



Public Works, Environment and Transportation Commission Agenda

Tuesday, August 25, 2026

6:30 PM

City Council Chambers

In accordance with [Minnesota Statutes §13D.02](#) and City policy, Council and Commission members may attend meetings remotely up to three times per calendar year.

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

- 6:30 p.m. **1. Roll Call**
- 6:32 p.m. **2. Approve Agenda**
- 6:34 p.m. **3. Receive Public Comment**
- 6:40 p.m. **4. Business Items**
 - 6:40 p.m. a. Communication Items
 - 6:45 p.m. b. Metro Transit Update
 - 7:15 p.m. c. Streetlight Policy/Assessment Policy
 - 8:00 p.m. d. City Council Joint Meeting Review
- 8:20 p.m. **5. Commission Direction on Member Initiated Agenda Items**
 - a. Commission Direction on Member Initiated Agenda Items
- 8:28 p.m. **6. Approval of Meeting Minutes**
 - a. Approve July Minutes
- 8:30 p.m. **7. Adjourn**

Roseville Public Works, Environment and Transportation Commission

Agenda Item

DATE: August 25, 2026

ITEM: 4.a.

ITEM DESCRIPTION: Communication Items

Background

At each commission meeting, City staff provides updates on City activities and projects ongoing within the city that pertain to public works activities.

Recommendation

Receive report and provide feedback.

Attachments

1. Communications Memo
2. 2026 Roseville Project Map
3. June Development Activity Report



Public Works Department

Memo

To: Public Works Environmental and Transportation Commission Members
From: Jennifer Lowry, City Engineer
Date: August 20, 2026
Re: Communications Items

The following are updates to projects and other activities happening in Roseville since the last commission meeting. Note that links to most planned or active construction projects can be found on our construction projects website. <http://www.cityofroseville.com/697/Construction-Projects>

Roseville Public Works project updates:

- [Maintenance Operation Center \(MOC\) / License & Passport Centers / Dance Studio \(LPCDS\)](#)

Staff continues to work with consultants to develop the construction plans and anticipate bidding this fall. A design development update will be provided to Council on Sept 14.

- [Lexington Avenue Pathway - County Road B to TH 36](#)
 - The construction of the pathway is substantially complete and open to pedestrians with the decorative fence being installed in the coming weeks.
- [Hamline Avenue – County Road C to Snelling Avenue](#)
 - Construction of the Hamline Avenue Reconstruction Project was suspended after field verification identified a conflict with an existing Xcel Energy gas main. Xcel anticipates installing the new gas main in September/October and completing the project early 2027 (re-energizing after winter). Staff and project partners are evaluating phasing options for resuming the project following the relocation in 2027.
- [2026 PMP Project](#)
 - Nearly 6 miles of roads are planned for rehabilitation in 2026. Construction continues on schedule and is now in the Grandview area.
- [Twin Lakes Trail Phase 2](#)
 - Easement needs to be negotiated with property owner. Construction likely in 2027 due to tree removal date restrictions.
- [Wagner/Western Pathway](#)
 - Easement being negotiated with Ramsey County.
- [2026 Sewer Cleaning & Lining](#)
 - Lining will resume in September near County Road C and Snelling Avenue and is currently on schedule.
- **Booster Station Phase 4 Improvements**
 - Building improvements to occur in coordination with the solar installation in 2026.
- **Lift Stations**
 - Cohansey Lift Station upgrade awarded with start date anticipated beginning of October.
 - Brenner Lift Station design and construction administration contract approved on July 20. Design is anticipated to be completed this fall.
- [Wayfinding Signage](#)
 - Remaining signs to be coordinated with upcoming construction projects and/or pending easements from others.

- Alameda Pond
 - Staff is working with the University of MN Saint Anthony Falls Laboratory (SAFL) on a research project aimed to better understand how aeration and mixing of water within storm ponds can improve water quality. In the next few months, an aerator will be installed adjacent to the pond on Alameda Street. SAFL will monitor the pond to find out how the aeration system affects the water quality. Currently, our electrician is working with Xcel Energy to run power to the aerator location, and City staff will install a concrete pad.
- [Lighting](#)
 - Intersection lighting in eastern Roseville planned for 2026. Construction is anticipated to begin after September 11.
 - [Owasso Hills](#) was asked to decide standard vs enhanced lighting – see Streetlight agenda item for more information.
- [Bike Plan](#)
 - PWET and the Parks Commission recommended Council approve the Bike Plan – a Council date is TBD for later this year.
- [Rosebrook Park](#)
 - Parks and Rec construction is underway to remove the existing southern parking lot, playground, and kiddie pool, and add a new larger parking lot, splash pad, and playground.

Other agency project updates:

- Ramsey County
 - [County Road C 4:3 Conversion from Lexington Avenue to Little Canada Road and bridge over railroad](#)
 - Construction is underway and anticipated to be complete this fall. The intersection of County Road C and Lexington Avenue will have a temporary traffic signal during the State Fair and stop signs into the fall when a new signal will be installed. Bridge construction planned for 2027.
 - [Fairview from Larpenteur Avenue to County Road B2](#)
 - Fairview is reopened to traffic and traffic control will be removed during the State Fair. Remaining work to be completed after the Fair.
 - [County Road D from Fairview Avenue to Cleveland Avenue](#)
 - The Public Open House has been rescheduled for August 24 from 4:30 p.m. to 6:30 p.m. at Oasis Park. Design in process for 2027 project to include resurfacing and construction of a path on the south side.
 - [Victoria Street Path from County Road C to Harriet Avenue](#)
 - Design in process for 2028 project. Presentation made to City Council on July 20.
 - [Rice from Wheelock Parkway to County Road B](#)
 - Design in process for 2028 project. Public Open House held June 24.
 - Larpenteur Corridor Study
 - Consultant proposals for study of entire corridor have been received and are under review.
- MnDOT
 - [Snelling Avenue from TH 36 to Grey Fox Road](#)

- Lane reductions due to utility and pathway construction will be removed prior to the State Fair. Southbound closure of Snelling Avenue is tentatively planned for September 25-27.
 - [TH 280 from Wabash Avenue in St. Paul to I35 W](#)
 - Project is on schedule to open lanes prior to State Fair. Minor work may continue after State Fair.
- Other
 - [G Line \(Metro Transit\)](#)
 - Construction 2026-2028, start date TBD.
 - Private Utilities
 - Xcel is inspecting and replacing poles around town throughout the year - no closures currently anticipated.
 - Xcel is undergrounding overhead lines in seven small areas in Roseville where damage to lines is reoccurring and problematic - no closures currently anticipated.
 - Fiber projects are underway in various locations around Roseville and change weekly.

Engineering Updates:

- Summer internships are coming to an end. Lots of side projects were accomplished thanks to our awesome interns!
- We will receive an update on the Ramsey County's proposed Cost Participation Policy in early September.
- The City was successful in getting 11 new Be Active Be Green benches from Ramsey County Active Communities. Benches will be received late fall after Council approval of the agreement.

Environmental & Sustainability Updates:

- The Climate Equity Action Plan adoption will be celebrated at an upcoming launch event on Thursday, September 10, from 6:00 p.m. – 8:00 p.m. at Showtime Studio and Coffee.
- Staff has been collaborating with Ramsey County on multiple sustainability project ideas, including community gardens and food security, future swap events, and chloride reduction programs.
- Planning for the second annual clothing swap is underway. Donations will be accepted from August 17 thru 25 at City Hall, and the swap will be held August 27 and 28 from 11:00 a.m. to 6:00 p.m. each day at the Rose Room in the skating center.

Maintenance Updates:

- Street and Storm
 - Flared End Storm structure maintenance.
 - Streets patching problem areas.
 - ROW mowing.
 - Flex Sealing catch basins begin in July.
 - Annual crack sealing to begin at the end of July.
 - Assist Utilities with water valve replacements.
 - Ongoing sign maintenance.
 - Curb and Sidewalk concrete replacements.
- Water and Sanitary Sewer
 - Continued inspections for water service line inventory.

- Continued locates, weekly lift station inspections/repairs, collection of water samples.
- Responded to and repair water main breaks, water gate valves and sewer backups.
- Valley Rich replaced (2) 12” valves at County Road C and Western Avenue. 8” Valve to be replaced August 24, 2026.
- Repaired /replaced 6” Valve on Matilda Street on August 19, 2026.

Council Updates:

Below is a highlight of items recently presented to and/or acted on by the City Council. More information can be found in the agenda packets and minutes for the referenced Council meetings:

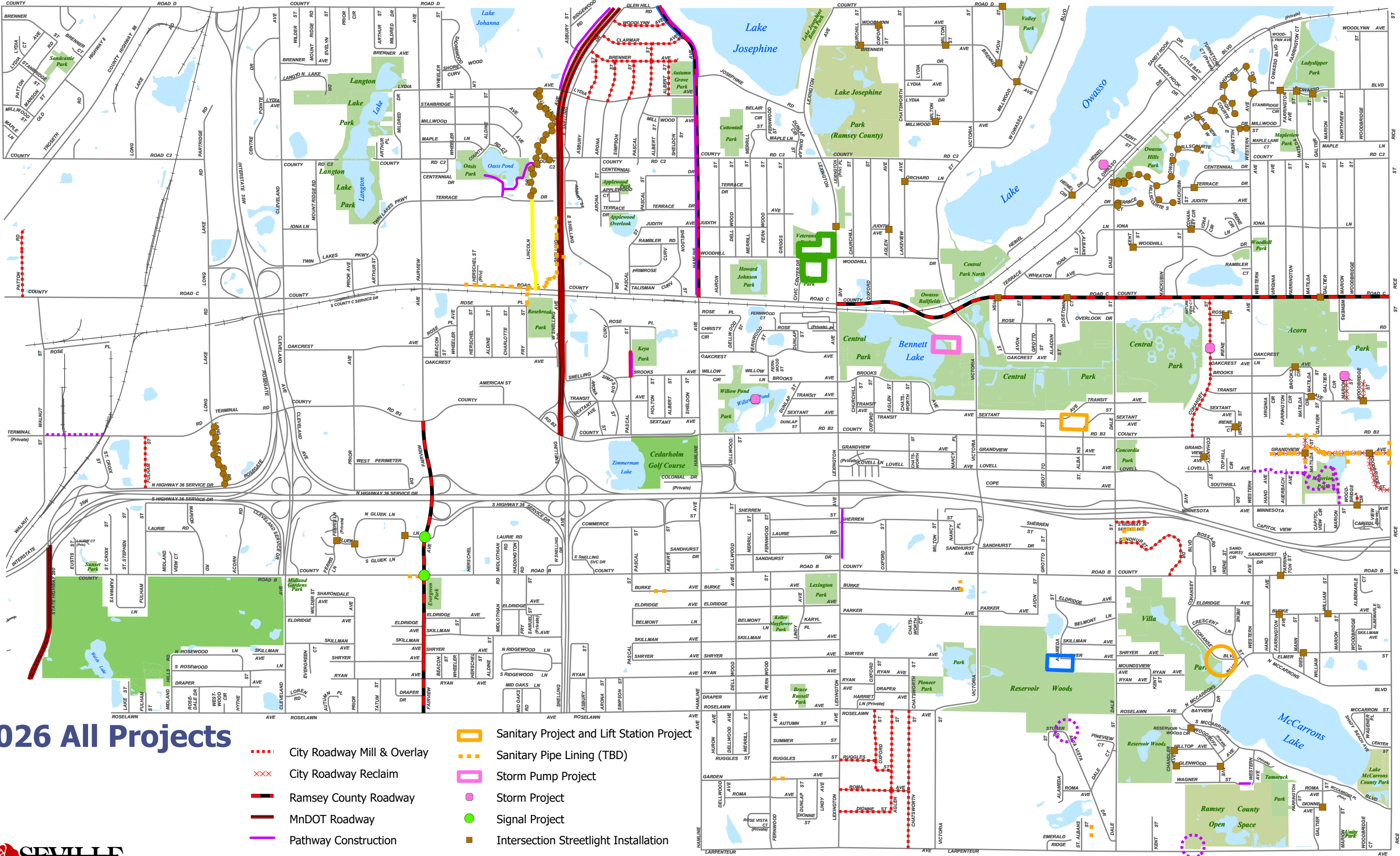
- August 10
 - Approved: Youth Commissioner Reappointments
- August 14 – special meeting
 - Approved: Primary Election Results
- August 24 - planned
 - Receive: Proposed Budget from City Manager

