

REQUEST FOR COUNCIL ACTION

Agenda Date: 5/23/2016
Agenda Item: 14.a

Department Approval


City Manager Approval


Item Description: Request for approval to rezone the property at 1415 County Road B from High Density Residential-1 District to High Density Residential-2 District (PF16-006)

APPLICATION INFORMATION

Applicant: Evangelical Lutheran Good Samaritan Society

Location: Planning District 14 – generally south of Highway 36, west of Lexington Avenue, north of Larpenteur Avenue, and east of Snelling Avenue. The subject parcel is located in the southwest corner of Albert Street and County Road B, directly adjacent to TCF Bank and the Rose Mall Apartments

Property Owner: same

Open House Meeting: held on January 14, 2016

Application Submission: received on February 5, 2016; considered complete on March 28, 2016, after acceptance of final traffic study.

City Action Deadline: rezoning: May 27, 2016, per Minn. Stat. §15.99

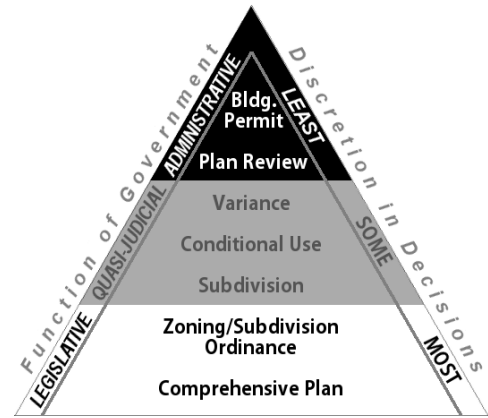
GENERAL SITE INFORMATION			
Land Use Context			
	Existing Land Use	Guiding	Zoning
Site	undeveloped	HR	HDR-1
North	Multi-family residential, attached – Rosemall Apartments	HR	HDR-1
West	Commercial – TCF Bank	CB	CB
East	One-family residential, attached	LR	LDR-1
South	One-family residential, detached	LR	LDR-1

Natural Characteristics: The site is generally flat and includes some mature trees.

Planning File History: none

LEVEL OF CITY DISCRETION IN DECISION-MAKING

Action taken on a proposed zoning change is **legislative** in nature; the City has broad discretion in making land use decisions based on advancing the health, safety, and general welfare of the community.



PROPOSAL OVERVIEW

The applicant proposes to rezone the parcel from High-Density Residential-1 (HDR-1) to High-Density Residential-2 (HDR-2) to allow construction of a 62-unit, 3-story senior living facility. The project narrative and conceptual site plan are included with this report as Attachment D.

When exercising the City's legislative authority on a rezoning request, the role of the City is to review the proposal for its merits and to evaluate the potential impacts to the public health, safety, and general welfare of the community. If a rezoning request is found to be consistent with the Comprehensive Plan and is otherwise a desirable proposal, the City may still deny the rezoning request if the proposal fails to promote the public health, safety, and general welfare.

REZONING ANALYSIS

The subject property is guided by the Comprehensive Plan for High-Density Residential (HR) land uses. This use generally allows multi-family housing types (such as apartments, lofts, flats, and stacked townhomes) and accommodates an overall density greater than 12 units per acre. The proposed HDR-2 District was established to facilitate development consistent with the HR designation by providing:

An environment of predominantly high-density housing types, including manufactured-home communities, large and small multi-family buildings, and single-family attached dwellings at an overall density exceeding 12 units per acre, along with related uses such as public services and utilities that serve the residents in the district. The district is intended to promote flexible development standards for new residential developments and to allow innovative development patterns, consistent with the Comprehensive Plan. City Code §1004.11

The applicant's proposal to rezone to HDR-2 is predicated on a 62-unit senior housing project that includes a mix of one-bedroom (60%) and two-bedroom (40%) units within a roughly 35-foot-tall building. Under the HDR-1 classification, the 1.79 acre site supports a maximum of 43 units (24 units/acre x 1.79 acres), while the HDR-2 classification has a minimum density of 24 units per acre and no maximum density limit. The proposal by Good Samaritan Society proposal calculates at 34.5 units per acre.

Unlike other processes that the City considers, a rezoning request cannot place a condition on the rezoning request that limits the future development of the parcel to that which the applicant has indicated. In instances where a high density residential development is proposed, the City often studies the potential traffic to be generated, because a change in the zoning would allow Good Samaritan or another developer the ability to maximize the site's density potential assuming all

requirements of the City Code can be met. In the case of the Good Samaritan proposal, SRF Consulting Group was hired by the Public Works Department to study two scenarios:

1. The proposed 62-unit senior housing project.
2. 250 units, which is deemed the maximum number of units a developer could construct on the site given City design standard limitations.

According to the traffic study (Attachment C), overall operations at all intersections in the study area will operate under the acceptable level of service A (LOS), and no roadway network improvements are necessary for the 62-unit development. If the higher density residential scenario is developed, Ramsey County would consider adding a right-turn lane at Albert Street for west bound traffic on County Road B since this turning movement increases. A shared access to the existing Rose Mall apartments should also be considered to reduce conflict points.

HDR-1 and HDR-2 districts were created as two exclusive zoning districts that are compatible with the HR designation in the Comprehensive Plan. Planning Division staff, therefore, finds that the proposed rezoning is consistent with the guidance of the Comprehensive Plan.

The required open house meeting for this proposal was held by the applicant on January 14, 2016. A summary of the discussion at the meeting is included with this report in Attachment E.

PUBLIC COMMENT AND PLANNING COMMISSION ACTION

On May 4, 2016, the Roseville Planning Commission held the duly noticed public hearing requested by Good Samaritan Society. At the hearing two citizens addressed the Commission indicating their support for both the rezoning and the proposed affordable senior housing project.

Planning Commissioners asked several questions of staff pertaining to the difference of HDR-1 to HDR-2, specifically the increase in density, building height, and structure placement on the property. City Planner Paschke indicated that the HDR-2 standards required increased setback for more impactful projects and that the Code also required that the structure be placed near the intersecting streets.

The Planning Commission voted 7-0 to recommend approval of the rezoning of 1415 County Road B PIN 10-29-23-34-0006 from HDR-1 to HDR-2 based on the comments and findings of the project report dated May 4, 2016. The minutes extract can be found on Attachment F.

RECOMMENDED CITY COUNCIL ACTIONS

- a. Adopt an Ordinance rezoning the property addressed at 1415 County Road B from High Density Residential-1 District to High Density Residential-2 District.
- b. **Pass a motion to table the application for future action.** Tabling the rezoning would require extension of the 60-day action deadline established in Minn. Stat. 15.99.
- c. **By motion, recommend denial of the request.** A recommendation to deny the application should be supported by specific findings of fact based on the Planning Commission's review of the application, applicable City Code regulations, and the public record.

