541.00
Saint Anthony Police	\$ 5,622.40		\$ 5,622.40							\$ 2,135.00	\$ 7,757.40
Saint Paul Police	\$ 31,324.80		\$ 31,324.80						\$ 56,700.00	\$ 11,895.00	\$ 99,919.80
White Bear Lake Police	\$ 12,851.20		\$ 12,851.20						\$ -	\$ 4,880.00	\$ 17,731.20
	\$ 80,320.00	\$ -	\$ 80,320.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,700.00	\$ 30,500.00	\$ 167,520.00

3rd Quarter	DWI (RCTSI Events)	DWI (State-wide Waves)	Total DWI	Seatbelt (May 20- Jun 2)	Seatbelt (Sep 15-21)	Speed (May 1-Sept 2)	Move Over (8/31)	Distracted Driving (April 1-30)	Pedestrian	Special Projects	Grant Total
Maplewood Police	\$ 4,819.20		\$ 4,819.20	\$ 1,950.00		\$ 4,830.00		\$ 5,190.00		\$ 1,830.00	\$ 18,619.20
Mounds View Police	\$ 4,016.00		\$ 4,016.00	\$ 1,625.00		\$ 4,025.00		\$ 4,325.00		\$ 1,525.00	\$ 15,516.00
New Brighton Police	\$ 4,819.20		\$ 4,819.20	\$ 1,950.00		\$ 4,830.00		\$ 5,190.00		\$ 1,830.00	\$ 18,619.20
North Saint Paul Police	\$ 1,606.40		\$ 1,606.40	\$ 650.00		\$ 1,610.00		\$ 1,730.00		\$ 610.00	\$ 6,206.40
Ramsey County Sheriff	\$ 11,244.80		\$ 11,244.80	\$ 4,550.00		\$ 11,270.00		\$ 12,110.00		\$ 4,270.00	\$ 43,444.80
Roseville Police	\$ 4,016.00		\$ 4,016.00	\$ 1,625.00		\$ 4,025.00		\$ 4,325.00	\$ -	\$ 1,525.00	\$ 15,516.00
Saint Anthony Police	\$ 5,622.40		\$ 5,622.40	\$ 2,275.00		\$ 5,635.00		\$ 6,055.00		\$ 2,135.00	\$ 21,722.40
Saint Paul Police	\$ 31,324.80		\$ 31,324.80	\$ 12,675.00		\$ 31,395.00		\$ 33,735.00	\$ 56,700.00	\$ 11,895.00	\$ 177,724.80
White Bear Lake Police	\$ 12,851.20		\$ 12,851.20	\$ 5,200.00		\$ 12,880.00		\$ 13,840.00	\$ -	\$ 4,880.00	\$ 49,651.20
	\$ 80,320.00	\$ -	\$ 80,320.00	\$ 32,500.00	\$ -	\$ 80,500.00	\$ -	\$ 86,500.00	\$ 56,700.00	\$ 30,500.00	\$ 367,020.00

