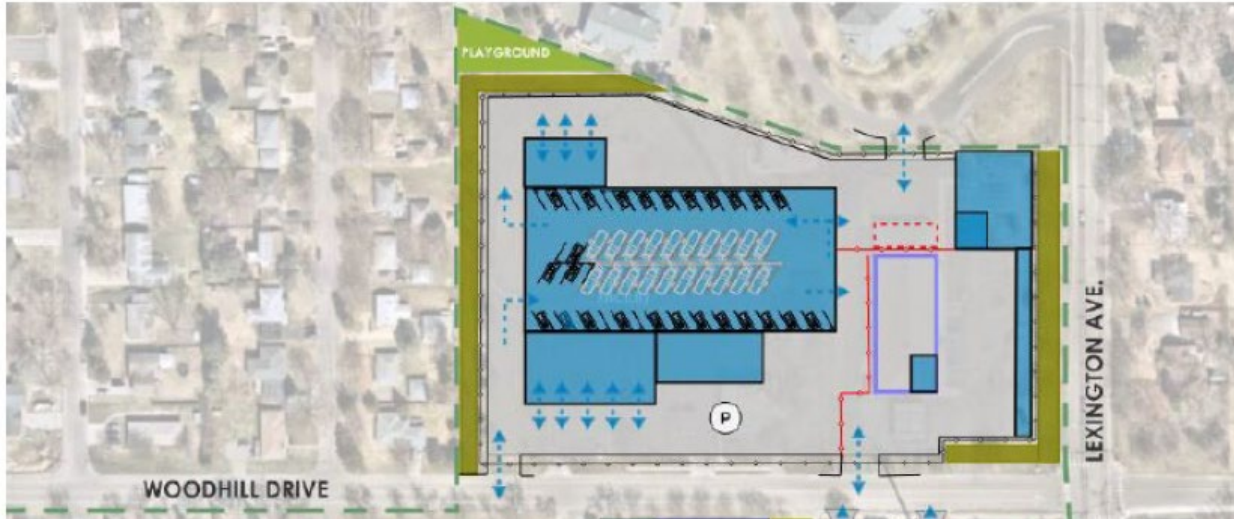


CITY OF ROSEVILLE
MAINTENANCE FACILITY
DOCUMENTATION OF REGIONAL
SIGNIFICANCE



THE REGIONAL SIGNIFICANCE OF THE ROSEVILLE MAINTENANCE FACILITY



The City of Roseville, located in Ramsey County, is a first ring suburb of St. Paul and Minneapolis. Roseville is home to 36,254 residents, 15,554 households, and over 34,000 jobs within the community. Roseville shares borders 10 different communities including St. Paul and Minneapolis and has the principal arterials of Hwy. 36 and I-35W corridors as well County Road minor arterials that traverse through the city. As a result of its location and amenities, Roseville is a regional destination for jobs, shopping, and recreation.

The Roseville Maintenance Facility is a 60,000 square foot facility sitting on approximately 3.75 acres on the City's Civic Campus. It houses vehicles, equipment, materials and staff responsible for the maintenance of public works infrastructure and parks and recreational facilities across the City such as:

- Local, collector and arterial roadways
- Water distribution system serving Roseville and providing water connection to the City of Arden Hills
- Sanitary Sewer system
- Storm water system including regional waterbodies such as Lake Owasso and McCarrons Lake
- Regional Park facilities including the Guidant John Rose Minnesota Oval outdoor skating facility and the Cedarholm Golf Course
- Over 100 miles of pathways many of which are located along regional transportation corridors such as Lexington Ave (CSAH 50), Snelling Ave (TH 51), Fairview Ave (CSAH 48) and Rice Street (CSAH 49)

The facility also houses the City's vehicle maintenance operations which maintains over 200 vehicles including police and fire vehicles.

Parks and Recreation

Roseville's Parks Maintenance staff, housed in the Maintenance Facility, maintains 32 award winning parks, seven rentable buildings and picnic shelters, an arboretum, skating center, nature center and more. All of these facilities are available and used by individuals outside of the City of Roseville. Further, the Roseville Area School District, which serves Roseville, Little Canada, Falcon Heights, and portions of Shoreview and Maplewood, make use of Roseville Park facilities for educational programming and sports events. Youth sports associations that serve this and additional surrounding communities also make use of Roseville park facilities.