2026 All Projects



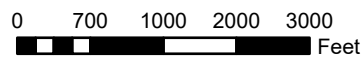
Prepared by: Engineering Department
6/11/2026

- City Roadway Mill & Overlay
- City Roadway Reclaim
- Ramsey County Roadway
- MnDOT Roadway
- Pathway Construction
- Pathway Maintenance
- Watermain Project
- Booster Station Project
- Sanitary Project and Lift Station Project
- Sanitary Pipe Lining (TBD)
- Storm Pump Project
- Storm Project
- Signal Project
- Intersection Streetlight Installation
- Non-Metered Streetlight Replacement
- New Streetlight Installation
- City Campus Project



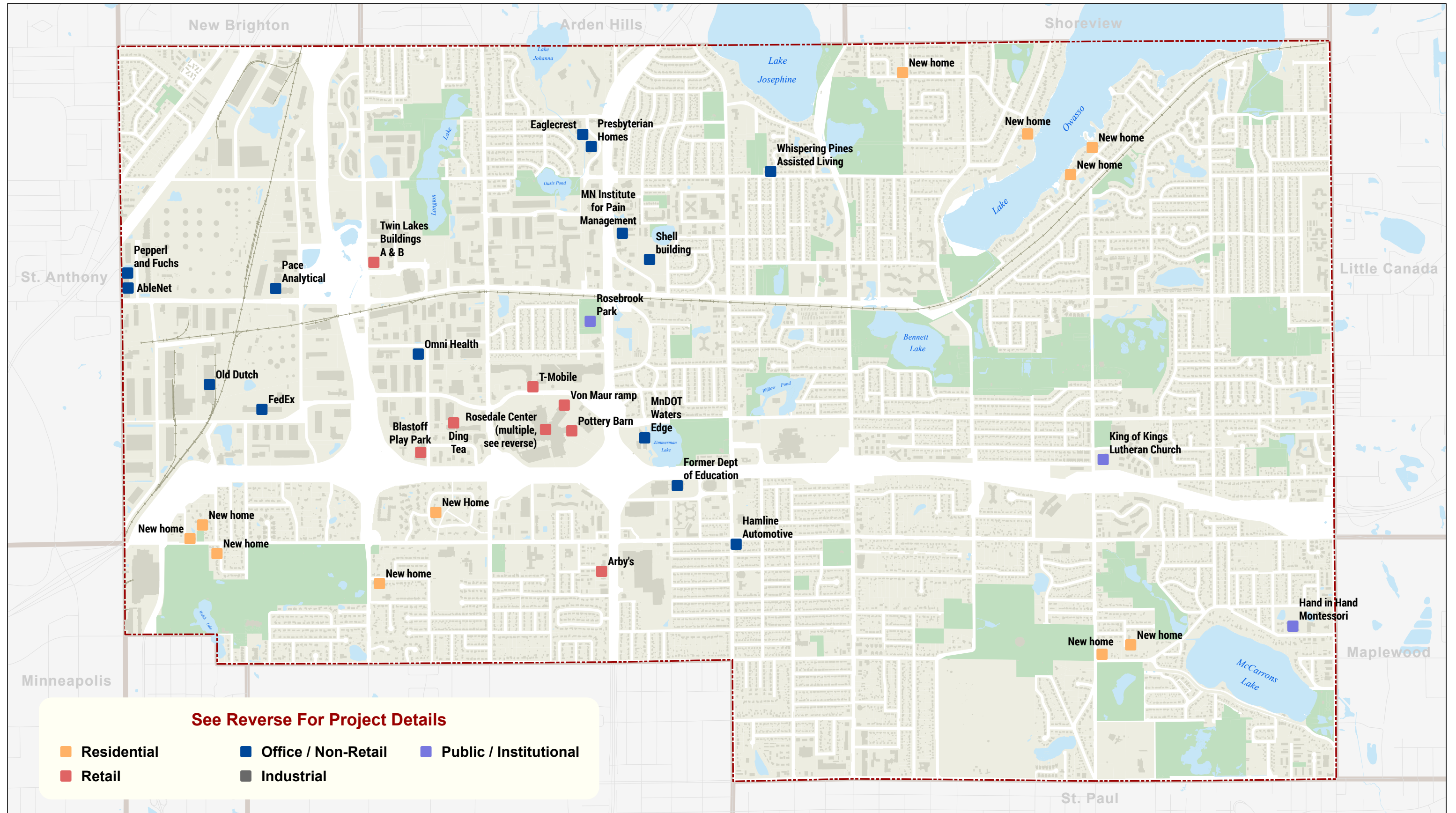
Data Sources
* Ramsey County GIS (4/26/2026)
* City of Roseville Engineering Department

GIS Data:
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AllProjects2026





ROSEVILLE COMMUNITY DEVELOPMENT ACTIVITY REPORT					
UPDATED: 7/24/2026					
	Project Name	Address	Project Description	Applicant/Owner Information	Starting
RESIDENTIAL	Residential New Construction	2164 Eustis St	New single family home	Mike Torkelson Development	Winter 2024
	Residential New Construction	2976 West Owasso Blvd	New single family home	TJB Homes	Winter 2026
	Residential New Construction	2050 Eldridge Ave	New single family home	Lee Homes	Winter 2026
	Residential New Construction	649 Heinel Dr	New single family home	Croix Custom Homes	Summer 2025
	Residential New Construction	595 Heinel Dr	New single family home	Lee Homes	Winter 2026
	Residential New Construction	1928 South Gluek Ln	New two family dwelling	Cara Builders	Spring 2025
	Residential New Construction	560 Ryan Ave	New single family home	Structural Buildings of MN	Summer 2025
	Residential New Construction	615 Roselawn Ave	New single family home	Bristol Built LLC	Summer 2026
	Residential New Construction	2380 Laurie Ct	New single family home	Creative Custom Homebuilders LLC	Summer 2026
	Residential New Construction	2137 Fairways Ln	New single family home	Vivid Homes	Summer 2026
	Residential New Construction	987 Brenner Ave	New single family home	Cara Builders LLC	Summer 2026
RETAIL	Abercrombie & Fitch	1595 Highway 36 #400	Interior Alteration	GGC National Contractors	Spring 2026
	Pottery Barn	1595 Highway 36 #1600	New façade and interior alteration	McGough Construction (In plan review)	Spring 2026
	Apple Store	1595 Highway 36 #130	Shell space for new breakroom	P.R.M. Contracting	Summer 2025
	Blastoff Play Park	2325 Prior Ave	Indoor playground, arcade, restaurant and bar	Chan Consulting LLC	Spring 2026
	Vacant Tenant	1595 Highway 36 #170	Tenant Remodel	P.R.M. Contracting	Fall 2025
	Ding Tea	2401 Fairview Ave	Interior Alteration	Tran Construction and Remodeling	Fall 2025
	Twin Lakes Building A	2033 Twin Lakes Pkwy	New Construction Shell Building	Sherburne Slater Construction (In plan review)	Fall 2025
	Twin Lakes Building B	2037 Twin Lakes Pkwy	New Construction Shell Building	Sherburne Slater Construction (In plan review)	Spring 2026
	Von Maur Ramp	1595 Highway 36	Ramp Repair	Cy-Con Inc	Fall 2025
	Arby's	2105 Snelling Ave	Interior Alteration	Pro Services Construction	Spring 2026
	Hammermade	1595 Highway 36 #725	Interior Remodel	Nielsen Construction Services	Summer 2026
	T-Mobile	1745 County Road B2	Interior Remodel	Lakeview Construction LLC	Spring 2026
NON-RETAIL/OFFICE	MnDOT Waters Edge	1500 County Road B2	Mechanical upgrades	Versacon Inc	Fall 2023
	Eaglecrest	2945 Lincoln Dr	Interior Alteration	MRI, Inc	Spring 2026
	Pace Analytical	2665 Long Lake Rd	Interior Alteration	Robert Carr and Associates	Spring2026
	Hamline Automotive	2150 Hamline Ave	Addition	Sherburne Slater Construction	Spring 2026
	Former Dept of Education building	1500 Highway 36	Full demolition	JE Dunn Construction	Spring 2026
	Old Dutch	2375 Terminal Rd	Solar panels	Blue Horizon Energy	Spring 2026
	Omni Health	1970 Oakcrest Ave	Interior Alteration – Mental Health Clinic	Fixed Assets, Inc	Spring 2026
	FedEx	2323 Terminal Rd	Full demolition	Veit and Companies	Spring 2026
	Shell Building	2700 Snelling Ave	New Construction (In Plan Review)	TBD	Summer 2026
	King of Kings Lutheran Church	2330 Dale St	Interior Alteration, add fire sprinkler system	Maertens-Brenny Construction Co.	Summer 2026
	Presbyterian Homes & Services	2925 Lincoln Dr	Interior Remodel	Maintenance Repairs & Installations	Fall 2025
	Hand in Hand Montessori	211 North McCarrons Blvd	Interior Remodel	Vanguard Builders Inc	Summer 2026
	Whispering Pines Assisted Living	2891 Merrill St	Assisted Living Conversion and Renovation	Aspire Builders Inc	Summer 2026
	Pepperl and Fuchs	2699 Patton Rd	Interior Build Out	Klodt Inc	Summer 2026
	Rosebrook Park	2590 Fry St	Remove Pool & Alterations for Splashpad	New Look Contracting	Summer 2026
	Xcel Energy	3115 Centre Pointe Dr	Interior Remodel	Xcel Energy	Spring 2026
	Abelnet	2625 Patton Rd	Minor Interior Remodel	Montgomery Brinkman LLC	Summer 2026
	MN Institute for Pain Management	2780 Snelling Ave	Tenant Improvement	Montgomery Brinkman LLC	Summer 2026

Roseville Public Works, Environment and Transportation Commission Agenda Item

DATE: August 25, 2026

ITEM: 4.b.