4th Quarter	DWI (RCTSI Events)	DWI (State-wide Waves)	Total DWI	Seatbelt (May 20- Jun 2)	Seatbelt (Sep 15-21)	Speed (May 1-Sept 2)	Move Over (8/31)	Distracted Driving (April 1-30)	Pedestrian	Special Projects	Grant Total
Maplewood Police	\$ 4,819.20	\$ 2,409.60	\$ 7,228.80		\$ 1,950.00	\$ 4,830.00	\$ 300.00			\$ 1,830.00	\$ 16,138.80
Mounds View Police	\$ 4,016.00	\$ 2,008.00	\$ 6,024.00		\$ 1,625.00	\$ 4,025.00	\$ 250.00			\$ 1,525.00	\$ 13,449.00
New Brighton Police	\$ 4,819.20	\$ 2,409.60	\$ 7,228.80		\$ 1,950.00	\$ 4,830.00	\$ 300.00			\$ 1,830.00	\$ 16,138.80
North Saint Paul Police	\$ 1,606.40	\$ 803.20	\$ 2,409.60		\$ 650.00	\$ 1,610.00	\$ 100.00			\$ 610.00	\$ 5,379.60
Ramsey County Sheriff	\$ 11,244.80	\$ 5,622.40	\$ 16,867.20		\$ 4,550.00	\$ 11,270.00	\$ 700.00			\$ 4,270.00	\$ 37,657.20
Roseville Police	\$ 4,016.00	\$ 2,008.00	\$ 6,024.00		\$ 1,625.00	\$ 4,025.00	\$ 250.00			\$ 1,525.00	\$ 13,449.00
Saint Anthony Police	\$ 5,622.40	\$ 2,811.20	\$ 8,433.60		\$ 2,275.00	\$ 5,635.00	\$ 350.00			\$ 2,135.00	\$ 18,828.60
Saint Paul Police	\$ 31,324.80	\$ 15,662.40	\$ 46,987.20		\$ 12,675.00	\$ 31,395.00	\$ 1,950.00		\$ 56,700.00	\$ 11,895.00	\$ 161,602.20
White Bear Lake Police	\$ 12,851.20	\$ 6,425.60	\$ 19,276.80		\$ 5,200.00	\$ 12,880.00	\$ 800.00		\$ -	\$ 4,880.00	\$ 43,036.80
	\$ 80,320.00	\$ 40,160.00	\$ 120,480.00	\$ -	\$ 32,500.00	\$ 80,500.00	\$ 5,000.00	\$ -	\$ 56,700.00	\$ 30,500.00	\$ 325,680.00

\$ 1,067,900.00



Grant Contract Agreement

Page 1 of 2

Minnesota Department of Public Safety (“State”) Office of Traffic Safety 445 Minnesota Street, Suite 1620 Saint Paul, Minn., 55101	Grant Program: 2024 Enforcement Grant Contract Agreement No.: A-ENFRC24-2024-SPPD-042
Grantee: St. Paul Police Department 367 Grove Street St. Paul, Minn. 55101-2416	Grant Contract Agreement Term: Effective Date: Oct. 1, 2023 Expiration Date: Sept. 30, 2024
Grantee’s Authorized Representative: Commander Christopher Kasal St. Paul Police Department 367 Grove Street St. Paul, Minn. 55101-2416 (651) 266-5788 christopher.kasal@ci.stpaul.mn.us	Grant Contract Agreement Amount: Original Agreement \$ 1,146,000.00 Matching Requirement \$ 2,500.00
State’s Authorized Representative: Shannon Grabow 445 Minnesota Street, Suite 1620 Saint Paul, Minn., 55101 (651) 201-7064 shannon.grabow@state.mn.us	Federal Funding: CFDA/ALN: 20.600, 20.616 FAIN: 69A37523300004020MN0, 69A37523300001640MNA, 69A3752330000405HMNO State Funding: Chap. 68, H.F.No.2887, Sec. 4 Public Safety, Subd. 5 Traffic Safety, targeted speed reduction efforts, increase traffic safety activity. Special Conditions: None

Under Minn. Stat. § 299A.01, Subd 2 (4) the State is empowered to enter into this grant contract agreement.

Term: The creation and validity of this grant contract agreement conforms with Minn. Stat. § 16B.98 Subdivision 5. Effective date is the date shown above or the date the State obtains all required signatures under Minn. Stat. § 16B.98, Subdivision 7, whichever is later. Once this grant contract agreement is fully executed, the Grantee may claim reimbursement for expenditures incurred pursuant to the Payment clause of this grant contract agreement. Reimbursements will only be made for those expenditures made according to the terms of this grant contract agreement. Expiration date is the date shown above or until all obligations have been satisfactorily fulfilled, whichever occurs first.

The Grantee, who is not a state employee, will:

Perform and accomplish such purposes and activities as specified herein and in the Grantee’s approved 2024 Enforcement Application “Application” which is incorporated by reference into this grant contract agreement and on file with the State at 445 Minnesota Street, Suite 1620, Saint Paul, Minnesota 55101. The Grantee shall also comply with all requirements referenced in the 2024 Enforcement Guidelines and Application which includes the Terms and Conditions and Grant Program Guidelines (<https://app.dps.mn.gov/EGrants>), which are incorporated by reference into this grant contract agreement.