Regional Transportation Systems

Roseville maintenance staff, by agreement, are required to maintain trails, sidewalks and other pathway facilities along the regional roadway system within Roseville. This includes clearing snow off of major regional corridor trails such as County Road C, Fairview Ave and Lexington Ave. Staff is also responsible for maintaining lighting and other amenities along these same corridors. The staff, equipment and vehicles used to maintain this infrastructure is housed at the Roseville Maintenance Facility.

FACILITY DEFICENCIES

This facility, originally constructed on this site in 1957, has been expanded and remodeled numerous times over the past 65 years. However, City operations have outgrown the space and there is no room to expand on the current site.

The City has conducted two major space needs studies over the past 6 years including a thorough Space Needs Study and a follow up Civic Campus Master Plan study. Both studies indicated that given current operations and expected growth that the Maintenance Facility should be approximately 100,000 square feet in size, nearly 40% larger than the current size of the facility.

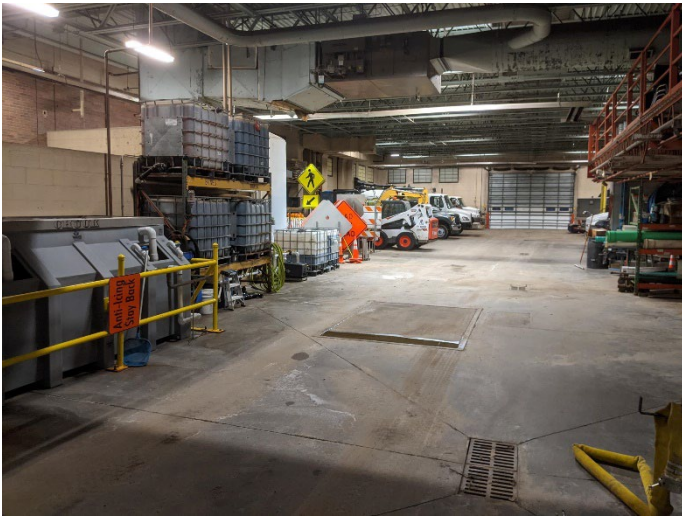
This need for simple space is highlighted by the fact the City is forced to store trailers, castings, replacement poles and other materials outside year round, reducing the serviceable life of much of the material. The City is also currently leasing seasonal storage space offsite to house equipment and vehicles that don't fit in the current facility. Some of this space is actually located outside the City of Roseville at the State Fair grounds. Staff is then forced to rotate equipment and vehicles seasonally. Also, the City is currently paying over \$60,000 per year for this lease space, which will of course increase over time.

As well as being too small, much of the facility is outdated and behind modern standards and requirements. A prime example of this is the vehicle wash bay. It is undersized for the City's large vehicles such as snow plows and the jetter, forcing maintenance staff to wash off vehicles

outside, often times in freezing conditions which creates a hazard for the maintenance worker. It also lacks proper drainage for the wash out material; a new wash bay would allow the City to meet current standards and regulations.

The City is also delaying needed maintenance on its fuel islands and fuel tanks not wanting to make a large investment in components of an aging facility.

Additionally, the space that we do have is largely too small for larger vehicles, lacks proper clearances and work space, and requires rotating vehicles and equipment to provide work space for the maintenance staff. In short, it is extremely inefficient for the variety of maintenance activities that occur inside and around the current facility.



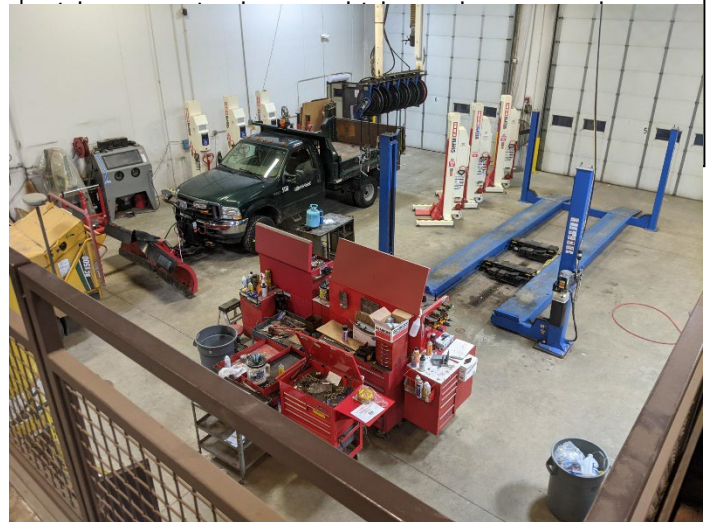
Constructed in 1980, the North Maintenance



The existing wash bay is only large enough for a large



The Parks shop and vehicle storage area, was originally the Police garage. It is not designed for larger maintenance equipment and the space serves as both vehicle storage and workshop space.