ITEM DESCRIPTION: Metro Transit Update

Background

Representatives from Metro Transit will give an update about Metro Transit Operations. The update will focus on updates to the Rosedale Transit Center. George Serumgard will present on behalf of Metro Transit.

Recommendation

Receive presentation from Metro Transit.

Attachments

None

Roseville Public Works, Environment and Transportation Commission

Agenda Item

DATE: August 25, 2026

ITEM: 4.c.

ITEM DESCRIPTION: Streetlight Policy/Assessment Policy

Background

At the July 28, 2026 meeting, the Commission discussed the Streetlight Policy. Staff will provide updates made to the policy based on feedback at the last meeting. Attachment 1 is the existing Streetlight Policy and Attachment 2 is a draft update to the policy, for discussion.

Updates to the Streetlight Policy could impact the Assessment Policy. The current Assessment Policy was last updated in 2012. In addition to any changes to the streetlight assessments, staff would like to review the Assessment Policy as a whole as it has been 14 years since the last upgrade.

Attachment 3 is the existing Assessment Policy and Attachment 4 is a draft update to the policy, for discussion.

Staff would like the commission to provide feedback on both policies. Based on feedback, we will update both policies, review them with the City Attorney, and bring back both policies for final recommendations from PWETC in September. We will then forward these recommendations to Council sometime in October.

Recommendation

Provide feedback on both policies.

Attachments

1. Existing Streetlight Policy
2. Draft Update to the Streetlight Policy
3. Existing Assessment Policy
4. Draft Update to the Assessment Policy

City of Roseville
Streetlight Policy
October 13, 2025

I. Purpose and Need for Policy

The installation of streetlights provides a safer environment for the community in regard to traffic and pedestrian safety. Due to limited funds and varying viewpoints of individual property owners, as to the desirability of such installations, the City has established this policy to define its streetlighting program.

II. Policy Statement

The City shall adopt and utilize the following standard policy for the installation, maintenance, and funding of streetlighting. It is important to establish a consistent, equitable approach, relating to the method of selecting the locations for streetlights, to insure fair and reasonable treatment for property owners. Streetlighting in all areas of the City shall follow the requirements detailed below.

III. Conditions

- All new lights installed shall be full cutoff lights.
- All new streetlighting must be consistent with the adopted City standards.
- Variations to the City standard streetlight types will be allowed only by City Council action. Extra costs associated with variations to the City standard, both installation and ongoing operation and maintenance costs, will be the responsibility of the benefiting properties.
- All streetlighting designs shall consider industry standards, safety, uniformity, lighting intensity and cost.
- Qualifying requests for streetlights may be scheduled for installation in a subsequent year if the City determines sufficient funds are not available in the current City budget.
- On projects where pedestrian level lighting is installed, a continuous level of light should be maintained for the design. Spacing would be determined applying engineering standards. Spacing typically results in poles every 90 to 120 feet.

IV. Streetlight Districts

To develop a rational approach to streetlight installation, the City Council in 1957, established a policy to install streetlights at no assessment to ensure that the lights would be installed where most needed and wanted.

Since the need for lighting varies by adjacent use, different standards will apply as follows.

A. Standard District

- This standard be used for all areas in the City unless they are defined as Commercial, City Special or Enhanced districts as shown in Appendix A,
- Procedure

- If the following conditions are met, the City will install streetlights at the following locations:
 - The location is at the intersection of two streets, OR
 - The location is at the end of a cul-de-sac, OR
 - The location is on a severe curve, either vertically or horizontally, OR
 - The location is at a marked pedestrian crosswalk.
- Illuminance Target: illuminance ranges from 0.3 – 0.6 foot-candles.
- City staff will notify property owners within 300 feet of the new light location where lighting will be installed at least three weeks prior to the installation of the light.
- Mid-block lights are desirable and should be considered for placement if the spacing between existing lights is greater than 600 feet. If the above conditions are met, an individual property owner may circulate a petition in the neighborhood to determine if the light is desired (particularly by those property owners directly adjacent to the proposed light). If 60% consensus is built with property owners within 150 feet of the proposed light, the City staff will work with the electric utility company to install the light.
- Streetlight Design
 - Streetlight Type: LED Cobrahead Cutoff
 - Pole Type:
 - Wooden if available
 - Fiberglass or aluminum if a pole needs to be installed.
- Funding
 - The City will fund installation and maintenance of lights within the Standard District.
- B. Business District
 - This standard will be applied to all areas identified as Business Districts as shown in Appendix A
 - Procedure
 - Property owners that would like street segments to be added to the Business Lighting District shall petition the City Council. The Council will determine if the street will be added to the Business District.
 - Over 60% of benefitting property owners shall petition the City to be considered.
 - Only streets that are non-single family residential will be considered.
 - Streetlight Design
 - Streetlight Type: LED Cobrahead Cutoff
 - Pole Type:
 - Wooden if available
 - Fiberglass or aluminum if a pole needs to be installed.

- This lighting would be a brighter, higher quality of lighting. Lights would be designed per engineering standards typically resulting in poles every 250-300 feet. As a minimum standard, all intersections, marked crosswalks, and horizontal and vertical curves would have streetlights.
- Funding
 - Initial costs to install lighting to Business District standards will be assessed to adjacent property owners.
 - Maintenance and future replacement costs will be paid by the City.
- C. City Special District
 - City Special Districts are as shown in Appendix A.
 - This type of lighting will be for special areas as determined by the City Council.
 - This type of lighting may include streetlighting or pedestrian level lighting or decorative style lighting.
 - The lighting standards for each Special District shall be designed for the specific purpose and need of the district.
 - Funding
 - The City will fund installation and maintenance of lights within the City Special District.
- D. Enhanced District
 - When property owners want a different location, design, or number of requested lights above the Standard Streetlight district standards, property owners may request that the City undertake an Enhanced District project.
 - Procedure
 - When a request for an Enhanced District project is received, City staff, working with property owners, will determine the boundaries of the project. Requests for streetlighting can be initiated through a *petition process* that includes signatures representing at least 60% of the property in the project area.
 - Petition Process
 - Upon receipt of a petition signed by the owners of sixty percent (60%) of the property area within the proposed project limits, City staff will prepare a preliminary report detailing the streetlight types, location, costs, and proposed assessments.
 - The City Council will be asked to call and hold a public hearing pursuant to Minnesota Statutes, Section 429.031.
 - If the project goes to the public hearing, but is not ordered forward, subsequent petitions will not be undertaken for the same project area or any part of the project area for a two (2) year period beginning on the hearing date. The exception to this requirement would be if the City initiates a street reconstruction project in the area.
 - Funding
 - The additional costs of an Enhanced District project shall be assessed to the benefiting property owners according to City Assessment Policy. All

properties within 150 feet (Street frontage) of each light shall be considered for assessment. City staff shall determine the number and locations of lights that could have been installed under the Standard District section of this policy. The maintenance cost for these lights will be deducted from the overall project cost.

- A summary of the assessable cost shall be as follows:
 - Cost of installation of enhanced streetlights
plus Cost of Operation, Maintenance (pro-rated for 25 years)
plus Administrative costs
minus “Standard District” maintenance cost (if applicable)
= total assessable cost.
- Xcel energy provides a 25-year warranty for the streetlights that they install. This is included in the City’s monthly charge. At the end of this period the City will evaluate the maintenance needs for the “enhanced” areas. A reconstruction project will be considered where the new operation and maintenance costs for the next 25 years will be proposed to be assessed to the benefiting properties.

V. **Development/ Redevelopment Streetlights**

The Developer of any proposed subdivision or redevelopment area, whether residential, business or other may elect to install streetlights as a part of their overall development plans. Approval and implementation shall conform to this policy. Developers shall meet the Streetlight Standard District criteria unless they apply to meet other district criteria. Installation of public streetlights shall be included as part of the development agreement.

A. Procedure

- The developer shall submit a streetlighting plan for review and approval by the City Engineer.
- For new residential subdivisions and business areas, the developer shall pay the operation and maintenance costs to the electric utility company until the City accepts the streetlighting system.
- Acceptance of the new streetlights must be requested in writing by the developer, along with a certification from the electric utility company that it was installed according to their specifications.