Budget Revisions: The breakdown of costs of the Grantee’s Budget is contained in Exhibit A, which is attached and incorporated into this grant contract agreement. As stated in the Grantee’s Application and Grant Program Guidelines, the Grantee will submit a written change request for any substitution of budget items or any deviation and in accordance with the Grant Program Guidelines. Requests must be approved prior to any expenditure by the Grantee.



Matching Requirements: (If applicable.) As stated in the Grantee's Application, the Grantee certifies that the matching requirement will be met by the Grantee.

Payment: As stated in the Grantee's Application and Grant Program Guidance, the State will promptly pay the Grantee after the Grantee presents an invoice for the services actually performed and the State's Authorized Representative accepts the invoiced services and in accordance with the Grant Program Guidelines. Payment will not be made if the Grantee has not satisfied reporting requirements.

Certification Regarding Lobbying: (If applicable.) Grantees receiving federal funds over \$100,000.00 must complete and return the Certification Regarding Lobbying form provided by the State to the Grantee.

1. ENCUMBRANCE VERIFICATION

Individual certifies that funds have been encumbered as required by Minn. Stat. § 16A.15.

Signed: _____

Date: _____

3. STATE AGENCY

Signed: _____
(with delegated authority)

Title: _____

Date: _____

Grant Contract Agreement No./ P.O. No. A-ENFRC24-2024-SPPD-042 / 300091178

Project No.(indicate N/A if not applicable): 24-04-01

2. GRANTEE

The Grantee certifies that the appropriate person(s) have executed the grant contract agreement on behalf of the Grantee as required by applicable articles, bylaws, resolutions, or ordinances.

Signed: _____

Print Name: _____

Title: _____

Date: _____

Signed: _____

Print Name: _____

Title: _____

Date: _____

Signed: _____

Print Name: _____

Title: _____

Date: _____

Distribution: DPS/FAS
Grantee
State's Authorized Representative

Organization: St Paul Police Department

A-ENFRC24-2024-SPPD-042

Budget Summary

Budget				
Budget Category	State Reimbursement	Local Match		
Dispatch/Admin/Corrections				
Dispatch/Admin/Corrections	\$40,000.00	\$0.00		
Total	\$40,000.00	\$0.00		
Enforce-Distract/Speed/MO/Belt				
Distracted, Speed, Belt, MO	\$317,500.00	\$0.00		
Total	\$317,500.00	\$0.00		
Enforcement-DWI				
Enforcement - DWI	\$401,600.00	\$0.00		
Total	\$401,600.00	\$0.00		
Special Projects - Enforcement and Education				
Enforce - Special Projects	\$122,000.00	\$0.00		
Total	\$122,000.00	\$0.00		
Enforcement-Pedestrian				
Enforcement - Pedestrian	\$226,800.00	\$0.00		
Total	\$226,800.00	\$0.00		
Equipment/Training				
Equipment/Training	\$38,100.00	\$2,500.00		
Total	\$38,100.00	\$2,500.00		
Match – Mileage Expenses				
Mileage Expenses	\$0.00	\$0.00		
Total	\$0.00	\$0.00		
Total	\$1,146,000.00	\$2,500.00		

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date:

10/23/2023

Item No.:

10.j.

Department Approval



City Manager Approval



Item Description:

Approve the 2023-2024 Wellness Program for Employees

Background

Based upon the recommendation of the city attorney, Council is being asked to formally approve the city's 2023-2024 Wellness Program for employees.

For many years, the city has offered a voluntary wellness program that employees can participate in with the intention of promoting health and wellness to benefit employees as well as lower the cost of providing health insurance. Over 75% of healthcare spending is caused by preventable health risks, such as inadequate exercise, high cholesterol, cardiovascular disease, obesity and high blood pressure.

The city's wellness year runs October – September each year, with different programs and activities available for employees to participate in. As part of our contract with our insurance pool, we are allocated a certain dollar amount annually for which we are eligible to receive reimbursement of approved health and wellness expenditures. For 2023, the amount we are eligible to receive in reimbursement for approved expenditures is \$11,400.