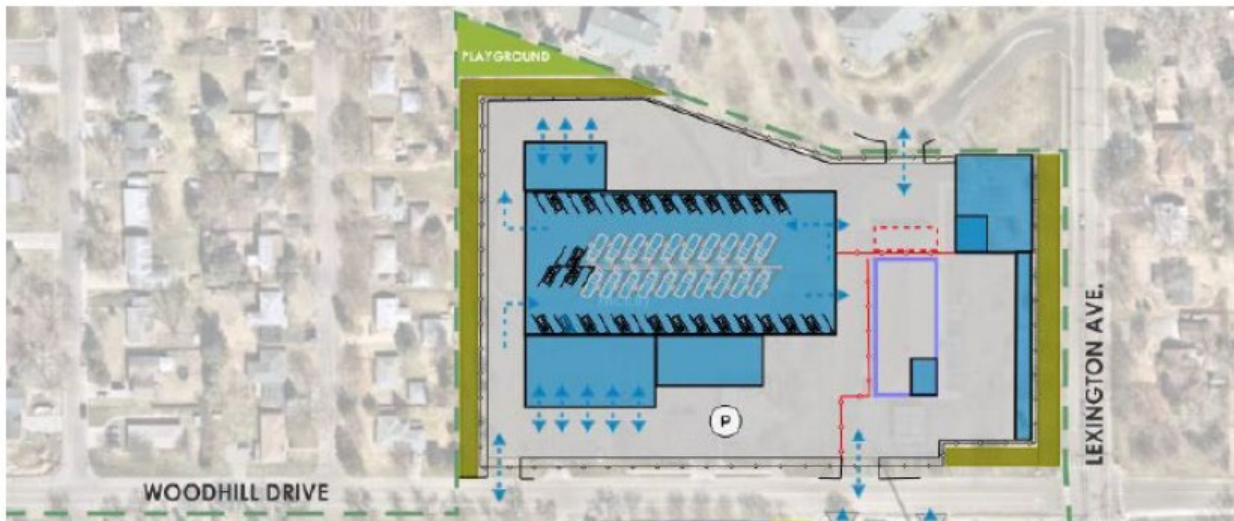
The vehicle maintenance area has three vehicle bays; one of which doubles as a welding workshop area. Given the size of the City's fleet additional bays and at least one more full-length bay would make the operation much more efficient.



With just over one acre of actual yard space, and the deficient space inside, the yard area of the current maintenance facility is overcrowded and has trailers, castings and other equipment and materials stored outside limiting space for other materials like water break spoils, sand, gravel and topsoil.

PROPOSED FACILITY

A new facility will provide a much more efficient, modern, safe and sustainable facility for the future. It will provide space to expand and be flexible enough to reconfigure as maintenance equipment needs evolve and grow. The new facility is estimated to cost \$42 million including planning and design, right-of-way acquisition and business relocation, construction and infrastructure required to serve the new facility.