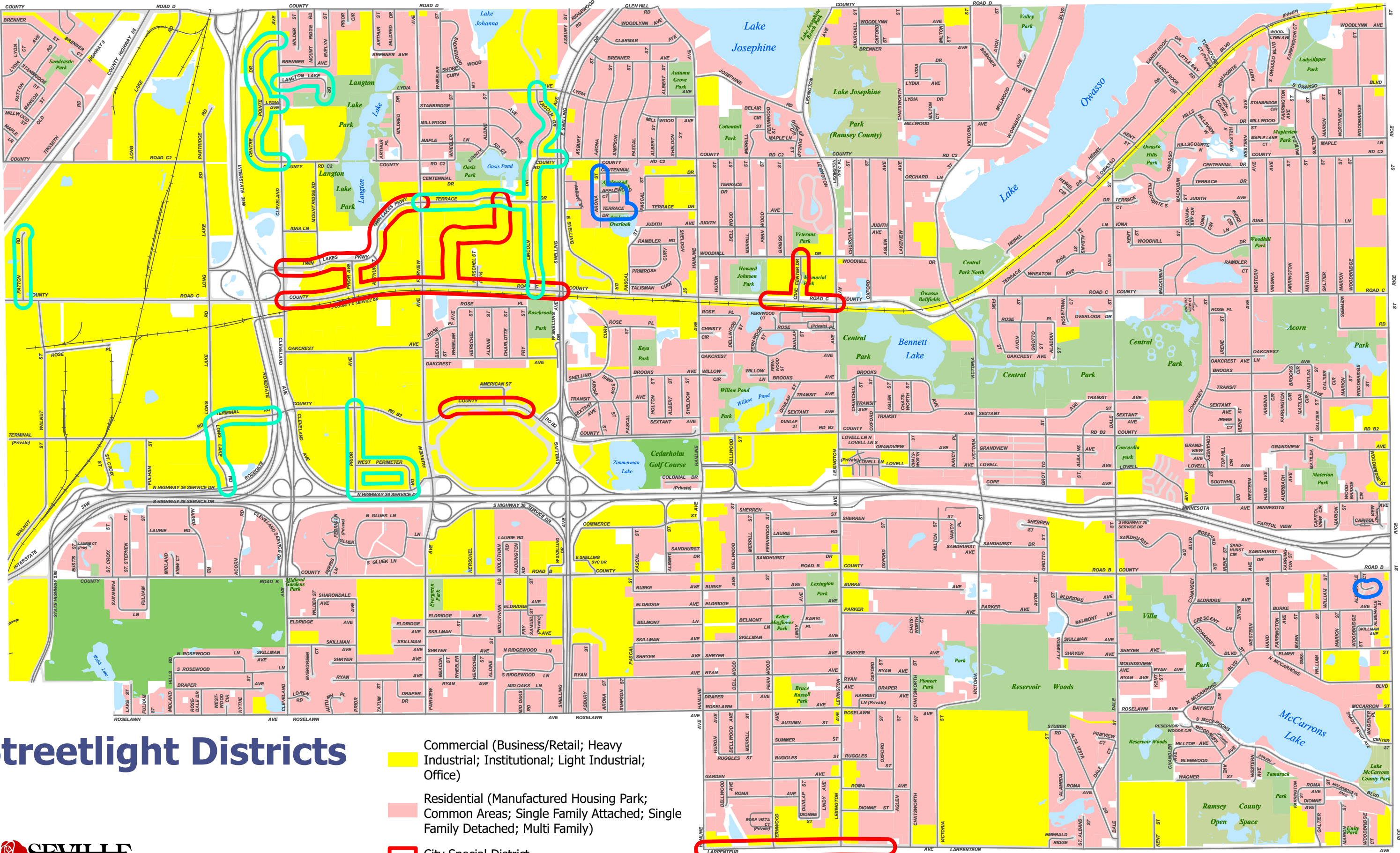
B. Funding

- The costs for installation, operation, and maintenance of streetlights in developments will be paid for by the developer according to the provisions set forth in this Policy.
- The operation and maintenance costs for an Enhanced District project in new developments shall be paid for by the new development in perpetuity. These costs shall be determined and included in the Development Contract. The costs shall either be paid up front by the developer or assessed to the property owners. The total cost shall be the “enhanced” operation and maintenance cost minus the City’s Standard District contribution. The City’s basic

contribution shall be determined based on the procedure outlined in section IV.A. of this policy.

VI. Authority

It is implemented through the provision in each year's budget to pay for the cost of power and maintenance of the existing system and funds for additional new lights. The Public Works Department shall be responsible for the implementation of this policy.



Streetlight Districts



Prepared by: Engineering Department
1/30/2024

- Commercial (Business/Retail; Heavy Industrial; Institutional; Light Industrial; Office)
- Residential (Manufactured Housing Park; Common Areas; Single Family Attached; Single Family Detached; Multi Family)
- City Special District
- Business District
- Enhanced District

Data Sources
* Ramsey County GIS (1/04/2024)
* City of Roseville Community Development
* City of Roseville Finance Department

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 651-702-7075. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21 (2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access or use of data provided.

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StreetlightDistricts



City of Roseville
Streetlight Policy
October 13, 2025
DRAFT August 20, 2026

I. Purpose and Need for Policy

The installation of streetlights provides a safer environment for the community in regard to traffic and pedestrian safety. Due to limited funds and varying viewpoints of individual property owners, as to the desirability of such installations, the City has established this policy to define its streetlighting program. The policy aims to find a balance between minimal lighting requirement for safety of the public and dark sky efforts.

II. Policy Statement

The City shall adopt and utilize the following ~~standard~~ policy for the installation, maintenance, and funding of streetlighting. It is important to establish a consistent, equitable approach, relating to the method of selecting the locations for streetlights, to insure fair and reasonable treatment for property owners. Streetlighting in all areas of the City shall follow the requirements detailed below.

III. Conditions

- All new lights installed shall be full cutoff lights.
- All new streetlighting must be consistent with ~~the adopted~~ City Ordinances, Design standards ~~Standards, and this Policy.~~
- Variations to the City standard streetlight types will be allowed only by City Council action. Extra costs associated with variations ~~to the City standard~~, both installation and ongoing operation and maintenance costs, will be the responsibility of the benefiting properties.
- All streetlighting designs shall consider industry standards, safety, uniformity, lighting intensity and cost.
- Qualifying requests for streetlights may be scheduled for installation in a subsequent year if the City determines sufficient funds are not available in the current City budget.
- On projects where pedestrian level lighting is installed, a continuous level of light should be maintained for the design. Spacing would be determined applying engineering standards. Spacing typically results in poles every 90 to 120 feet.

IV. Streetlight Districts

To develop a rational approach to streetlight installation, the City Council in 1957, established a policy to install streetlights ~~at no assessment to ensure that the lights would be installed~~ where most needed and wanted ~~and wanted~~.

Since the need for lighting varies by adjacent use, different standards will apply as follows.

A. Standard District

- This standard be used for all areas in the City unless they are defined as Commercial, City Special or Enhanced districts as shown in Appendix A.

- The locations and illuminance target for this district shall be the minimum for all lighting districts.;
- Procedure
 - ~~If the following conditions are met, the~~ City will install streetlights at ~~the following locations:~~locations identified below.
 - ~~The location is at the intersection of two streets, OR~~
 - ~~The location is at the end of a cul-de-sac, OR~~
 - ~~The location is on a severe curve, either vertically or horizontally, OR~~
 - ~~The location is at a marked pedestrian crosswalk.~~
 - ~~Illuminance Target: illuminance ranges from 0.3 – 0.6 foot-candles.~~
 - City staff will notify property owners within 300 feet of the new light location ~~where lighting will be installed~~ at least three weeks prior to the installation of the light.
 - ~~Mid-block lights are desirable and should be considered for placement if the spacing between existing lights is greater than 600 feet. If the above conditions are met, an individual property owner may circulate a petition in the neighborhood to determine if the light is desired (particularly by those property owners directly adjacent to the proposed light). If 60% consensus is built with property owners within 150 feet of the proposed light, the City staff will work with the electric utility company to install the light.~~
- Streetlight Design
 - Streetlight Type: LED Cobra head Cutoff
 - Pole Type:
 - Wooden if available
 - Fiberglass or aluminum if a pole needs to be installed.
 - Locations:
 - at the intersection of two streets, OR
 - at the end of a cul-de-sac, OR
 - on a severe curve, either vertically or horizontally, OR
 - at a marked pedestrian crosswalk.
 - Illuminance Target: between 0.3 – 0.6 foot-candles.
 - ~~Mid-block lights are desirable and should be considered for placement if the spacing between existing lights is greater than 600 feet. If the above conditions are met, a n individual property owner may submit a petition to the City Engineer with signatures representing at least 60% of the property owners circulate a petition in the neighborhood to determine if the light is desired (particularly by those property owners directly adjacent to the proposed light). If 60% consensus is built with property owners within 150 feet of the proposed light. If a valid petition is received, the City staff will have the light installed~~work with the electric utility company to install the light.
- Funding
 - The City will fund installation and maintenance of lights within the Standard District.

- Lights are typically owned and maintained by Xcel who charges the city a monthly flat rate per light.

B. Business District

- This standard will be applied to all areas identified as Business Districts as shown in Appendix A
- Procedure
 - Property owners that would like street segments ~~established as a to-be-added to the Business Lighting District~~ shall petition the City Council. The Council will determine if the street will be added ~~to the~~ as a Business District.
 - ~~The petition must include signatures representing at least 60% of the property owners abutting the right-of-way in the project area. City staff can work with property owners to determine the project area. Over 60% of benefitting property owners shall petition the City to be considered.~~
 - If on a street bordering another city, only the Roseville parcels will be used to determine 60%.
 - Only streets that are non-single family residential will be considered.
- Streetlight Design
 - This type of lighting may include street and/or pedestrian level lighting or decorative style lighting.
 - ~~Streetlight Type: LED Cobrahead Cutoff~~
 - ~~Pole Type:~~
 - ~~Wooden if available~~
 - ~~Fiberglass or aluminum if a pole needs to be installed.~~
 - This lighting would be a brighter, higher quality of lighting. Lights would be designed per engineering standards typically resulting in poles every 250-300 feet. As a minimum standard, all intersections, marked crosswalks, and horizontal and vertical curves would have streetlights.
- Funding
 - Initial costs to install lighting to Business District standards will be assessed to adjacent property owners.
 - Maintenance and future replacement costs will be paid by the City.
 - Lights are typically installed and maintained by Xcel who leases them to the City for 25 years after which they become City owned or replaced and a new 25-year lease started.

C. City Special District

- City Special Districts are as shown in Appendix A.
- This type of lighting will be for special areas as determined by the City Council.
 - This type of lighting may include street ~~lighting~~ and/or pedestrian level lighting or decorative style lighting.
 - The lighting standards for each Special District shall be designed for the specific purpose and needs s of the district.
- Funding

- The City will fund installation and maintenance of lights within the City Special District.

D. Enhanced District

- ~~When-If~~ property owners want a different location, design, or number of requested lights above the Standard ~~Streetlight D~~district standards, ~~property owners they~~ may request that the City establish an Enhanced District and undertake an ~~Enhanced District-streetlight~~ project.
- Procedure
 - ~~When a request for an Enhanced District project is received, City staff, working with property owners, will determine the boundaries of the project.~~ Requests for streetlighting can be initiated through a petition to City Council. petition process that includes signatures representing at least 60% of the property in the project area.
 - ~~Petition Process~~
 - The petition must include signatures representing at least 60% of the property owners abutting the right-of-way in the project area. City staff can work with property owners to determine the project area. If on a street bordering another city, only the Roseville parcels will be used to determine 60%.
 - Upon receipt of a valid petition ~~signed by the owners of sixty percent (60%) of the property area within the proposed project limits,~~ City staff will prepare a ~~preliminary Feasibility R~~eport detailing the streetlight types, location, costs, and proposed assessments.
 - The City Council will be asked to call and hold a public hearing pursuant to Minnesota Statutes, Section 429.031 to determine if a streetlight project will occur.-
 - If the project goes to the public hearing, but is not ~~ordered forward approved,~~ subsequent-new petitions will not be undertaken for the same project area or any part of the project area for a two (2) year period beginning on the hearing date. The exception to this requirement would be if the City initiates a street reconstruction project in the area.
- Funding
 - The additional costs of an Enhanced District project shall be assessed to the benefiting property owners according to City Assessment Policy. ~~All properties within 150 feet (Street frontage) of each light shall be considered for assessment.~~ City staff shall determine the number and locations of lights that could have been installed under the Standard District section of this policy. The maintenance cost for these lights will be deducted from the overall project cost.
 - • A summary of the assessable cost shall be as follows:
 - Cost of installation of enhanced streetlights
plus Cost of Operation & Maintenance (pro-rated for 25 years)
plus Administrative costs
minus "Standard District" maintenance cost (if applicable)
= total assessable cost.

- Note that costs for the enhancements above the cost of standard lights may not exceed the assessable special benefit dollar amount.
- Xcel energy provides a 25-year warranty operation and maintenance for the streetlights that they install for 25-years by leasing the lights to the City. This cost is included in one time installation fee from Xcel.
 - the City's monthly charge. At the end of this 25-year lease period the lights become City owned and a period the City will evaluate the maintenance needs for the "enhanced" areas. A reconstruction project will be considered where the new installation, operation, and maintenance costs for the next 25-years will be proposed to be assessed to the benefiting properties.
 - If a reconstruction project is not approved by City Council at the assessment hearing, the existing lights will be removed, the area will return to a Standard District, and the new lighting will be installed to Standard District light standards.