Prepared by Thomas Paschke, City Planner, 651-792-7074

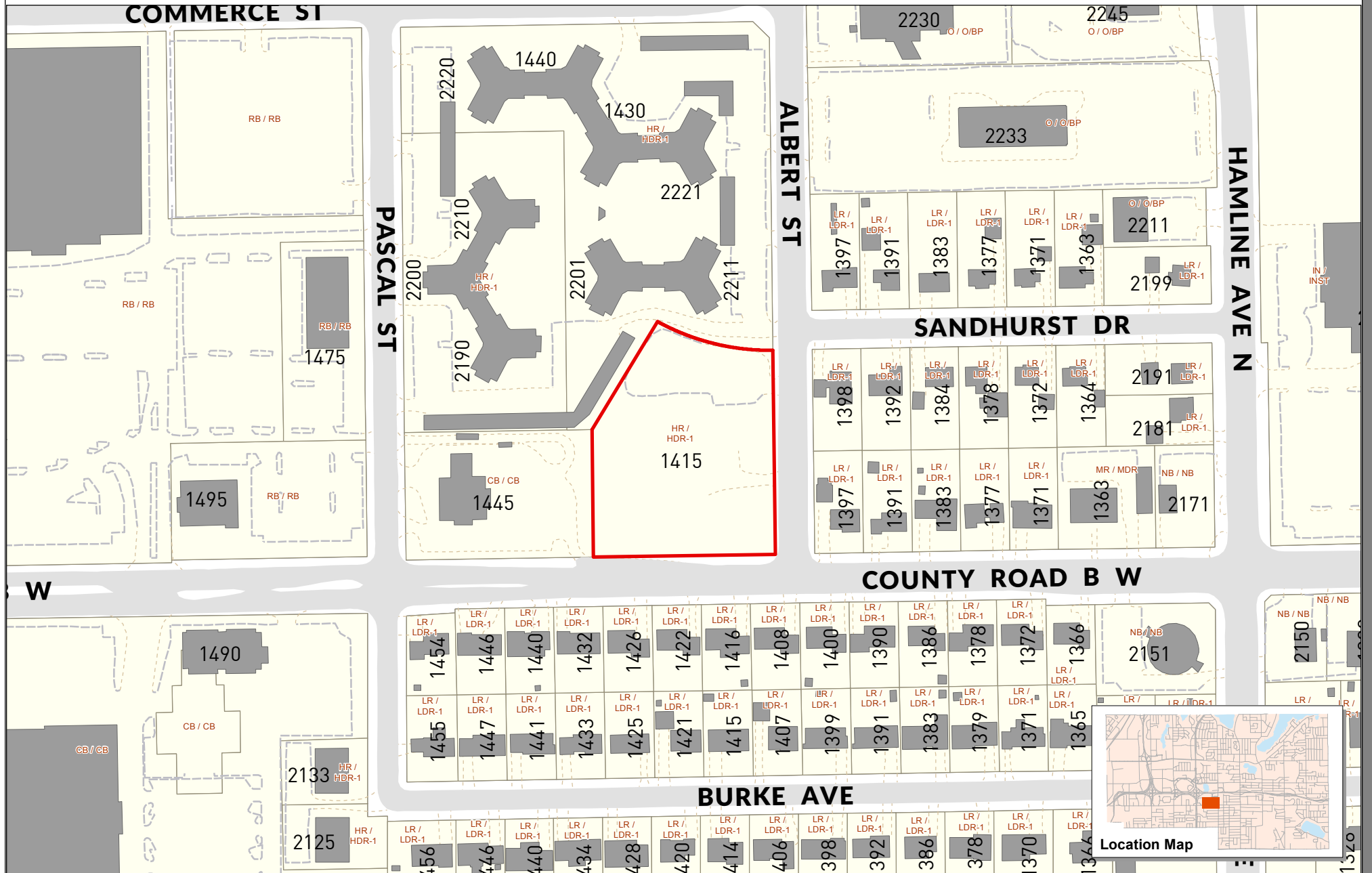
thomas.paschke@cityofroseville.com

Attachments: A: Area map
B: Aerial photo

C: Traffic study

- D: Concept plan and narrative
- E: Open house information and public comment
- F: Draft PC minutes
- G: Draft ordinance

Attachment A for Planning File 16-006



Prepared by:
Community Development Department
Printed: April 20, 2016



Site Location

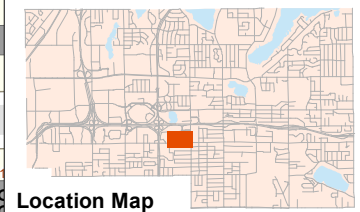
Data Sources

* Ramsey County GIS Base Map (4/1/2016)

For further information regarding the contents of this map contact:
City of Roseville, Community Development Department,
2660 Civic Center Drive, Roseville MN

Disclaimer

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



Location Map

0 100 200 Feet



Attachment B for Planning File 16-006



Prepared by:

Community Development Department

Printed: April 28, 2016



Site Location

Data Sources

* Ramsey County GIS Base Map (4/2/2016)

* Aerial Data: Surdex (4/2015)

For further information regarding the contents of this map contact:

City of Roseville, Community Development Department,
2660 Civic Center Drive, Roseville MN

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Memorandum

SRF No. 0169170

To: Jesse Freihammer PE
City Engineer/Assistant Public Works Director
City of Roseville

From: Emily Gross, PE, Senior Engineer
Matt Pacyna PE, Senior Associate

Date: March 30, 2016

Subject: County Road B Traffic Study

Introduction

As requested, SRF has completed a traffic study for a proposed senior housing development located in the northwest quadrant of the County Road B/Albert Street intersection in the City of Roseville (see Figure 1: Project Location). This study will evaluate the trip generation and traffic impacts associated with two land use scenarios: the proposed senior housing and the maximum allowed for high-density residential. The main objectives of the study are to review existing operations, evaluate potential traffic impacts of the development scenarios, and recommend improvements to ensure safe and efficient operations. The following information provides the assumptions, analysis, and study recommendations offered for consideration.

Existing Conditions

The existing conditions were reviewed to establish a baseline to compare and determine any future impacts associated with the proposed expansion/development. The evaluation of existing conditions includes peak hour intersection turning movement counts, field observations and an intersection capacity analysis.

Data Collection

Weekday a.m. and p.m. peak period intersection turning movement and pedestrian/bicyclist counts were collected at the following study intersections on Tuesday, February 23, 2016 and Wednesday, February 24, 2016.

- County Road B/Albert Street
- Albert Street/Sandhurst Drive *
- Albert Street/Commerce Street *

Note: 30-minute pulse counts were conducted at these locations to understand general travel patterns. Traffic volumes were adjusted to reflect peak hour conditions.

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Project Location
County Road B Traffic Study
Roseville, MN

0169170
March 2016

Figure 1

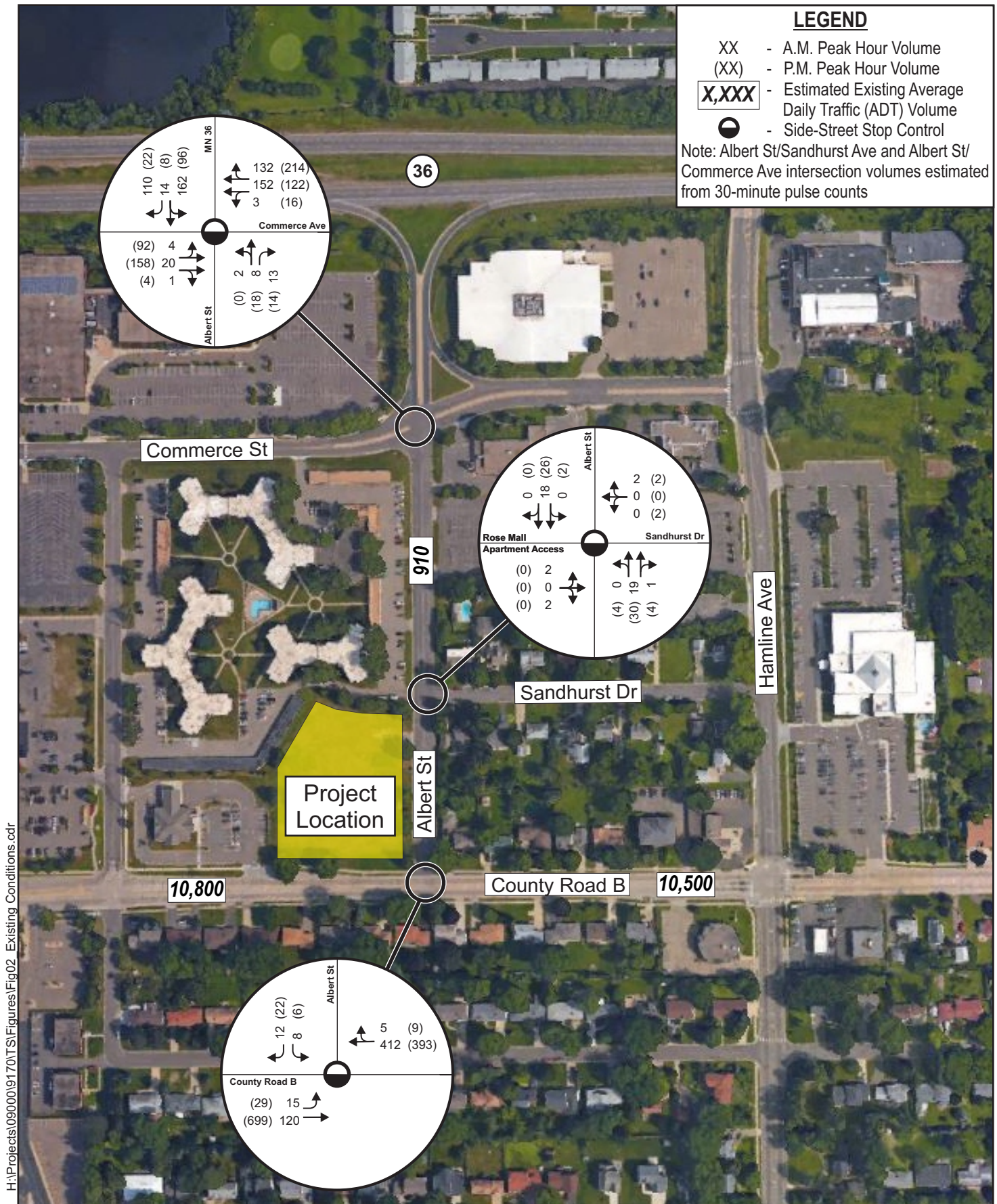
Observations were completed to identify roadway characteristics within the study area (i.e. roadway geometry, posted speed limits, and traffic controls). Currently, County Road B is a three-lane roadway with a two-way left-turn lane (TWLTL) with a posted speed limit of 35 miles per hour (mph). Albert Street is a four lane undivided roadway with a speed limit of 30 mph. Commerce Street is a two lane undivided roadway west of Albert Street and a four lane divided roadway east of Albert Street and has a speed limit of 30 mph. Sandhurst Drive is a two lane undivided roadway with a speed limit of 30 mph. All study intersections are unsignalized with side-street stop control. Existing geometrics traffic controls, and traffic volumes are shown in Figure 2.