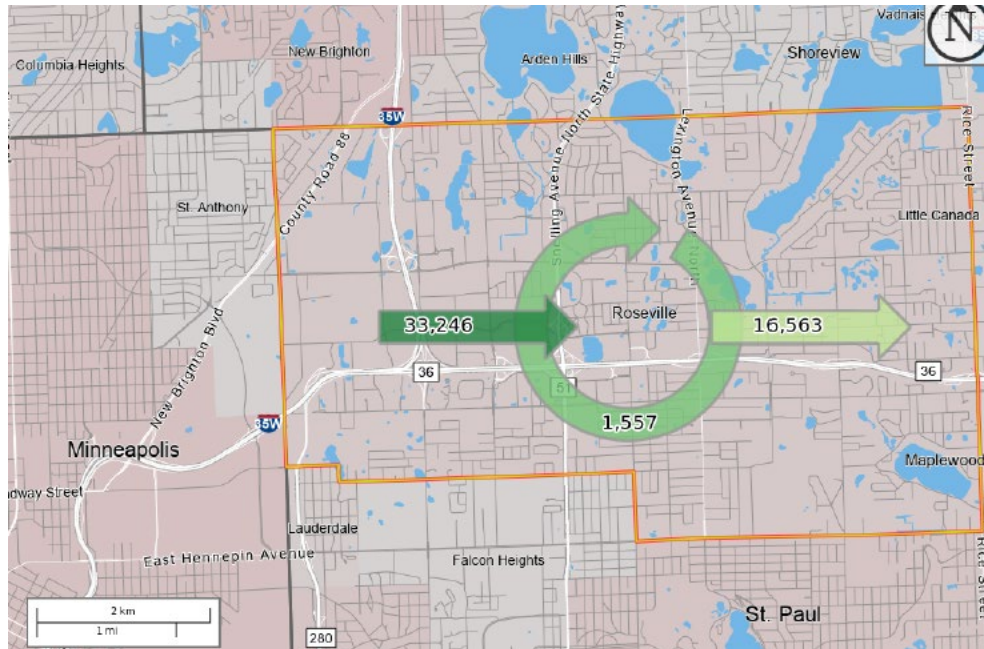
Proposed 100,000 square foot Maintenance Facility on 7.5 acres of land

Roseville as a Regional Shopping Destination

Data received in a 2022 report by Environics Analysis commissioned by the City of Roseville indicates that retail sales, including food and beverage sales, totals approximately \$1.33 billion annually. In its model, Environics show that overall sales are significantly more than what the demand by Roseville's residents for these goods were, making Roseville a major regional shopping destination. Rosedale Center alone has 1.3 million square feet of retail uses and has over 14 million visitors annually. There are 1.5 million people within fifteen miles of Roseville. Based on all of these factors, non-residents generate significant activity across all retail sectors and therefore Roseville has to provide infrastructure (utilities, local roads, traffic control, and pathways) and service for these businesses that serve non-city residents with city resources.

Employment in Roseville

US Census Data from 2019 shows that Roseville's nearly 1,500 businesses creates 34,803 jobs in Roseville. Of that number, 33,246 (or 95%) were not residents of Roseville. This data shows that Roseville is a major regional employment center, and that Roseville serves over 65,000 persons when combining daytime and nighttime populations.



Due to the high concentration of jobs in Roseville, there is heavier use of the city's infrastructure by the non-taxpayer. As a result, the costs to maintain the local infrastructure is borne by the Roseville taxpayer.

Regional Transportation Network in Roseville

A significant portion of traffic in Roseville originates from outside of its boundaries. The following table shows the current traffic volumes and those forecasted for 2040.

	Current ADT	2040 Projected ADT
TH 36	91,000	96,000
I-35W	155,000	162,000
Snelling Ave (TH 51)	45,000	46,000
Lexington Ave (CSAH 50)	16,800	19,000
Rice Street (CSAH 49)	19,400	22,000
Fairview Ave (CSAH 48)	23,000	24,000

Roseville is served by 15 fixed and 6 express Metro Transit bus routes including the Bus Rapid Transit Route A along Snelling Ave. and the Rosedale Transit Center.

Due to its adjacency to St. Paul and Minneapolis, numerous vehicle trips from non-residents travel through Roseville on a daily basis and often use local infrastructure as part of that travel. As a result, the costs to maintain the local infrastructure and associated facility needs is borne by the Roseville taxpayer.

Leisure and Recreation Opportunities in Roseville

The City of Roseville maintains and operates 32 parks that contain 679 acres of recreation and open space and 67 miles of trails and walkways. The City's Park and Recreation Department offers more than 1,000 recreation programs and events that serve the greater Roseville area.

Pre-pandemic, the Roseville Parks and Recreation Department brought over 56,000 residents and non-residents together for community-wide events. The City's Cedarholm Golf Course has over 20,000 rounds of golf played annually. Over 30,000 people used our park building facilities either through rentals or recreational programming. The City's Harriet Alexander Nature Center and Muriel Sahlin Arboretum have over 20,000 visitors during the year that visit to enjoy the beauty of nature. The Guidant John Rose Minnesota OVAL is a facility that serves the entire state, provides public skating opportunities for over 20,000 people a year and hosts national and international speed skating and bandy competitive events.

A sizeable number of users of Roseville's Parks and Recreation programs, facilities, and events are non-residents that use the City's infrastructure. As a result, the costs to maintain the local infrastructure and associated facility needs is borne by the Roseville taxpayer