The city has an employee wellness committee that meets regularly to layout the strategic plan of the wellness program and define the particulars around each program submitted for approval. Attached is the 2023-24 Strategic Wellness Plan.

Employee wellness programs have been proven to benefit both employers and employees. Listed below are key benefits of a wellness program.

- **Increased Productivity:** Wellness activities can increase productivity and performance as employees feel more focused and motivated to complete tasks.
- **Adopt Healthy Behaviors:** Employees can reduce their risk of severe health problems and help prevent chronic disease, leading to reduced costs for the city.
- **Improved Employee Retention:** Wellness programs have been proven to have a positive impact on employee retention. Successful programs help keep employees loyal and happy in their jobs.

<https://www.edenhealth.com/blog/corporate-wellness-programs/#:~:text=A%20well%2Dcurated%20wellness%20program,and%20help%20prevent%20chronic%20diseases..>

Policy Objectives

To promote an inclusive setting, awareness and understanding of whole health by creating a supportive community within the city organization, while encouraging participation through education, opportunities and rewards.

Racial Equity Impact Summary

According to the CDC, Racism—both interpersonal and structural—negatively affects the mental and physical health of millions of people, preventing them from attaining their highest level of health, and consequently, affecting the health of our nation.

Social determinants of health are key drivers of health disparities within communities of color, placing those within these populations at greater risk for poor health. The data shows that racial and ethnic minority groups, throughout the United States, experience higher rates of illness and death across a wide range of health conditions, including diabetes, hypertension, obesity, asthma, and heart disease, when compared to their White counterparts. Additionally, the life expectancy of non-Hispanic/Black Americans is four years lower than that of White Americans. The COVID-19 pandemic, and its disproportionate impact among racial and ethnic minority populations is another stark example of these enduring health disparities.

Workplace wellness programs have many components to help improve health outcomes and decrease health disparities.

<https://inclusiveleadersgroup.com/inclusive-workplace-wellness-to-reduce-health-disparities/>

Budget Implications

Each year the city receives an allocation from the city's insurance pool from which we can seek reimbursement to promote health and wellness for our employees. For 2023-24, the maximum amount of reimbursement is \$11,400. The city's wellness program budget is attached and has been approved by our insurance pool.

Staff Recommendations

By motion, approve the 2023-24 Wellness Program Budget.

Requested Council Action

By motion, approve the 2023-24 Wellness Program Budget.

Prepared by: Rebecca Olson, Assistant City Manager

Attachments:

1. Wellness Strategic Plan 2023-2024
2. 2023-2024 Wellnes Program Budget



Wellness Plan

Wellness Mission

To promote an inclusive setting, awareness and understanding of whole health by creating a supportive community, while encouraging participation through education, opportunities and rewards.

Program Goals

1. Maintain an infrastructure to ensure a culture of health

- Metric: Ensure all departments are engaged by attending wellness committee meetings
 - a. Meet on a quarterly basis.
 - b. Track attendance and take minutes.
- Metric: Maintain and increase program awareness by maintaining Wellness Champions from each department
 - a. Identify Wellness Chair
 - b. Identify Wellness Chair and Champions on the intranet by Department

2. Engage all employees in Wellness Activities to improve the health of the employee population

- Metric: Offer semi-annual city-wide wellness challenges
- Metric: Promote awareness and factors contributing to physical and mental well-being in areas of Heart Health and Preventative Health
- Metric: Develop a strategic yearly calendar for 2023-2024
- Metric: Review and Analyze "Track My Points" submissions from 2022-2023 to ensure wellness offerings are utilized
- Metric: Developed a new program to replace "Track My Points" and "gym reimbursement" based on utilization and budget

3. Increase the number of participants in the Wellness Program

- Metric: Encourage employees to participate in city wide challenges, **team building activities and volunteer activities.**
- Metric: Promote on-going awareness by making communication and educational materials available to all employees through various online resources, workshops, and events.