Intersection Operations Analysis

An operations analysis was conducted to determine how traffic is currently operating at the study intersections. All intersections were analyzed using Synchro/SimTraffic and the Highway Capacity Manual (HCM). Capacity analysis results identify a Level of Service (LOS) which indicates how well an intersection is operating. Intersections are ranked from LOS A through LOS F. The LOS results are based on average delay per vehicle results from SimTraffic, which correspond to the delay threshold values shown in Table 1. LOS A indicates the best traffic operation and LOS F indicates an intersection where demand exceeds capacity. Overall intersection LOS A through D is generally considered acceptable by drivers in the Twin Cities Metropolitan Area.

Table 1. Level of Service Criteria for Signalized and Unsignalized Intersections

LOS Designation	Signalized Intersection Average Delay/Vehicle (seconds)	Unsignalized Intersection Average Delay/Vehicle (seconds)
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50



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For side-street stop controlled intersections, special emphasis is given to providing an estimate for the level of service of the side-street approach. Traffic operations at an unsignalized intersection with side-street stop control can be described in two ways. First, consideration is given to the overall intersection level of service. This takes into account the total number of vehicles entering the intersection and the capability of the intersection to support these volumes.

Second, it is important to consider the delay on the minor approach. Since the mainline does not have to stop, the majority of delay is attributed to the side-street approaches. It is typical of intersections with higher mainline traffic volumes to experience high levels of delay (poor levels of service) on the side-street approaches, but an acceptable overall intersection level of service during peak hour conditions.

Results of the existing operations analysis shown in Table 2 indicate that all study intersections currently operate at an acceptable overall LOS A during the a.m. and p.m. peak hours with the existing traffic control and geometric layout. No significant side-street delays or queuing issues were observed in the field or the traffic simulation at the study intersections. However, it should be noted that eastbound queues from the County Road B/Hamline Avenue intersection were observed to extend beyond Albert Street two times during the p.m. peak hour. This queuing was accounted for as part of the intersection capacity analysis.

Table 2. Existing Peak Hour Capacity Analysis

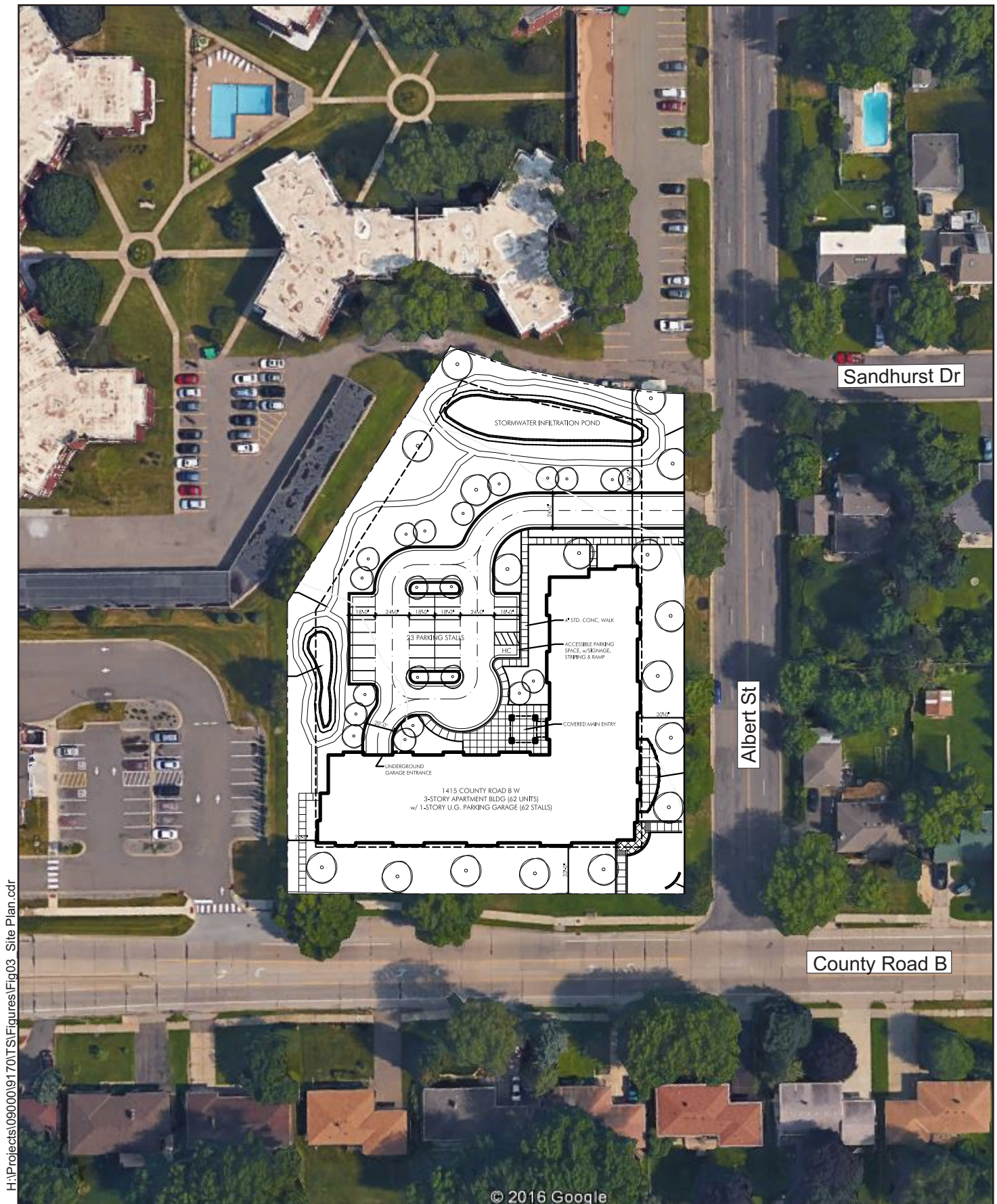
Intersection	A.M. Peak		P.M. Peak	
	LOS	Delay	LOS	Delay
County Road B/Albert Street ⁽¹⁾	A/B	11 Sec.	A/B	12 Sec.
Albert Street/Sandhurst Drive ⁽¹⁾	A/A	9 Sec.	A/A	9 Sec.
Albert Street/Commerce Street ⁽¹⁾	A/B	12 Sec.	A/C	18 Sec.

(1) Indicates an unsignalized intersection with side-street stop control, where the overall LOS is shown followed by the worst approach LOS. The delay shown represents the worst side-street approach delay.

Proposed Development

The proposed development is located in the northwest quadrant of the County Road B/Albert Street intersection. The project area is 1.79 acres and is planning to have direct access to Albert Street approximately 75 feet south of Sandhurst Drive, as shown in Figure 3. As currently proposed, the development includes a 62-unit senior housing apartment complex.

The site was evaluated based on two land use scenarios. One scenario includes the proposed senior housing development, while the other scenario includes the maximum allowable size based on the high-density residential (HDR-2) zoning. Based on the City of Roseville Comprehensive Plan and discussion with City staff, the maximum number of dwelling units assumed for the property was 250 units.



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Traffic Forecasts

The proposed development is expected to be constructed in the year 2017. Therefore, traffic forecasts were developed for year 2018 build conditions (one year after construction). To account for general background growth in the area, an annual growth rate of one-half percent was applied to the existing peak hour traffic volumes to develop year 2018 background traffic forecasts. This growth rate is consistent with historical traffic growth in the area.