V. Development/-Redevelopment Streetlights

The Developer of any proposed subdivision or redevelopment area, regardless of zoning, whether residential, business or other may elect to install streetlights as a part of their overall development plans. Approval and implementation shall conform to this policy. ~~Developers~~ shall meet the ~~Streetlight~~ Standard District criteria unless they apply to meet other district criteria. Approval and implementation shall conform to this pPolicy. ~~Installation of public streetlights shall be included as part of the development agreement.~~

A. Procedure

- The developer shall submit a ~~street~~lighting plan for review and approval by the City Engineer.
- Installation of any streetlights installed in the right-of-way shall be included as part of the Development Agreement approved by City Council.
- If the proposed lighting is part of a lease from Xcel, the City Engineer must be included in communications with Xcel regarding the lighting. For new residential subdivisions and business areas, the developer shall pay the operation and maintenance costs to the electric utility company until the City accepts the streetlighting system.
- Acceptance of the new ~~streetlights~~ lighting must be requested by the developer in writing. The request must be submitted to the City Engineer and include in writing by the developer, along with a certification from the electric utility company that it was installed according to their plan and specifications.

B. Funding

- The costs for initial installation will be paid by the developer regardless of district. If establishing a Business or Enhanced District that results in decorative lights leased to the City, the initial installation costs shall include the operation, and maintenance costs for the duration of the lease, of streetlights in developments will be paid for by the developer according to the provisions set forth in this Policy.

- ~~The operation and maintenance costs for an Enhanced District project in new developments shall be paid for by the new development in perpetuity. These costs shall be determined and included in the Development Contract. The costs shall either be paid up front by the developer or assessed to the property owners. The total cost shall be the “enhanced” operation and maintenance cost minus the City’s Standard District contribution. The City’s basic contribution shall be determined based on the procedure outlined in section IV.A. of this policy.~~

VI. Homeowner’s Association Streetlights

A legally established Homeowner’s Association (HOA) may request that the City establish an Enhanced District and undertake a streetlight project within the HOA’s boundary.

A. Procedure

- Request is initiated by the HOA’s submittal of a petition to City Council that includes signatures representing at least 60% of the HOA’s property owners.
- City Staff work with the HOA and Xcel to establish a lighting plan and cost estimate.
- The project, and any associated agreements or donations, are presented to City Council for approval.
- If approved, HOA pays City for the full cost and City Staff authorize Xcel to proceed with installation.
- After the lease expiration, the process resorts back to the Enhanced District as noted in section _____.

B. Funding

- The HOA will be responsible for funding the cost difference from the Standard to Enhanced District lighting as noted in section _____.
- The funds must be paid in advance of the start of construction and can be:
 - via agreement with the City OR
 - via a donation with conditions that is accepted by City Council.

VI.VII. Authority

It is implemented through the provision in each year’s budget to pay for the cost of power and maintenance of the existing system and funds for additional new lights. The Public Works Department shall be responsible for the implementation of this policy.

City of Roseville
SPECIAL ASSESSMENT POLICY
ADOPTED DECEMBER 12, 2012

The purpose of this policy is to be used as a guide by the City of Roseville when preparing assessment rolls, so as to assure uniform and consistent treatment of affected properties. It is the general policy of the City of Roseville to assess all affected properties according to this policy without regard to funding source.

Special assessments are a charge imposed on properties for a particular improvement that benefits the owners of those selected properties. The authority to use special assessments originates in the state constitution which allows the state legislature to give cities and other governmental units the authority "to levy and collect assessments for local improvements upon property benefited thereby." The legislature confers that authority to cities in Minnesota Statutes Chapter 429.

1. Special Benefit Test: The proposed assessment shall be equivalent or less than the anticipated increase in market value for properties being assessed. Appraisals shall be completed to determine the influence of an improvement project on the value of the properties proposing to be assessed.
2. Determining Assessable Frontage: Unless otherwise noted in this document, all assessments shall be calculated using property front footage on the segment of the infrastructure included in the improvement project. The assessment rate shall be determined by dividing the total project cost by the total assessable frontage. The following formulas shall apply for calculating the total assessable frontage for the improvement project.
 - (a) The assessable frontage shall be 100% of the short side of the lot.
 - (b) Corner and Multiple Frontage LDR1 and LDR2 lots: All corner and multiple frontage LDR1 and LDR2 parcels shall be considered as having 10% of the long side as being assessable footage unless such parcels could be split or subdivided. This is in addition to the short side frontage.
 - (c) Corner and Multiple Frontage Lots (other zoning): All corner and multiple frontage lots for other property zoning shall be calculated at 10% for the first 150 feet of the long side and then 100% for any additional footage. This is in addition to the short side frontage.
 - (d) Odd Lot Formula (all zoning): The odd lot formula shall apply for odd and irregularly shaped lots, which have rear widths that vary by more than 25% in comparison with the front width. The lot will be assumed to have a depth equal to one-half the sum of the two sides and said depth will be divided into the area of the lot to determine the assessable frontage.
 - (e) Lots with more than 4 sides: All lots of more than four sides will be geometrically converted to a four-sided lot of equal area, then the odd-lot formula as described in (d) will be used to determine the assessable frontage. Where this is not practical, the assessable frontage will be determined by assuming the lot to have an assessable frontage equal to those of the typical rectangular lots near it which are comparable in overall area and nature.
 - (f) Private Driveway: If a public improvement takes place along a public street with a private driveway that serves more than one property owner, all properties with access to the public street via the private driveway will be assessed. The frontage

of the private property (or properties) directly adjacent to the roadway will be used to determine the assessable frontage. This assessable frontage will be proportionately shared among all properties with direct access to the private driveway.

(g) City Property: If there is a City owned property adjacent to the public improvement, the frontage of the City property will be added to the assessable frontage and used to calculate the assessment rate. The City assessment will become a city project cost.

(h) County Open Space Property: If there is Ramsey County Open Space adjacent to the public improvement, the frontage will be added to the assessable frontage and used to calculate the assessment rate. Assessments for public improvements benefiting the Ramsey County open space properties shall be deferred as long as the property remains as public open space. Recreational developments within the property may include public access areas, trails, and other support facilities for passive recreation, nature appreciation and outdoor recreation without affecting the deferral. Such deferral will be made with the following conditions:

- Interest will accrue on the deferred assessment.
- In recognition of this deferral, Ramsey County will cooperate with the City of Roseville by granting easements to the City for storm water drainage, utilities, and local trails, and undertake, at its expense, improvements to the open space that are mutually beneficial and agreed upon by the City and County at the time of deferral.
- The extent of such improvements shall take into consideration the amount of the deferred assessment.

3. Pathway Construction Projects:

(a) There shall be no assessments for the construction of off road pathways that are included as priority segments in the City's Pathway Master Plan. Except in the case of petition or development projects.

4. Roadway New Construction Projects: For all new public roadway construction, where no roadway exists, the properties abutting the new road shall be assessed for 100% of the cost.

5. Roadway Reconstruction Projects: The following is the assessment policy for all roadway reconstruction projects in the City of Roseville.

- (a) Property zoned LDR1 and LDR2 shall be assessed up to 25% of the project cost for a 7-ton, 32-foot wide pavement with concrete curb and gutter and required drainage.
- (b) All other property zoning shall be assessed up to 50% of the project cost.
- (c) Municipal State Aid Roadways:
 - Property zoned LDR1 and LDR2 shall be assessed up to 25% of the cost of a 7-ton, 32-foot wide pavement with concrete curb and gutter and required drainage, even if the width or strength is greater.
 - All other property zoning shall be assessed up to 50% of the project costs.
- (d) Ramsey County or Minnesota Department of Transportation Roadways:

- 1 The amount of special assessments collected on a Ramsey County or MnDOT
2 roadway projects will be equal to or less than the total City cost share of the
3 improvement.
- 4 (e) All property accessing a private driveway that serves as a leg of an intersection
5 signal system shall be assessed 100% of the proportionate share of the signal
6 system cost.
- 7 6. Regional Improvement Projects: Projects that benefit more than just the properties
8 abutting the project may be assessed to all properties within the Benefited Area.
9 Regional Improvement Projects can include arterial roads, bridges, collector roads,
10 highway interchanges, intersections, or noise walls.
- 11 7. Traffic Management Program Projects: Assessments for Traffic Management Program
12 projects shall be assessed to all properties within the Benefited Area. The Benefited Area
13 would be determined on a project- by- project basis as a part of the Feasibility Report.
14 See TMP for details.
- 15 8. Sanitary Sewer Projects:
- 16 (a) Properties currently connected to public sanitary sewer will not be assessed for
17 reconstruction or major maintenance projects. Except in the case of subd. (d)
18 below.
- 19 (b) New construction shall be assessed 100% of the project cost based on a front
20 footage basis for all zoning.
- 21 (c) Any sanitary sewer main in excess of 8 inches in diameter will normally be
22 considered oversized. When oversizing is done to increase the capacity of the
23 City's system, the added cost for oversizing shall be subtracted from the total cost
24 of the improvement. The result of said subtraction will be the cost to be assessed.
- 25 (d) New development property, or property which has altered its land use within the
26 past three years, shall be assessed at 100% of the city's expense for the
27 improvement.
- 28 (e) Sewer services shall be assessed on a per service basis at 100% of the city's
29 expense for such services.
- 30 9. Storm Sewer Projects:
- 31 (a) There shall be no assessments for storm sewer projects not associated with
32 roadway projects. Except in the case of petition or development projects.
- 33 10. Watermain Projects:
- 34 (a) Properties currently connected to public watermain will not be assessed for
35 reconstruction or major maintenance projects. Except in the case of subd. (d)
36 below.
- 37 (b) New construction shall be assessed 100% of the project cost based on a front
38 footage basis for all zoning.
- 39 (c) Any water mains in excess of 8 inches in diameter will normally be considered
40 oversized. When oversizing is done to increase the capacity of the City's system,
41 the added cost for oversizing shall be subtracted from the total cost of the
42 improvement.