Table 1: 2023 – 2024 Metric Tracking

Program Goals	Metric	Achieved/Not Achieved	Notes/Comments
Maintain an infrastructure to ensure a culture of health	Ensure all departments are engaged by attending wellness committee meetings		
	Increase program awareness by maintaining Wellness Champions from each department		Track attendance at meetings Take minutes at meetings
	Meet with Wellness Champions to promote and plan program initiatives throughout the year		
Engage all employees in wellness activities to improve the health of the employee population	Offer 2 organization-wide wellness activities		
	Promote awareness and factors contributing to physical and mental well-being. Promote team-building activities throughout the year.		Qtr 1 – Toys for Tots (Dec) Qtr 4 – Summer In Roseville Photo Challenge (July)
	Develop a strategic yearly calendar for 2023 – 2024		Goal is to send information on quarterly challenges Monthly or Quarterly email
Increase the number of participants in the Wellness Program	Encourage employees to utilize health platform (on plan members)		My Healthy Rewards
	Promote and share wellness program metrics with Department Heads to encourage participation and to maintain continuous support of programs and activities offered to employees.		
	Promote on-going awareness by making communication and educational materials available to all employees through various online resources, workshops, and events.		Utilize intranet for wellness communication Share info on challenges

	January	February	March	April	May	June
Monthly Awareness		Healthy Heart	Nutrition	Volunteer	Mental Health	Fresh Fruit & Veggies
Programs/Events	Promote My Health Rewards Program Anti-Stress Coloring Desk Break Series	Employee Appreciation Lunch Heart Healthy Snack Bag	Spring Snack Bag Promote "Eat Your Greens"	National Earth Day (Plant in Office) Thank You Note & Food Drive	Share EAP info on intranet Healthy Lunch in the Office (Salad Bar)	CSA Box Promote Employee Food Share
Semi-Annual Challenge						
	July	August	September	October	November	December
Monthly Awareness	Self-Care	Social	Read A Book		The Power of Gratitude	
Programs/Events	Summer Self-Care Kit	Ice Cream Social	Back to School Healthy Snack Book Swap	Fall Soup Challenge	Best Turkey (Department Competition) Sleep Hygiene Kit	
			Reminder: Wellness Form Due	Wellness Fair & Open Enrollment Implement 2024 – 2025 City Wide Wellness Program & Open Enrollment		
Semi-Annual Challenge	Summer in Roseville Photo Challenge					Partnership with Police Department for Annual Community Event

Organization Name: City of Roseville Completed Budget Date: 8/24/2023

Wellness Coordinator: Dawn O'Connor, Yer Vue, Steve Anderson

Program Title	Program Description	Timeline	Vendor	BUDGET
Promote My Health Rewards Program	Promote My Health Rewards Program for on-plan members: snacks, fresh fruits	January	SCSC/Medica	\$200
Anti-Stress Coloring	Team building + Anti-stress coloring sessions: coloring books and coloring pencils/markers	January		\$200
Desk Break Series	Grow Your Own Herb: dirt, pea pebbles, seeds, container (will also promote employees to bring their own container)	January		\$800
Heart Health	Heart Healthy Snack Bag: apples, oatmeal pack, and nuts	February		\$500
Spring Snack Bag	Spring Snack Bag: hand sanitizer, Emergen-C pack, snack (pretzels, granola or trail mix), ziplocks	March		\$700
National Earth Day	Plant your own desk plant: dirt, pea pebbles, succulents/air plants, container (will also promote employees to bring their own container)	April		\$600
Thank You Note & Food Drive	Encourage employees to appreciate their colleagues by sending them a thank you note. Employees can bring one perishable food item in exchange for a thank you card. Food will be donated to a local charity.	April		\$100
Healthy Lunch in the Office	Promote healthy lunch in the office by offering a full salad bar for employees: salad, toppings, utensils, and water	May		\$1,200
Healthy Cooking with Vegetables	Subscribe to 2 CSA box in 2024. Based on positive feedback and employee count, two subscription will support our departments with more staff and help promote our employee onsite food share for the smaller departments. We are requesting the full amount of the CSA box subscription since all employee benefit from this weekly vegetable box.	June - October		\$2,600
Hydration Day	Promote employees to stay hydrated during summer months: water and liquid IV/sugar-free vitamin drops for water	July		\$200
Self-Care Kit	Promote self-care kit a variety of items: journal, sunblock lotion, anti-itch (summer bug bites), hand-sanitizer	July		\$600
Semi-Annual Challenge	Summer in Roseville Photo Challenge: Promote employees to take walking breaks during the workday and outside of work. By submitting a photo taken during the month of July, the committee will vote on the best photos for a prize. Six prizes related to healthy living will be offered.	July		\$600
Ice Cream Social	Promote employee engagement: fruit bars, low calorie ice cream	August		\$300
Back to School Healthy Snack	Provide a fun healthy snack in honor of back to school	September		\$600
Fall Soup Challenge	We will give away 3 prizes to the top three winners. The Wellness Committee will provide bowls, utensils, and water. Participating employees should bring a healthy/hearty fall soup and recipe to share with others.	October		\$400
Best Gratitude Turkey	Gratitude Turkey: construction paper, tape and coloring markers	November		\$200
Sleep Hygiene Kit	Promote healthy sleeping habits and provide a kit to get employees started: sleeping mask, eye cream, ear plugs, and face mask	November		\$1,600
Total Budget				\$11,400.00