Trip generation estimates for the weekday a.m. and p.m. peak hours and a daily basis were developed using the *ITE Trip Generation Manual, 9th Edition* for the two land use scenarios. Results of the trip generation estimates, shown in Table 3, indicate that Scenario 1 (senior housing apartment) is expected to generate 12 a.m. peak hour, 15 p.m. peak hour, and 213 daily trips. Scenario 2 (maximum high-density residential) is expected to generate 128 a.m. peak hour, 155 p.m. peak hour and 1,663 daily trips.

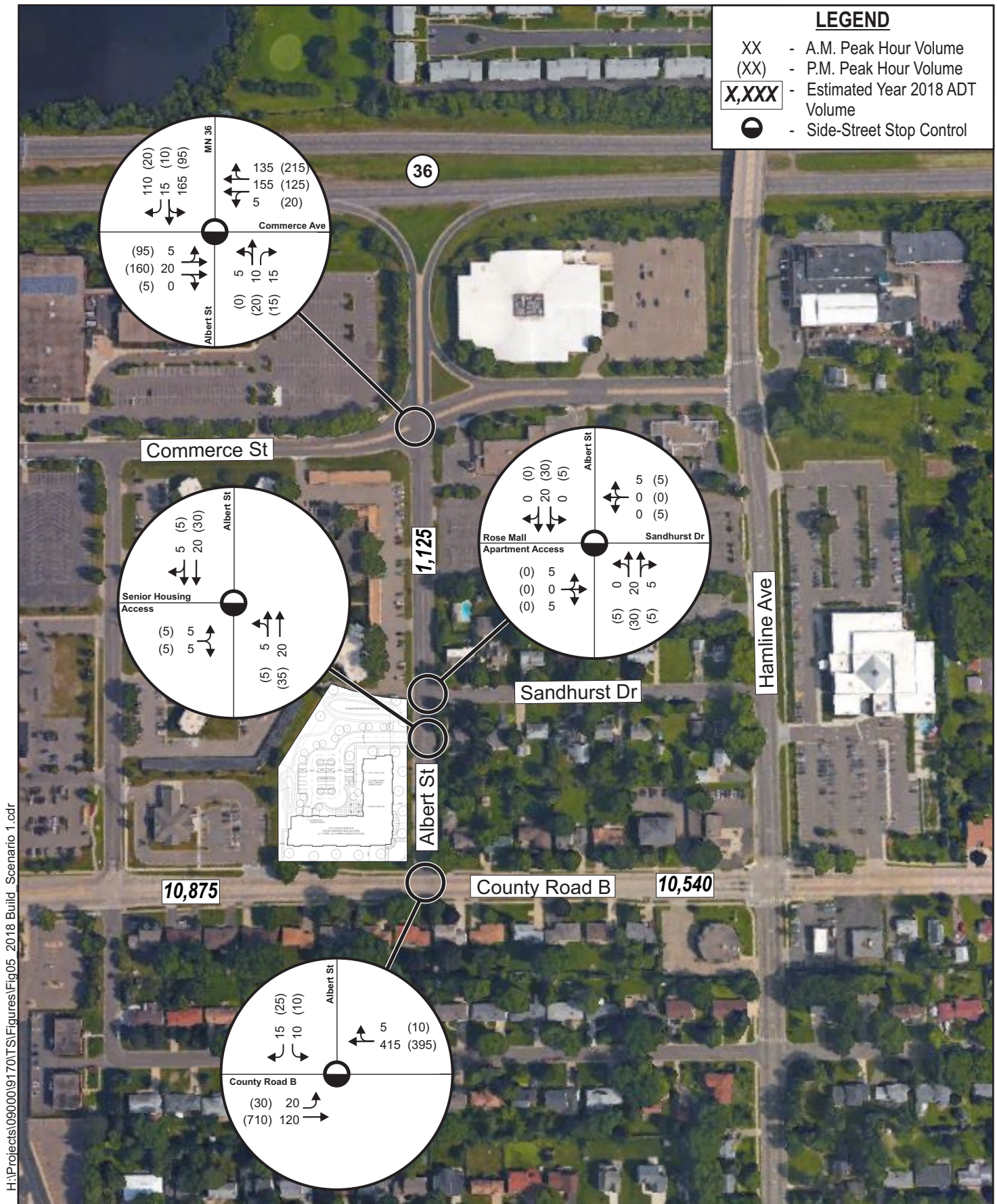
Table 3. Trip Generation Estimates

Land Use Type (ITE Code)	Size	A.M. Trips		P.M. Trips		Daily Trips
		In	Out	In	Out	
Scenario 1 – Senior Housing Apartment (252)	62-units	4	8	8	7	213
Scenario 2 – High Density Residential (220)	250-units	26	102	101	54	1,663

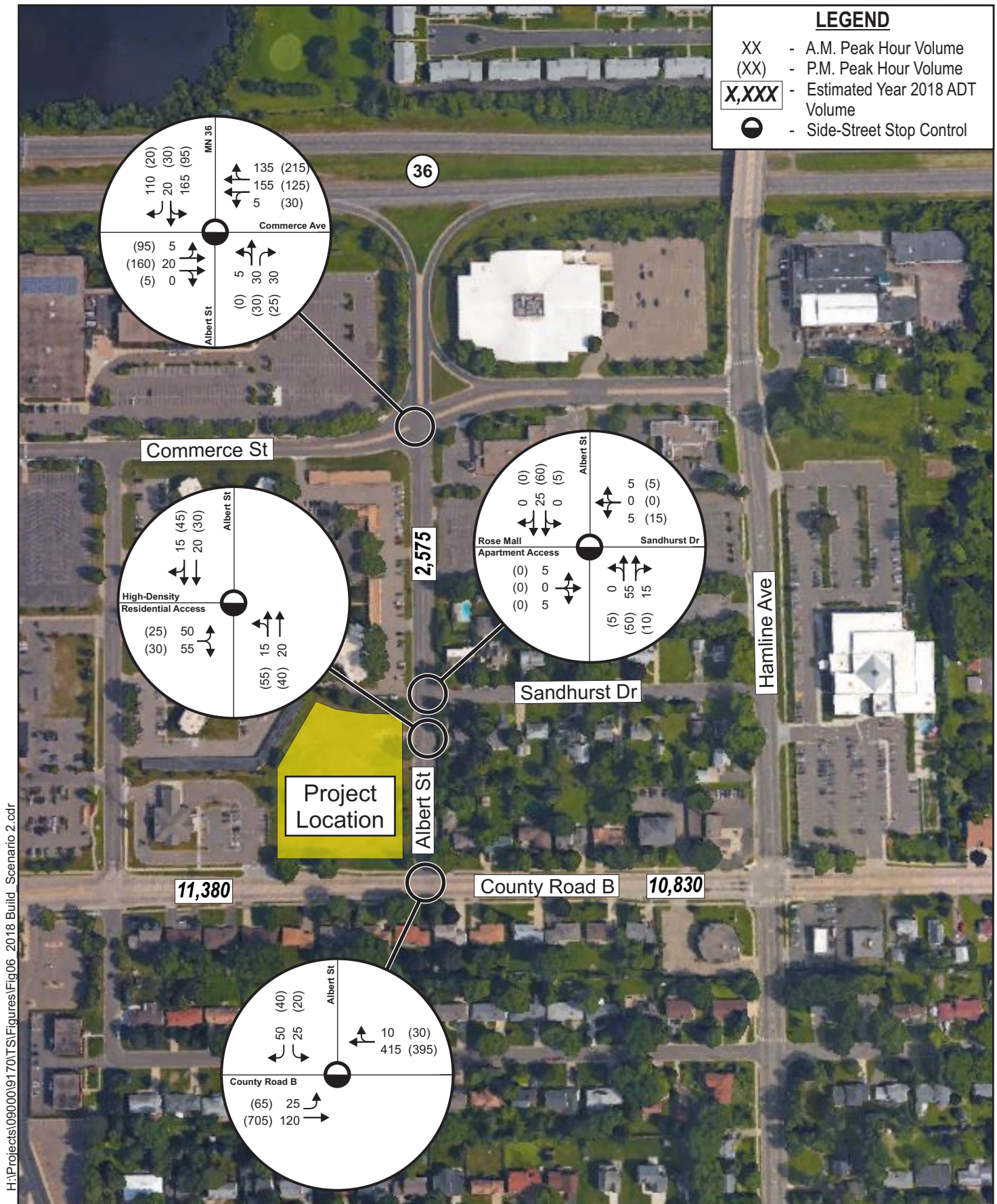
Trips for each scenario were distributed to the adjacent roadway network based on the directional distribution shown in Figure 4. The directional distribution was developed based on a review of existing travel patterns and engineering judgment. The resultant year 2018 traffic volumes for Scenario 1 (Senior Housing Apartments) and Scenario 2 (High Density Residential), which accounts for the general background growth and trips generated by each development, are shown in Figure 5 and Figure 6, respectively.