- (d) New development property, or property which has altered its land use within the past three years, shall be assessed at 100% of the city's expense for the improvement.
- (e) Water services shall be assessed on a per service basis at 100% of the city's expense for such services.
11. Streetlight Installation Projects:
- (a) Shall be assessed on a front footage basis and as follows:
- (b) All properties within 150 feet (street frontage) of each light shall be considered for assessment.
- (c) City staff shall determine the number and locations of lights that could have been installed under the "standard street light" section of the City's Street light policy. The maintenance cost for these lights will be deducted from the overall project cost.
- (d) 100% of the additional costs for an "enhanced street light" project shall be specially assessed. The additional costs for an "enhanced street light" project shall include; cost of installation of enhanced streetlights, cost of operation & maintenance (pro-rated for 25 years), administrative costs, minus "standard street light" maintenance cost (if applicable)
- (e) At the end of 25 years, the City will evaluate the maintenance needs for the "enhanced street light" areas. A reconstruction project will be considered where the new operation and maintenance costs for the next 25 years will be proposed to be assessed to the benefiting properties.
- (f) In new development and redevelopments, the operation and maintenance costs for an "enhanced street light" installation shall be paid for by the property owners in the new development in perpetuity. These costs shall either be paid for up front by the developer or assessed to the property owners. The total cost shall be the "enhanced street light" operation and maintenance cost minus the City's "standard street light" contribution. The City's basic contribution shall be determined based on the procedure outlined in section IV. B. of the City Street Light policy.
12. Definitions
- (a) Assessable frontage: Property frontage on a segment of infrastructure scheduled for improvement. If a parcel is a corner lot or has multiple street frontages, the parcel frontage shall only be calculated for the side abutting the infrastructure scheduled for improvements.
- (b) Benefited Area: The properties expected to receive positive impacts from the proposed public improvement and which are subject to assessment for the cost of construction. The Benefited Area is determined on a project- by- project basis.
- (c) Enhanced Street Light: When the location, design, or spacing for requested lights does not meet the "Standard Street Light" qualifying conditions, property owners may request that the City undertake an "Enhanced Street Lighting" project.
- (d) Long side: On a corner lot or multiple frontage lot, the frontage of a property that is longest.
- (e) Private Driveway: A driveway or road that serves as a primary access for one or more property owners that is not maintained by the City of Roseville, MnDOT or Ramsey County.

- 1 (f) Required Drainage: Drainage improvements necessary because of an
2 improvement project. This can be the result of meeting City, watershed or
3 wetland requirements. Includes rate control, water quality treatment, infiltration,
4 and wetland mitigation.
- 5 (g) Roadway Reconstruction Project: This type of project involves removing and
6 replacing the existing roadway bituminous, more than 50% of the concrete curb,
7 the base materials, and oftentimes performing utility work (water, sewer, etc.) at
8 the same time.
- 9 (h) Roadway Maintenance Project: Performing a Reclaim and Overlay, Mill and
10 Overlay, or sealcoating of city streets.
- 11 (i) Short side: On a corner lot or multiple frontage lot, the frontage of a property that
12 is shortest.
- 13 (j) Standard Street Light: street light installation that meets the location, design and
14 spacing of the City street light policy qualifying conditions described in section
15 IV. B. of the City Street Light policy.
- 16 (k) Total Project Cost: Project costs include actual construction cost plus all
17 associated overhead costs. The total cost of the associated overhead for a public
18 improvement project would typically include city administration, engineering,
19 fiscal, legal, capital interest, right of way acquisition and contingencies.

City of Roseville
SPECIAL ASSESSMENT POLICY
ADOPTED DECEMBER 12, 2012
DRAFT FOR DISCUSSION August 18, 2026

The purpose of this policy is to be used as a guide by the City of Roseville when preparing assessment rolls, so as to assure uniform and consistent treatment of affected properties. It is the general policy of the City of Roseville to assess all affected properties according to this policy without regard to funding source.

Special assessments are a charge imposed on properties for a particular improvement that benefits the owners of those selected properties. The authority to use special assessments originates in the state constitution which allows the state legislature to give cities and other governmental units the authority “to levy and collect assessments for local improvements upon property benefited thereby.” The legislature confers that authority to cities in Minnesota Statutes Chapter 429.

1. Definitions

- (a) Assessable frontage: Property frontage on a segment of infrastructure scheduled for improvement. If a parcel is a corner lot or has multiple street frontages, the parcel frontage shall only be calculated for the side abutting the infrastructure scheduled for improvements.
- (b) Benefited Area: The properties expected to receive positive impacts from the proposed public improvement and which are subject to assessment for the cost of construction. The Benefited Area is determined on a project- by- project basis.
- (c) Enhanced District Streetlight: Streetlights in the right-of-way that exceed the
When the location, design, or spacing of for requested lights does not meet the
“Standard Streetlight District” standards, qualifying conditions, property owners
may request that the City undertake an “Enhanced Street Lighting” project. See
Streetlight Policy for more details.
- (d) Long side: On a corner lot or multiple frontage lot, the frontage of a property that is longest.
- (e) Private Driveway: A driveway or road that serves as a primary access for one or more property owners that is not maintained by the City of Roseville, MnDOT or Ramsey County.
- (f) Required Drainage: Drainage improvements necessary because of an improvement project. This can be the result of meeting City, watershed or wetland requirements. Includes rate control, water quality treatment, infiltration, and wetland mitigation.
- (g) Roadway Reconstruction Project: This type of project involves removing and replacing the existing roadway bituminous, more than 50% of the concrete curb, the base materials, and oftentimes performing utility work (water, sewer, etc.) at the same time.
- (h) Roadway Maintenance Project: Performing a Reclaim and Overlay, Mill and Overlay, or sealcoating of city streets.
- (i) Short side: On a corner lot or multiple frontage lot, the frontage of a property that is shortest.

(j) ~~Standard Streetlight District: street-light installation that meets the location and design standards, design and spacing of the City street light Streetlight P-policy. qualifying conditions described in section IV. B. of the City Street Light policy.~~

(k) Total Project Cost: Project costs include actual construction cost plus all associated overhead costs. The total cost of the associated overhead for a public improvement project would typically include city administration, engineering, fiscal, legal, capital interest, right of way acquisition and contingencies.

2. Special Benefit Test: The proposed assessment shall be equivalent or less than the anticipated increase in market value for properties being assessed. Appraisals shall be completed to determine the influence of an improvement project on the value of the properties proposing to be assessed.

3. Methods for Assessment Calculation: A Feasibility Report shall be completed and brought to City Council for each proposed assessment. In each report, City Staff shall proposed a methos for calculating the assessments in an fair and equitable manner for City Council to review. Methods include front footage, square footage or by parcel.

1. Unless otherwise noted in this Police, the assessment rate shall be determined by dividing the total project cost by the total project frontage.

3-2. Determining Assessable Assessable Frontage: Unless otherwise noted in this document, all assessments shall be calculated using property front footage on the segment of the infrastructure included in the improvement project. The assessment rate shall be determined by dividing the total project cost by the total assessable frontage. The following formulas shall apply for calculating the ~~total~~ assessable front frontage for the improvement project.

(a) The assessable frontage shall be 100% of the short side of the lot.

(b) Corner and Multiple Frontage LDR1 and LDR2 lots: All corner and multiple frontage LDR1 and LDR2 parcels shall be considered as having 10% of the long side as being assessable footage unless such parcels could be split or subdivided. This is in addition to the short side frontage.

(c) Corner and Multiple Frontage Lots (other zoning): All corner and multiple frontage lots for other property zoning shall be calculated at 10% for the first 150 feet of the long side and then 100% for any additional footage. This is in addition to the short side frontage.

(d) Odd Lot Formula (all zoning): The odd lot formula shall apply for odd and irregularly shaped lots, which have rear widths that vary by more than 25% in comparison with the front width. The lot will be assumed to have a depth equal to one-half the sum of the two sides and said depth will be divided into the area of the lot to determine the assessable frontage.

(e) Lots with more than 4 sides: All lots of more than four sides will be geometrically converted to a four-sided lot of equal area, then the odd-lot formula as described in (d) will be used to determine the assessable frontage. Where this is not practical, the assessable frontage will be determined by assuming the lot to have an assessable frontage equal to those of the typical rectangular lots near it which are comparable in overall area and nature.

(f) Private Driveway: If a public improvement takes place along a public street with a private driveway that serves more than one property owner,

all properties with access to the public street via the private driveway will be assessed. The frontage of the private property (or properties) directly adjacent to the roadway will be used to determine the assessable frontage. This assessable frontage will be proportionately shared among all properties with direct access to the private driveway.

(g) City Property: If there is a City owned property adjacent to the public improvement, the frontage of the City property will be added to the assessable frontage and used to calculate the assessment rate. The City assessment will become a city project cost.

(h) County Open Space Property: If there is Ramsey County Open Space adjacent to the public improvement, the frontage will be added to the assessable frontage and used to calculate the assessment rate. Assessments for public improvements benefiting the Ramsey County open space properties shall be deferred as long as the property remains as public open space. Recreational developments within the property may include public access areas, trails, and other support facilities for passive recreation, nature appreciation and outdoor recreation without affecting the deferral. Such deferral will be made with the following conditions:

- Interest will accrue on the deferred assessment.
- In recognition of this deferral, Ramsey County will cooperate with the City of Roseville by granting easements to the City for storm water drainage, utilities, and local trails, and undertake, at its expense, improvements to the open space that are mutually beneficial and agreed upon by the City and County at the time of deferral.
- The extent of such improvements shall take into consideration the amount of the deferred assessment.

3. Types of Assessment by Project Type

4. Pathway Construction Projects:

- (a) There shall be no assessments for the construction of off road pathways that are ~~included as priority segments~~ in the City's Pathway Master Plan. Except in the case of petition or development projects.

5. Roadway New Construction Projects: For all new public roadway construction, where no roadway exists, the properties abutting the new road shall be assessed for 100% of the cost.

6. Roadway Reconstruction Projects: The following is the assessment policy for all roadway reconstruction projects in the City of Roseville.

- (a) Property zoned LDR1 and LDR2 shall be assessed up to 25% of the project cost for a 7-ton, 32-foot wide ~~pavement street with concrete curb and gutter and required drainage.~~

- (b) All other property zoning shall be assessed up to 50% of the project cost ~~for a 7-ton, 32-foot wide pavement with concrete curb and gutter.~~

- ~~(c) Municipal State Aid Roadways:~~

1 • ~~Property zoned LDR1 and LDR2 shall be assessed up to 25% of the cost of~~
2 ~~a 7-ton, 32-foot wide pavement with concrete curb and gutter and required~~
3 ~~drainage, even if the width or strength is greater.~~

4 • ~~All other property zoning shall be assessed up to 50% of the project costs.~~

5 ~~(d)(c)~~ Ramsey County or Minnesota Department of Transportation Roadways:
6 The amount of special assessments collected on a Ramsey County or MnDOT
7 roadway projects will be equal to or less than the total City cost share of the
8 improvement.

9 ~~(e)(d)~~ All property accessing a private driveway that serves as a leg of an
10 intersection signal system shall be assessed 100% of the proportionate
11 share of the signal system cost.

12 7. Regional Improvement Projects: Projects that benefit more than just the
13 properties abutting the project may be assessed to all properties within the
14 Benefited Area. Regional Improvement Projects can include arterial roads,
15 bridges, collector roads, highway interchanges, intersections, or noise walls.

16 8. Traffic Management Program Projects: Assessments for Traffic Management
17 Program (TMP) projects shall be assessed to all properties within the Benefited
18 Area. The Benefited Area would be determined on a project- by- project basis as
19 a part of the Feasibility Report. See TMP for details.

20 9. Sanitary Sewer Projects:

21 (a) Properties currently connected to public sanitary sewer will not be
22 assessed for reconstruction or major maintenance projects. Except in the
23 case of subd. (d) below.