2023 Budget: \$11,440

FUTURE MEETING AGENDA HIGHLIGHTS

October 23, 2023

November 6, 2023 EDA Meeting

- Consider approval of creation of Local Housing Trust Fund
- Consider Decertification of TIF District #23 (SE Roseville)
- Consider Approval of Ramsey County HRA Grant Agreement
- Consider Amendment to Dev. Agreement with Twin Cities Habitat for Humanity to address grant agreements
- Approve 2024 EDA Calendar

November 6, 2023 City Council Meeting

- Hold a Public Hearing to Accept County Road B Feasibility and Order Improvements
- Presentation by Community Action Team
- Discussion of 2024 Fee Schedule
- Discussion of 2024 Utility Rates
- Discussion regarding short-term rentals
- Approve 2024 City Council and EDA Calendar
- Consider Ordinance Amendment and Policy for Reasonable Accommodation
- Approve SRO Contract with Roseville Schools

November 27, 2023 City Council Meeting

- Public Hearing for City Budget and Levy
- Public Hearings for Multiple Right-of-Way Vacations
- Receive Envision Roseville Final Report

December 4, 2023 City Council Meeting

- Approve the 2024 Final Budget and Levy
- Approve 2024 Fee Schedule
- Approve 2024 Utility Rates
- Declare Commission Vacancies
- Discuss 2024 Legislative Priorities

Future Agenda Review - Longer Term Initiatives

10/10/2023

(items that likely require council discussion/action)

<u>Item</u>	<u>Initiated By</u>	<u>Target Date</u>	<u>Status/Notes</u>
Hotel Licensing	Staff/Council	Fall '23	
RFP for strategic planning	Staff/Council	Fall '23	(City Manager goal item)
Rooster Regulations	Council	Fall ' 23	Staff will review for changes in code
Commission scope/duties/functions implementation	Etten/Council	Fall '23	
Update SREAP with new goals/objectives	Staff/Council	Late '23	(City Manager goal item)
Strategic planning	Staff/Council	1st qtr '24	(City Manager goal item)
Roseville Fire role in medical transport	Staff	TBD	Ongoing discussions with Allina, etc.
Review need of pet licenses	Council	TBD	Staff review amount of licenses issued and report back
Sister City Relationship with Indigenous Tribal Nation	Strahan	TBD	
Zero Waste Packaging/Compostable Containers	Etten/Strahan	TBD	PWET will continue to work on issue and report back
City Speed Limit Review on Local Streets	Strahan/Council	TBD	PWET will continue to work on issue and report back
Update on shopping carts left in public r-o-w	Strahan	Summer '24	CD Director provided email 7/14 providing update
<u>City/EDA Budget Process</u>			
Adopt final budget, levy, utility rates, & fees	Staff/Council	Dec '23	(budget calendar item)