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Year 2018 Build Condition

Intersection Operations Analysis

To determine if the existing roadway network can accommodate year 2018 build traffic forecasts, a detailed traffic operations analysis was completed for the two land use scenarios. The study intersections were once again analyzed using Synchro/SimTraffic.

Results of the year 2018 build operations analysis shown in Table 4 indicate that all study intersections are expected to operate at an acceptable overall LOS A during the a.m. and p.m. peak hours with the existing geometric layout and traffic control under both land use scenarios. While the eastbound queues at the County Road B/Hamline Avenue intersection identified under existing conditions are expected to continue to occur under build conditions, no significant side-street delays or queuing issues are expected at the study intersections. Given the minimal overall impact of the two land use scenarios, roadway network improvements are not anticipated to be needed based on a traffic capacity perspective as a result of newly generated traffic.

Table 4. Year 2018 Build Condition Peak Hour Capacity Analysis

Intersection	A.M. Peak		P.M. Peak	
	LOS	Delay	LOS	Delay
Scenario 1 – Senior Housing Apartment				
County Road B/Albert Street ⁽¹⁾	A/B	11 sec.	A/B	12 sec.
Albert Street/Sandhurst Drive ⁽¹⁾	A/A	9 sec.	A/A	9 sec.
Albert Street/Commerce Street ⁽¹⁾	A/B	12 sec.	A/C	19 sec.
Albert Street/Senior Housing Apartment Access ⁽¹⁾	A/A	9 sec.	A/A	9 sec.
Scenario 2– Maximum High-Density Residential				
County Road B/Albert Street ⁽¹⁾	A/B	12 sec.	A/B	14 sec.
Albert Street/Sandhurst Drive ⁽¹⁾	A/A	9 sec.	A/A	9 sec.
Albert Street/Commerce Street ⁽¹⁾	A/B	13 sec.	A/C	22 sec.
Albert Street/High Density Residential Access ⁽¹⁾	A/A	9 sec.	A/A	9 sec.

(1) Indicates an unsignalized intersection with side-street stop control, where the overall LOS is shown followed by the worst approach LOS. The delay shown represents the worst side-street approach delay.

Under Scenario 2 (maximum high-density residential), the westbound right-turn volume at the County Road B/Albert Street intersection increases to approximately 30 vehicles during the p.m. peak hour. Based on conversations with County staff, a westbound right-turn lane should be considered at this location. From a traffic capacity perspective (i.e. delays/queuing issues) a westbound right-turn lane is not needed. From a safety perspective, while this corridor is low speed, a right-turn lane could potentially reduce the likelihood for rear-end crashes.

A high-level review of the existing right-of-way and cross-section indicates that there may be opportunity to construct a short (approximately 50-foot) westbound right-turn lane within the County Road B right-of-way line. However, this would require modification to the curb line as well as the sidewalk. The single-family home located on the northwest corner of the County Road B/Albert Street intersection has two driveways (one to County Road B and one to Albert Street). If a westbound right-turn lane were constructed, it would impact the County Road B driveway to this house. Further discussion with project staff should occur to determine the feasibility of constructing a westbound right-turn lane.

It should be noted that based on expected traffic volumes on Albert Street, a two-lane or three-lane facility would provide adequate capacity. Restriping or reconstructing Albert Street, which is currently a four-lane facility, would provide opportunity to improve pedestrian/bicyclist facilities.

Site and Access Review

A review of the proposed senior housing development site plan was completed to identify any issues and recommend potential improvements with regard to site distance, traffic control and circulation. Based on field observations, there is adequate sight distance at the proposed access location on Albert Street to clearly identify approaching vehicles. Special consideration should be made to limit any sight distance impacts from future landscaping and signing. No other traffic control or circulation issues are expected.

It should be noted that the proposed development plans to provide direct access onto Albert Street at an existing approach that is approximately 275 feet north of County Road B and 90 feet south of Sandhurst Drive. Currently the Rose Mall Apartment complex has access on the west leg of the Albert Street/Sandhurst Drive intersection. In order to reduce conflict points and improve safety on Albert Street, a shared access with the existing Rose Mall apartment should be considered.

Summary and Conclusions

Based on the analysis, the following conclusions and recommendations are offered for your consideration:

- Results of the existing operations analysis indicate that all study intersections currently operate at an acceptable overall LOS A during the a.m. and p.m. peak hours. No significant side-street delays or queuing issues were observed.
- The proposed development consists of a 62-unit senior housing apartment. The development is planning direct access to Albert Street.
- To evaluate the trip generation and traffic impacts, two land use scenarios were reviewed:
 - **Scenario 1:** 62-unit senior housing apartment (proposed condition)
 - **Scenario 2:** 250-unit high-density residential (maximum allowable condition)

- Results of the trip generation estimates indicate the following:
 - **Scenario 1:** expected to generate 12 a.m. peak hour, 15 p.m. peak hour, and 213 daily trips
 - **Scenario 2:** expected to generate 128 a.m. peak hour, 155 p.m. peak hour and 1,663 daily trips
- Results of the year 2018 build operations analysis indicate that all study intersections are expected to operate at an acceptable overall LOS A during the a.m. and p.m. peak hours.
- Given the minimal overall impact of the two land use scenarios, roadway network improvements are not anticipated to be needed based on a traffic capacity perspective as a result of newly generated traffic.
 - Based on conversations with County staff, a westbound right-turn lane should be considered at the County Road B/Albert Street intersection under Scenario 2 (maximum high-density residential) due to the expected increase in traffic volumes for this movement.
- Special consideration should be made to limit any sight distance impacts from future landscaping and signing.
- In order to reduce conflict points and improve safety on Albert Street, a shared access with the existing Rose Mall apartment should be considered.



2/4/2016

Roseville Community Development
2660 Civic Center Drive
Roseville, MN 55113
(651) 792-7005

Regarding: Zoning Map Change (Rezoning) Application for: 1415 County Road B W, Roseville, MN

PROJECT DESCRIPTION and INTENDED USE:

The intent of this narrative is to serve as a supplement to the rezoning application materials submitted by Kaas Wilson Architects on behalf of the Evangelical Lutheran Good Samaritan Society to Roseville Community Development. The proposed 3-story apartment building for the site located at 1415 County Road B W (at the intersection of County B Road W & Albert Street N) in Roseville, MN will feature 62 units of senior living residences, divided up into a mix of 60% one-bedrooms, and 40% two-bedrooms. The building will be 3-stories tall, with a height of approximately 35' from the first floor elevation to the midpoint of the sloped roof. Our proposed building was also designed to meet the intent of Section 1004.06 of the Roseville City Zoning Code for Multi-Family Design Standards through various means, which includes emphasis towards a corner-lot street-facing façade design, variety through materiality, and offsets in the façade for generating visual interest. Rezoning the site from an HDR-1 district to an HDR-2 will be a slight modification to the Comprehensive Plan for the area, but is required to allow for the proposed density. Having a building over 60 units is more cost effective for property management and staffing as well as the ability to offer more affordable units for seniors to meet the demand.

DENSITY:

The Site at 1415 County Road B W is currently zoned for High-Density Residential (HDR-1, Section 1004.11 of the Roseville Zoning Code/Ordinance, dated January of 2015. The allowable density for a site zoned as an HDR-1 district is 24 units/ acre. For an HDR-2, there is no maximum density. For the building we are proposing to construct, the proposed density, with 62 units on a 1.79 acre site, would be 34 units/acre. Because variances on density are not permissible by the City of Roseville, a rezoning of the site to a district of HDR-2 is required to align with the proposed number of units.

HEIGHT:

The maximum building height for a site zoned as HDR-1 is currently 65'. For an HDR-2, the maximum allowable building height increases to 95'. The proposed height of our building will be approximately 35' from the elevation of the first floor to the midpoint of the sloped roof, and includes three stories of wood frame housing, with floor-to-ceiling heights of 8'. The proposed building height is well below the restrictions set by the current HDR-1 zoning, as well as the proposed HDR-2, and is not a part of our request to rezone this site.