24 (b) New construction shall be assessed 100% of the project cost based on a
25 front footage basis for all zoning.

26 (c) Any sanitary sewer main in excess of 8 inches in diameter will normally
27 be considered oversized. When oversizing is done to increase the capacity
28 of the City's system, the added cost for oversizing shall be subtracted from
29 the total cost of the improvement. The result of said subtraction will be
30 the cost to be assessed.

31 (d) New development property, or property which has altered its land use
32 within the past three years, shall be assessed at 100% of the city's expense
33 for the improvement.

34 (e) Sewer services shall be assessed on a per service basis at 100% of the
35 city's expense for such services.

36 10. Storm Sewer Projects:

37 (a) There shall be no assessments for storm sewer projects not associated with
38 roadway projects. Except in the case of petition or development projects.

39 11. Watermain Projects:

40 (a) Properties currently connected to public watermain will not be assessed
41 for reconstruction or major maintenance projects. Except in the case of
42 subd. (d) below.

43 (b) New construction shall be assessed 100% of the project cost based on a
44 front footage basis for all zoning.

- (c) Any water mains in excess of 8 inches in diameter will normally be considered oversized. When oversizing is done to increase the capacity of the City's system, the added cost for oversizing shall be subtracted from the total cost of the improvement.
- (d) New development property, or property which has altered its land use within the past three years, shall be assessed at 100% of the city's expense for the improvement.
- (e) Water services shall be assessed on a per service basis at 100% of the city's expense for such services.

12. **Streetlight Installation Projects:**

(a) Any assessable costs, as defined by the City's Streetlight Policy, shall be assessed to the Benefited Area, as determined on a project-by-project basis as a part of the Feasibility Report, in accordance with this Policy. See TMP Streetlight Policy for details.

~~(a) Shall be assessed on a front footage basis and as follows:~~

~~(b) All properties within 150 feet (street frontage) of each light shall be considered for assessment.~~

~~(c) City staff shall determine the number and locations of lights that could have been installed under the "standard street light" section of the City's Street light policy. The installation and maintenance cost for these lights will be deducted from the overall project cost.~~

~~(d) 100% of the additional costs for an "enhanced street light" project shall be specially assessed. The additional costs for an "enhanced street light" project shall include; cost of installation of enhanced streetlights, cost of operation & maintenance (pro-rated for 25 years), administrative costs, minus "standard street light" maintenance cost (if applicable)~~

~~(e) At the end of 25 years, the City will evaluate the maintenance needs for the "enhanced street light" areas. A reconstruction project will be considered where the new operation and maintenance costs for the next 25 years will be proposed to be assessed to the benefiting properties.~~

~~(f) In new development and redevelopments, the operation and maintenance costs for an "enhanced street light" installation shall be paid for by the property owners in the new development in perpetuity. These costs shall either be paid for up front by the developer or assessed to the property owners. The total cost shall be the "enhanced street light" operation and maintenance cost minus the City's "standard street light" contribution. The City's basic contribution shall be determined based on the procedure outlined in section IV. B. of the City Street Light policy.~~

1. **Definitions** MOVED TO START

~~(a) Assessable frontage: Property frontage on a segment of infrastructure scheduled for improvement. If a parcel is a corner lot or has multiple street frontages, the parcel frontage shall only be calculated for the side abutting the infrastructure scheduled for improvements.~~

- (b) ~~Benefited Area: The properties expected to receive positive impacts from the proposed public improvement and which are subject to assessment for the cost of construction. The Benefited Area is determined on a project-by-project basis.~~
- (c) ~~Enhanced Street Light: When the location, design, or spacing for requested lights does not meet the "Standard Street Light" qualifying conditions, property owners may request that the City undertake an "Enhanced Street Lighting" project.~~
- (d) ~~Long side: On a corner lot or multiple frontage lot, the frontage of a property that is longest.~~
- (e) ~~Private Driveway: A driveway or road that serves as a primary access for one or more property owners that is not maintained by the City of Roseville, MnDOT or Ramsey County.~~
- (f) ~~Required Drainage: Drainage improvements necessary because of an improvement project. This can be the result of meeting City, watershed or wetland requirements. Includes rate control, water quality treatment, infiltration, and wetland mitigation.~~
- (g) ~~Roadway Reconstruction Project: This type of project involves removing and replacing the existing roadway bituminous, more than 50% of the concrete curb, the base materials, and oftentimes performing utility work (water, sewer, etc.) at the same time.~~
- (h) ~~Roadway Maintenance Project: Performing a Reclaim and Overlay, Mill and Overlay, or sealcoating of city streets.~~
- (i) ~~Short side: On a corner lot or multiple frontage lot, the frontage of a property that is shortest.~~
- (j) ~~Standard Street Light: street light installation that meets the location, design and spacing of the City street light policy qualifying conditions described in section IV. B. of the City Street Light policy.~~
- (k)(b) ~~Total Project Cost: Project costs include actual construction cost plus all associated overhead costs. The total cost of the associated overhead for a public improvement project would typically include city administration, engineering, fiscal, legal, capital interest, right of way acquisition and contingencies.~~

Roseville Public Works, Environment and Transportation Commission Agenda Item

DATE: August 25, 2026

ITEM: 4.d.

ITEM DESCRIPTION: City Council Joint Meeting Review

Background

The PWETC held a joint meeting with the City Council at the July 20 City Council meeting. There was conversation between the Commission and City Council about upcoming topics that the Commission may take up in the next calendar year.

The Commission and staff will review the topics and comments from the City Council and use that discussion to guide the creation of a preliminary schedule of topics for the next calendar year.

Recommendation

Review joint meeting with the City Council.

Attachments

1. Request for Council Action (RCA) for the July 20 Joint Meeting

ROSEVILLE

REQUEST FOR COUNCIL ACTION

Date: July 20, 2026

Item No.:

Department Approval



City Manager Approval

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

1 BACKGROUND

2 Each year, the Public Works, Environment, and Transportation Commission meets with the City
 3 Council to review activities and accomplishments, and to discuss the upcoming year's work plan and
 4 other potential issues to consider. The following are activities over the past year and issues the
 5 Commission tentatively will have on future agendas in the next year. Additionally, the Commission
 6 plans to share their thoughts on the value of being part of the commission and their experiences as
 7 commission members.

8 Activities and accomplishments:

- 9 • Engineering Intern Presentations
- 10 • City Campus Master Plan Update
- 11 • Joint Council Recap
- 12 • Municipal State-Aid Street (MSAS) Safety Plan
- 13 • Pathway Master Plan Update Discussion
- 14 • Consider Closure of Roseville Leaf Recycling Center
- 15 • Bike Plan Discussion
- 16 • City Campus Project – Appoint Committee Member
- 17 • City Code Update – Chapter 802.17 Obstructions
- 18 • Climate Equity Action Plan
- 19 • 2026 Proposed Utility Rates
- 20 • 2026 Public Works Work Plan
- 21 • Pathway Master Plan Segments
- 22 • Keya Park/Pascal Layout Recommendations
- 23 • Noise Ordinance Recommendations
- 24 • Snow & Ice Control Policy for Streets and Parking Lots Recommendations
- 25 • Maintenance Operations Center Update
- 26 • Climate Equity Action Plan Update
- 27 • 2026 Sustainability Update
- 28 • Maintenance Operations Center Update
- 29 • Civic Campus Project Update
- 30 • Pathway Master Plan
- 31 • Approve Bike Plan
- 32 • Pathway Master Plan - Continued Segment Review
- 33 • WM Recycling Update 2026-2027

- Cart Rollout Update
- 2025 MS4 Annual Meeting
- Leaf Site Future
- Climate Equity Action Plan
- Prep for Joint Council meeting

Work Plan items for the upcoming year:

- Pavement management and future funding
- Pathway Master Plan Updates
- Assessment Policy

Questions or Concerns for the City Council: This year, Chair Ficek worked with the commission members to summarize their activities over the last year and asked each commissioner two questions:

1. What you felt most connected to or appreciated with being on the Commission, and
2. Are there any areas you would like feedback on from the Council, or are there specific issues you would like them to address?

The commission would like the council's feedback on which of the following topics to pursue further:

1. Organized Collection
2. Speed Limits

POLICY OBJECTIVES

Per City Code 201.07.B - At least once a year, each Commission shall meet with the City Council to report on the previous year's work and to discuss work plans and pending issues for the upcoming year.

EQUITY IMPACT SUMMARY

There are no equity impacts associated with this joint meeting.

BUDGET IMPLICATIONS

There are no budget impacts.

STAFF RECOMMENDATION

Staff recommends the City Council hold the joint meeting and provide feedback.

REQUESTED COUNCIL ACTION

Hold joint meeting and provide feedback.

Prepared by: Jesse Freihammer, Public Works Director
Attachments: None

Roseville Public Works, Environment and Transportation Commission Agenda Item

DATE: August 25, 2026

ITEM: 5.a.

ITEM DESCRIPTION: Commission Direction on Member Initiated Agenda Items

Background

Suggested Items:

- September 22
 - AARP Active Living Certification
 - Lighting Policy Recommendation
 - Assessment Policy Recommendation
 -
- October 27
 - Utility Rates
 - Pathway Master Plan
 -
- November 24
 - 2027 Public Works Work Plan

Looking Ahead:

- Future
 - MnDOT Safe Systems Approach
 - Speed Limits
 - Organized Collection
 - Pavement Funding

Recommendation

Approve future agenda.

Attachments

None

Roseville Public Works, Environment and Transportation Commission Agenda Item

DATE: August 25, 2026

ITEM: 6.a.

ITEM DESCRIPTION: Approve July Minutes

Background

Attached are the minutes from the July 28, 2026 meeting.

Recommendation

Motion approving the minutes of July 28, 2026, subject to any necessary corrections or revision.

Attachments

1. Draft July Minutes

Roseville Public Works, Environment and Transportation Commission Meeting Minutes

Tuesday, July 28, 2026, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

1. Introduction / Roll Call

Vice Chair Hodder called the meeting to order at approximately 6:30 p.m. and at his request, Assistant Public Works Director/City Engineer Jennifer Lowry called the roll.

Present: Chair Bryant Ficek, Vice Chair Edwin Hodder, and Members Daniel Fergus, Allison Luongo, Luke Sandstrom, and Charles Tedder

Youth Commissioners:

Absent: Member Katie Brokaw Palalay and Alexis Jendro (Excused)

Staff Present: Assistant Public Works Director/City Engineer Jennifer Lowry

2. Approve Agenda

Motion

Member Luongo moved, Member Fergus seconded, approval of the July 28, 2026 Agenda as presented.

Ayes: 6

Nays: 0

Motion carried.

3. Public Comments

No one wished to address the commission.

Vice Chair Hodder did inquire about a recent news report describing cyberattacks that had affected several municipal water systems throughout the region. He asked whether Roseville had been impacted or whether staff had received any information regarding the incident.