SETBACKS:

The minimum setbacks for a site zoned under HDR- 1 are as follows:

Front (Street)	Side Yard (interior)	Side Yard (corner)	Rear Yard
30 ft	20 ft (when adjacent to an LDR-1 or LDR-2); 10 ft (when adjacent to all other uses)	20 ft	30 ft

For an HDR-2, the required setbacks are as follows:

Front (Street)	Side Yard (interior)	Side Yard (corner)	Rear Yard
10 ft	20% of height of the bldg (35' x .20) = 7 ft	20% of height of the bldg (35' x .20) = 7 ft	50% of height of the building (35' x .20) = 17.5 ft

The setbacks of our proposed building are as follows:

Front (facing County Road B)	Side Yard (interior)	Side Yard (facing Albert Street)	Rear Yard
33 ft	20 ft	30 ft	124 ft

The proposed setbacks are well within the minimums as defined by the current HDR-1 zoning, as well as the proposed HDR-2, and is not a part of our request to rezone this site.

IMPROVEMENT AREAS:

Under the current Roseville Zoning Code, the maximum improvement area allowed throughout the entire site under an HDR-1 is equal to 75% impervious vs. 25% pervious. For an HDR-2, that ratio is adjusted to be 85% impervious vs. 15% pervious. The proposed improvement area is approximately equal to 51%, and includes all impervious surfaces such as driveways, sidewalks, curbs, resident patios, and building footprint. Proposed pervious surfaces, such as sodded areas with grass, trees, and plantings, stormwater infiltration ponds, and crushed gravel walking paths, would encompass about 49% of the site. The proposed improvement area is well below the restrictions set by the current HDR-1 zoning, as well as the proposed HDR-2, and is not a part of our request to rezone this site.

IN SUMMARY:

We view the proposed senior living residential property at 1415 County Road B W as an exciting opportunity to create a quality establishment that future residents and the neighborhood can be proud of. This project will be one of the first local collaborations between the Evangelical Lutheran Good Samaritan Society, Kaas Wilson Architects, and Benson Orth, which, individually, combines a wealth of experience in providing high-quality multifamily and senior living projects. We encourage those who are interested in previous examples to review our project listed on our respective websites, and to contact us for setting up visits and/or tours.

If you have any questions feel free to call our office at 612-879-6000.

Sincerest Regards,



Enrico Williams
Kaas Wilson Architects

cc:

Mary Stewart, Good Samaritan Society
Aaron Bakker, Good Samaritan Society
Stephanie Hawkinson, Landon Group
Link Wilson, AIA, Kaas Wilson Architects



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Roseville - Senior
Living Apts.
1415 County Road B W
Roseville, MN 55113

Good Samaritan Society

4800 West 57th St
Sioux Falls, SD 57117-5038

Project Number	1524
Date	02/05/2016
Drawn By	Author
Checked By	Checker

NOT FOR
CONSTRUCTION

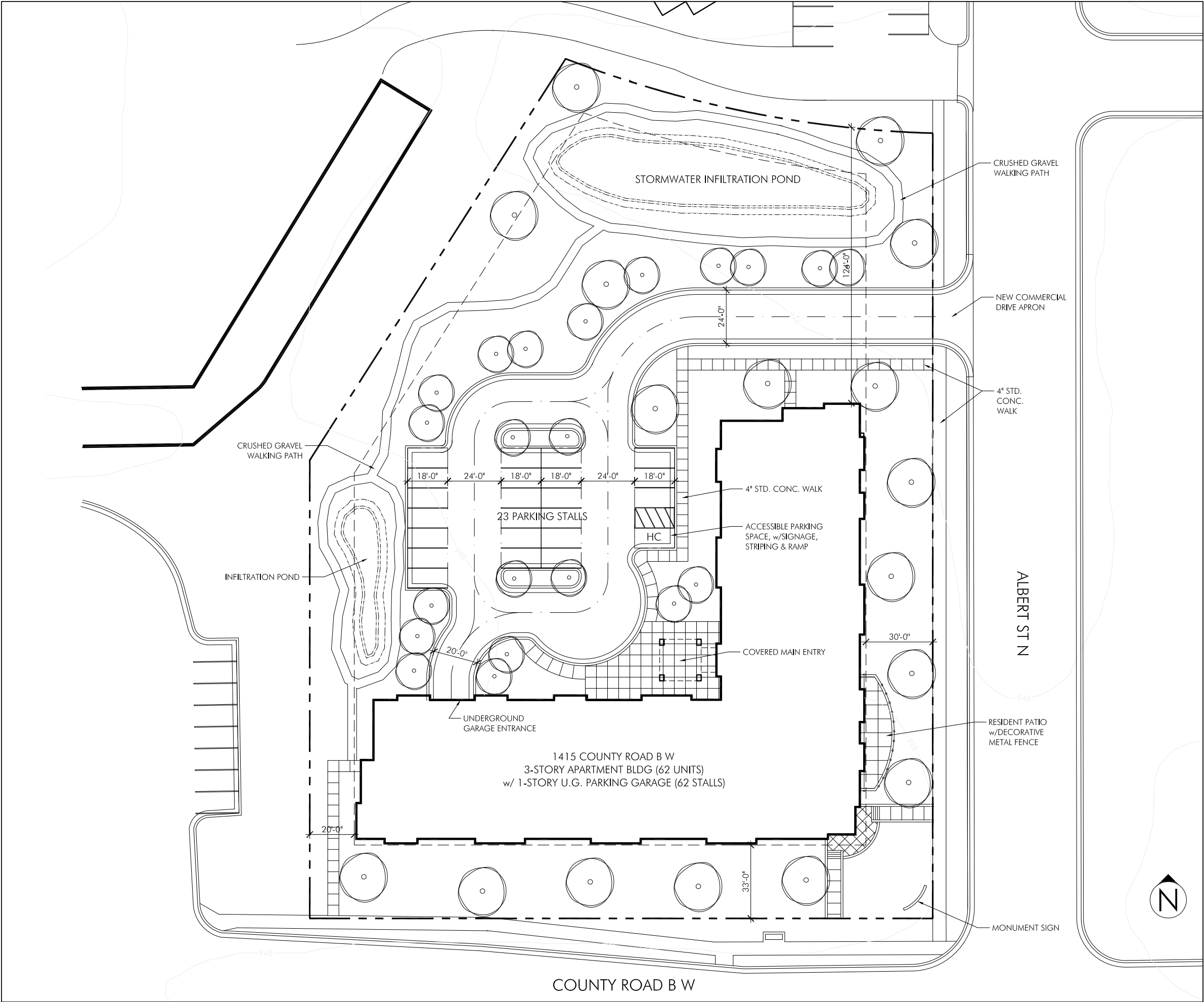
Date

Revision

Rev. No.

Arch. Site Plan

A121



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GOOD SAMARITAN SOCIETY - NORTHWEST VIEW
COUNTY ROAD B & ALBERT STREET - ROSEVILLE, MN

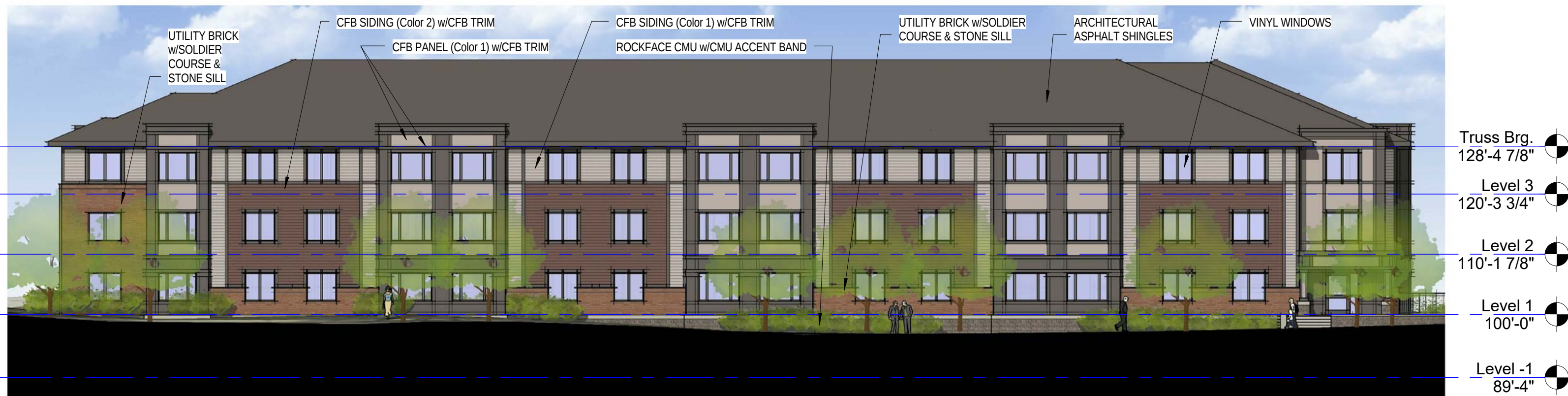
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kaas
wilson
architects
1301 American Blvd. E.
Bloomington, MN 55425
tel: (612) 879-6000
fax: (612) 879-6666

Project Number: 1524
Issue Date: 11/24/2015

Revision Number:
Revision Date:



① Ext. Elevation - South 1 (facing Cty Rd B)
1/16" = 1'-0"



② Ext. Elevation - East 1 (facing Albert St)
1/16" = 1'-0"



① Ext. Elevation - North 1 (view from lot interior)
1/16" = 1'-0"



② Ext. Elevation - West 1 (view from lot interior)
1/16" = 1'-0"



You're invited!

Open House Meeting

Thursday, Jan. 14 • 6–9 p.m.

Ramsey County Public Library

2180 N. Hamline Ave. • Roseville, MN



Join us to discuss a proposed three story, 62-unit, senior affordable housing project in your neighborhood. The proposed site is on the vacant land at Albert Street and County Road B. This open house meeting will gather important feedback from nearby property owners and is a required step in the process of seeking city approval for the proposed rezoning. A summary of the comments and questions raised at the open house meeting will be submitted to the city as part of the formal application. We value your input.

To learn more, contact:

Mary Stewart

Good Samaritan Society

(605) 362-2205

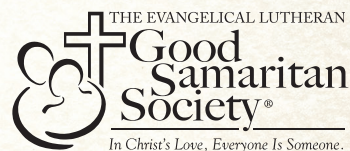
mstewar5@good-sam.com

Stephanie Hawkinson

Landon Group

(651) 214-8036

stephanie@landon-group.com



The Evangelical Lutheran Good Samaritan Society provides housing and services to qualified individuals without regard to race, color, religion, gender, disability, familial status, national origin or other protected statuses according to applicable federal, state or local laws. Some services may be provided by a third party. The designated person responsible for coordinating efforts to comply with Section 504 requirements is: Manager Affordable Housing, 4800 W. 57th Street, Sioux Falls, SD 57108, Phone: (605) 362-3100, For Telecommunications Relay Service Dial 711. All faiths or beliefs are welcome. © 2015 The Evangelical Lutheran Good Samaritan Society. All rights reserved. 15-G1777

**Roseville Good Samaritan Affordable Senior Housing Project
Located at 1415 County Road B West, Roseville, MN**

Summary of Open House Held Thursday, January 14, 2016

An open house was held on Thursday, January 14, 2016 from 6:00 p.m. to 8:30 p.m. at the Ramsey County Public Library within walking distance of the subject property. Invitations were mailed to the list (99 residents) provided by the city. The invitation was mailed or posted to Roseville City Hall, Ramsey County Public Library, Fairview Community and Senior Center, various churches and coffee shops in the neighborhood. In addition an invitation ad was placed in the Roseville Review 12/22/15 edition.

Good Samaritan Society was represented from their development team: Mary Stewart and Aaron Bakker, and Lauren Pahnke locally from Good Samaritan Heritage Place of Roseville. In addition, Good Samaritan's local financing consultant Stephanie Hawkinson and architect Enrico Williams from Kaas Wilson attended the open house.

There were 18 that attended from the neighborhood. General comments were supportive of the project. There were questions on design, accessibility, income levels, timing of project, and traffic. The most concerns that were expressed were related to the impact on traffic in the following areas:

- Increased traffic on County Road B
- Street parking impact
- Pedestrian crossing on County Road B and bus stop
- Increased traffic on the intersection of Albert and Commerce

A traffic study was suggested and we reviewed an intersection with a stoplight just west of the property that was an option for bus riders to cross County Road B. There were a couple of residents that live on County Road B that were opposed to the project due to anticipated increase of traffic. They have difficulty getting on to County Road B from their homes especially during the rush hour time period. They would prefer the site to be a park. One person did not like the design, thought the rents were not affordable, and it was too close to the street.

There were 3 phone inquiries that were generated from the mailing. One resident attended the open house. General information was provided and no objections or concerns were expressed by those that called.

Attachments to this summary:

Invitation that was mailed to the residents

List of attendees

Comments from those that attended

January 14, 2011
Good Samaritan Open House: Roseville

NAME

ADDRESS

Donna Long

1397 County Rd B W

Roger Gish

835 Com. Ave St. Paul

CELESTE + STEVE HANNAN

1398 SANDHURST DR. W.

DENA MODICA

1392 SANDHURST DR. W.

Greg Moecke

1400 W Co Rd B Roseville

DAVE HUTMAKER

1416 W Co Rd B Roseville

Gary Kwong

1200 Fry St Folsom Heights

Michelle Olson

1364 Sandhurst Dr. W.

Glenn & Brian Offermann

1371 W. Burke

WARREN Wolfe

1999 Swelling Av. N. Roseville

SHERYL FAIRBANKS

" " " "

AMANDA KAPPE

10761 Snyeterson Rd Apt 111 Minneapolis

Colleen Jekel

2117 Midlothian Rd. Roseville MN 55111

KOSALINC

SAMPSON 100 SE 2nd St Mpls

DeShella Davis

915 Upton Ave N, Mpls, MN

Sue Walter Phillips

1355 Hillcrest Fridley MN. 55432

WARREN.WOLFE11@gmail.com

(Please notify about public hearings before city regulators/council)

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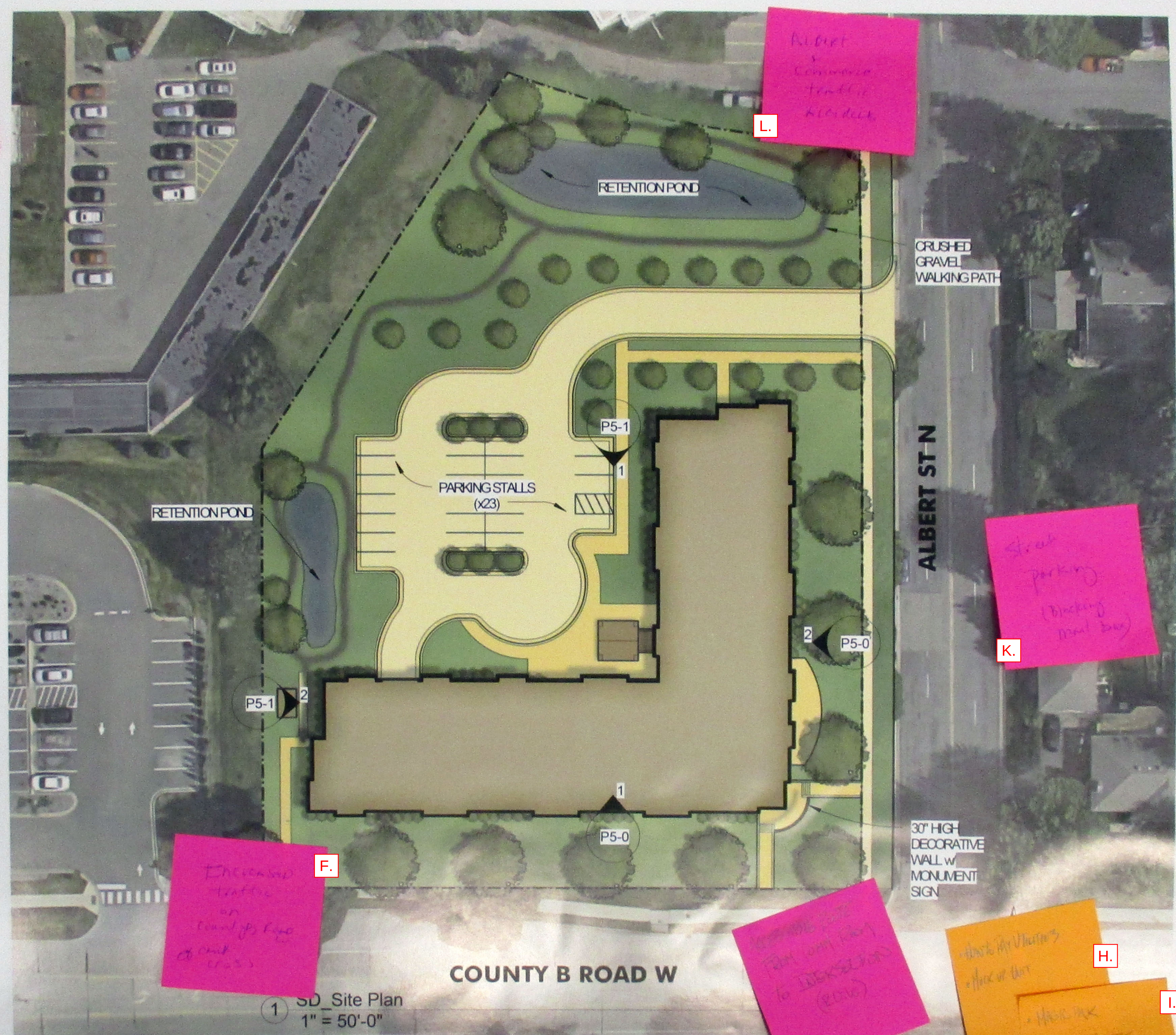