34 Ms. Lowry responded that they had not heard of any impacts involving Roseville
35 but would follow up with neighboring agencies, including St. Paul, to determine
36 whether any local systems had been involved.
37

38 **4. Business Items**

39 **a. Communication Items**

40 Assistant Public Works Director/City Engineer Lowry provided a brief review
41 and update on projects and maintenance activities listed in the staff report
42 dated July 23, 2026.
43

44 Chair Ficek asked how residents receive notification when emergency water
45 main repairs or roadway work temporarily affect neighborhoods.
46

47 Ms. Lowry explained that construction projects require contractors to post
48 advance-notice signs about seven days before work and notify residents of
49 access restrictions. Emergency repairs usually involve direct notification to
50 impacted households due to brief water service interruptions. The City also
51 distributes notifications to emergency responders, law enforcement, the
52 Postal Service, school transportation, and other agencies via an established
53 email system.
54

55 **b. Streetlight Policy**

56 Assistant Public Works Director/City Engineer Lowry provided a brief
57 presentation of the streetlight policy and some questions staff sought direction
58 on regarding the implementation of, or potential changes to, the existing
59 Streetlight Policy.
60

61 Member Tedder asked whether all three proposed lighting options satisfied
62 current dark-sky requirements.
63

64 Ms. Lowry responded that all of the proposed fixtures utilized LED
65 technology with cutoff lighting to reduce light spillover. However, she
66 indicated staff was still confirming whether every fixture met formal
67 DarkSky certification requirements. She added that lighting could also be
68 adjusted to better shield neighboring properties regardless of the certification
69 status of an individual fixture.
70

71 **Public Hearing**

72
73 Vice Chair Hodder opened the public hearing and asked anyone wishing to
74 speak to come forward, state their name and address for the record, and limit
75 comments to approximately three minutes.
76

77 Ms. Jean Peterson, 600 Terrace Court, representing one of the Owasso Hills
78 homeowners associations, addressed the commission and explained that her
79 association had already submitted a petition about the decorative streetlights.

80 She asked whether residents who signed the petition would remain
81 committed if the City's final proposal differed significantly from what
82 homeowners had originally anticipated.

83
84 Ms. Peterson stated that she believed homeowners requesting enhanced
85 decorative lighting should expect to pay the additional cost of those
86 improvements. Still, she wanted residents to understand their obligations
87 before the process moved forward fully.
88

89 Mr. Todd Larson, 2920 Hillsvie East, questioned the staff's estimated
90 replacement costs. He encouraged the city to investigate whether competitive
91 bidding or requests for proposals could reduce project costs rather than
92 relying solely on Xcel Energy's estimates. He also asked whether the existing
93 decorative fixtures could be refurbished rather than completely replaced,
94 noting that many appeared structurally sound. Based on the preliminary
95 estimates, he calculated that replacement costs approached \$10,000 per
96 fixture and believed additional analysis was warranted before making a final
97 decision.
98

99 Ms. Alicia House, 542 Owasso Hills Drive, explained that Owasso Hills
100 residents were not requesting additional streetlights or a higher level of
101 service. Rather, they hoped to preserve a defining neighborhood feature that
102 had existed since the subdivision's development. She stated that many
103 homeowners believed the original installation costs had already been paid
104 under the developer's agreement and questioned whether residents should
105 again be assessed to replace the same lighting system twenty-five years later.
106

107 Ms. House also encouraged the City to partner with Xcel Energy to identify
108 longer-term replacement strategies that would reduce future costs, preserve
109 the neighborhood's appearance, and protect property values.
110

111 Mr. Christer Cedarberg, 534 Owasso Hills Drive, an original homeowner in
112 the development, explained that decorative streetlighting was one of the
113 features that attracted him to the neighborhood. After reviewing the
114 homeowners association governing documents, he found detailed provisions
115 on landscaping and common areas but no language assigning long-term
116 responsibility for replacing the decorative lighting after the Xcel Energy
117 lease expired. He suggested that the City replace the existing system without
118 assessing current homeowners and then ensure that future development
119 agreements clearly identify maintenance and replacement responsibilities so
120 future property owners fully understand those obligations.
121

122 Mr. David Trapp, 2990 Highcourte, explained that the neighborhood is
123 divided among multiple homeowners associations and noted that only three
124 streetlights in his area would be replaced. He emphasized the importance of
125 maintaining both the neighborhood's appearance and public safety. Mr. Trapp

expressed concern that if some HOAs selected enhanced lighting. In contrast, others chose standard lighting, it could create an inconsistent appearance across the community and raise questions about how associated costs would be distributed. He encouraged the HOAs to work together to reach a coordinated decision.

Vice Chair Hodder closed the public hearing and returned the matter to the commission for further discussion and consideration.

The commission generally agreed that the Owasso Hills project highlighted an issue that had not been fully contemplated when the City's updated Streetlight Policy was adopted. The discussion focused on balancing neighborhood expectations, public safety, long-term maintenance responsibilities, and equitable treatment of taxpayers throughout the city.

Member Tedder asked whether the petition requirement and the assessment process should be treated as two separate policy decisions.

Ms. Lowry said the commission could recommend letting an existing enhanced neighborhood keep decorative lighting and decide whether homeowners should pay for the extra cost through assessments. She explained staff presented those issues separately because multiple policy options were still available.

Member Fergus asked whether the estimated homeowner assessment represented a recurring expense or a one-time obligation.

Ms. Lowry said the assessment was a one-time fee for the twenty-five-year lease, not annual. She noted the City might revisit this at the next lease expiration unless a new long-term policy is adopted. She also said that since Owasso Hills has four homeowners associations, each could independently decide on enhanced lighting.

Member Luongo questioned how the original enhanced lighting districts had been established and why existing development documents did not address long-term replacement responsibilities.

Ms. Lowry said staff reviewed development records and found no responsibility clauses after the Xcel Energy lease ended. She noted future projects will likely include detailed agreements, as City policies on public infrastructure are now clearer than during the original subdivision.

The commission also discussed maintenance responsibilities associated with decorative lighting.

Ms. Lowry explained that replacing the Owasso Hills system via a new Xcel Energy lease would grant twenty-five years of maintenance from Xcel Energy. Conversely, decorative systems owned by the City require Public Works staff to find replacement fixtures and coordinate repairs themselves, which becomes harder as fixtures become obsolete. She noted that obtaining replacement parts is often a challenge as lighting technology advances.

The commission reviewed the City's assessment policy and the concept of "special benefit."

Ms. Lowry explained assessments are linked to the property, not the homeowner, and Roseville provides deferral programs for qualifying owners, including seniors, veterans, and disabled residents, allowing deferred payments until sale or transfer.

The commission next considered whether enhanced lighting districts should be subject to maximum spacing requirements similar to those applied under the City's standard streetlight policy.

Member Tedder observed that the standard policy generally evaluates whether mid-block lighting is warranted when spacing between intersections exceeds approximately 600 feet.

Ms. Lowry explained that no comparable spacing standards currently exist for enhanced lighting districts and that staff was seeking guidance on whether such standards should be incorporated into future policy revisions.

Several commissioners expressed concern that eliminating assessments for decorative lighting could establish a precedent encouraging similar requests throughout Roseville. Members observed that decorative lighting provides aesthetic benefits that many neighborhoods might desire if the City absorbed the additional costs entirely.

Ms. Lowry acknowledged the possibility but noted neighborhood preferences differ. Some residents want more lighting for safety, others prefer darker streets. She said the City's policy should balance neighborhood preferences with citywide equity and fiscal responsibility.

The commission generally recognized that Owasso Hills represented a unique situation because decorative lighting had been an established feature of the neighborhood since its original development. Members distinguished between preserving an existing neighborhood characteristic and creating entirely new enhanced lighting districts. The commission indicated that future policy revisions should recognize that distinction while remaining flexible enough to provide consistent guidance for similar situations that may arise in the future.

The commission generally recommended that the revised policy clearly defines when streetlight improvements would be considered a citywide public benefit and when the associated costs would be assigned to benefiting property owners through an assessment.

The commission also encouraged staff to develop a more consistent and transparent process for evaluating requests for enhanced lighting, including consideration of safety, neighborhood character, lighting uniformity, maintenance responsibilities, and long-term replacement costs.

The commission further recommended that staff review how costs would be allocated when a lighting project affected multiple neighborhoods, homeowner associations, or property types, particularly when those groups did not agree on the preferred lighting style or level of improvement.

The commission emphasized the importance of avoiding inconsistent lighting designs within the same general area and encouraged coordination among affected homeowner associations before a project moved forward. They also recommended that residents receive clear information regarding available lighting options, estimated costs, assessment procedures, and the potential consequences if portions of a neighborhood selected different lighting standards.

Ms. Lowry indicated that the commission's comments would be used to refine the proposed Streetlight Policy revisions. Staff would also coordinate the policy changes with the City's broader assessment policy review to ensure that the two policies used consistent standards for determining public benefit, private benefit, eligibility, and cost responsibility. Updated policy language and recommendations would be returned to the commission for additional review before the matter was presented to the City Council for formal consideration and possible adoption.

c. Intern Presentations

This item was postponed to a future meeting.

d. City Council Joint Meeting Review

This item was postponed to a future meeting.

e. Pathway Master Plan Segment Review

This item was postponed to a future meeting.

f. Future Agenda Items

Ms. Lowry reviewed the commission's upcoming work plan and future agenda items. She explained that staff intended to return in August with a Metro Transit update, including information on the Roseville Transit Center, Metro's

microtransit program, the City's assessment policy (covering alleys, streetlights, traffic signals), and a summary of Streetlight Policy discussions. The City's sustainability intern was also scheduled to present on summer projects.

Ms. Lowry stated that work on the Pathway Master Plan would stay flexible, allowing staff to postpone it if other policy issues needed attention, without affecting other projects.

The commission also agreed that the work from the recent Joint City Council meeting required more time, as councilmembers had listed many topics for future review.

Vice Chair Hodder suggested organizing the Joint City Council follow-up into a more structured work plan before bringing the topics back to the commission.

The commission agreed that presenting the topics in a "yes or no" format would help streamline future discussions and assist the commission in establishing priorities for the coming year.

The commission expressed consensus with staff's proposed work plan and agreed to continue refining priorities as additional projects progressed.

5. Commission Direction on Member-Initiated Agenda Items

6. Approval of May 19, 2026, and June 23, 2026, Meeting Minutes

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

Motion

Member Ficek moved, Member Sandstrom seconded, approval of the May 19, 2026, meeting minutes as presented.

Ayes: 6

Nays: 0

Motion carried.

Motion

Member Tedder moved, Member Fergus seconded, approval of the June 23, 2026, meeting minutes as presented.

Ayes: 5

Nays: 0

Abstain: 1 (Luongo)

309 **Motion carried.**

310

311

312

313 **7. Adjourn**

314

315 **Motion**

316 **Member Tedder moved, Member Luongo seconded, adjournment of the**
317 **meeting at approximately 8:43 p.m.**

318

319 **Ayes: 6**

320 **Nays: 0**

321 **Motion carried.**

DRAFT