KWS
williams
architects
1301 American Blvd. E.
Bloomington, MN 55425
tel: (612) 879-6000
fax: (612) 879-6666

Project Number: _____
Issue Date: _____

Site Plan
P2-0

- A. *Handicap van at least one side of building*
- B. *no car driving before school - load at driveway especially in morning for frequent you will get for some reason that for it will have a success*
- C. *Need subsidized - 30% of income -*
- D. *Not that affordable
No income restriction would be nice
More traffic
VERY UGLY*
- E. *Looks like an office building
very brown/tudor which doesn't fit neighborhood
Not inviting, no patios, too close to street*



F. *Increased traffic on County B Road*

G. *possible 2nd floor and ramp to intersection (2016)*

H. *think the building is there or that*

I. *Handicap ACCESSIBILITY - WALK RATES - DESIGN TOWARDS RAMP IN PLACE*

J. *Look @ PEDESTRIAN CROSSING FOR BUS STOP*

K. *Street parking (blocking mail box)*

L. *Albert St Commercial Traffic Roadside*

~~Automatic~~

Railings on at least one side of hallways

(2) Disability access to all shared rooms (trash/laundry).

A.

Railings on at least one side of hallways.
Disability access to all shared rooms (trash/laundry)

WORTH doing a traffic study — look at B & ^{Albert} especially — to counter the argument you will get from some area residents that facility will make it worse.

B.

Worth doing a traffic study- look at B & Albert especially -to counter argument you will get from some area residents that facility will make it worse

- Not that affordable
- NO income restriction would be nice
- More traffic
- VERY UGLY

D.

Need subsidized — 30% of income —

C.

Need subsidized - 30% of income

- Looks like an office building
- very brown/Tudor which doesn't fit neighborhood
- Not inviting, no patios, too close to street

E.

INCREASED traffic on County Rd B Road can't cross

F.

Increased traffic on County Road B Road and can't cross

Accessible route
from
community
room to
intersection
(R.O.W.)

ACCESSIBLE ROUTE
FROM COMM. ROOM
TO INTERSECTION
(R.O.W.)

G.

" HOW TO PAY UTILITIES
" MOCK-UP UNIT

H.

" MAGIC PARK
" ACCESSIBILITY
" INCOME RATES
" DESIGN TOWARDS AGING
IN PLACE

I.

ALBERT
&
COMMERCE
TRAFFIC
ACCIDENTS

L.

Albert and Commerce traffic accidents

street
parking
(Blocking
mail box)

K.

Street parking (blocking
mail boxes)

Look @ PEDESTRIAN
CROSSING
FOR
BUS STOP

J.

P:\1524-Good Sam-Roseville Model\1524-Good Sam-Roseville_7.rvt



1 Ext. Elevation - South 1 (facing Cty Rd B)
1/16" = 1'-0"



2 Ext. Elevation - East 1 (facing Albert St)
1/16" = 1'-0"

Are patios
possible?

M.

Are patios possible?

Railings
~~on~~ in the
Hallways

N.

Railings in the hallways

Extract of the May 4, 2016, Roseville Planning Commission Meeting Minutes

c. PLANNING FILE 16-006

Request by Evangelical Lutheran Good Samaritan Society to REZONE 1415 County Road B from High Density Residential-1 District to High Density Residential-2 District to afford more flexible design and an increase in unit density

1 Chair Boguszewski opened the public hearing for PLANNING FILE 16-006 at 7:42 p.m.

2 City Planner Thomas Paschke reviewed the request as detailed in the staff report and
3 attachments dated May 4, 2016 and rationale for suggested changes.

4 Mr. Paschke reported that staff had not accepted the initial application for this project
5 pending a traffic study, now available and included in meeting packet materials. Mr. Paschke
6 noted that the study indicated that this proposed project density for the site and development
7 project, as well as maximizing the site for other potential HDR-2 uses that may create a
8 greater number of units per acre within code requirements were all possible without creating
9 any major impacts to the road network system. From that standpoint, Mr. Paschke advised
10 that staff could therefore support the project and recommended its approval, even if a
11 development proposal came forward at greater density allowed by code for HDR-2 if and
12 when the zoning change is approved. Mr. Paschke advised that if there had been any major
13 impacts or concerns as a result of the traffic study or from Ramsey County, staff may have
14 changed their recommendation for approval, since once a parcel was rezoned it was difficult
15 to undo. Mr. Paschke noted that the requested zoning change was consistent with the
16 comprehensive plan for the parcel designated for high density, with the city only having two
17 divisions for higher or lower density and different design standards applying to each
18 accordingly.

19 With Chair Boguszewski noting there was no upper limit on HDR-2, Mr. Paschke clarified
20 that those limits would be through the design standards and maximum height allowances
21 built into zoning code and thereby limiting how many units based on design standards and lot
22 amenities. Mr. Paschke noted that the traffic study considered a maximum scenario of 250
23 units, but when other design elements and standards in code are applied, that high of a
24 density would be difficult for any project to achieve.

25 Chair Boguszewski opined that underlying zoning isn't necessarily tied to this proposed
26 project, but if a future or alternate project came forward, with zoning staying with the land,
27 there was the potential for a much larger and denser development.

28 Mr. Paschke reiterated that there could be more units, but from his perspective, it would be
29 difficult to achieve anywhere near 250 units; and clarified that the current project prompting
30 this rezoning request was proposed for 62 units.

31 Discussion ensued as to the physical location of the proposed project; and zoning and density
32 allowances of other multi-family complexes in the immediate area (e.g. Rose Mall
33 Apartments).

Chair Boguszewski asked staff to display an illustrative view of the hypothesized elevation of the proposed project for public viewing of the massing that could occur with just 62 units as proposed.

Mr. Paschke noted that the proposed project site plan was predicated on and incorporated zoning for placement of the building under the city's urban design and green space code requirements seeking a greater separation from adjacent residential uses and moving the building footprint closer to a busy road. Mr. Paschke noted that the elevations as displayed were for a three-story structure with underground parking.

Member Murphy pointed out, as recognized by Chair Boguszewski, that the zoning request was separate and distinct from this project.

However, Chair Boguszewski noted that this zoning change would allow this mass to develop, as well as theoretically an even denser mass than this proposal, with Mr. Paschke agreeing with that statement.

Member Daire clarified, with staff's concurrence, that directly across the street from this site, with single-family uses, it would be similar to the past conversation for the project at Cleveland Avenue and County Road B, where that request had been for HDR with MDR preferred as a transition between those land uses.

Mr. Paschke agreed that in that situation, the request had been for up-zoning to a level far greater than it was currently zoned; while this one was already zoned HDR, and simply sought rezoning to slightly increase the density from HDR-1 to HDR-2, opining that didn't create as distinct of a difference as the previous example.

Applicant Representative(s)

Aaron Bakker, Good Samaritan Society, Sioux Falls, SD, Construction Design Consultant; Nathan Kraft, Good Samaritan Society, Construction Consultant; and Enrico Williams, Kaas Wilson Architects, Bloomington, MN

Aaron Bakker

In addition to those questions already raised, Mr. Bakker expressed the team's willingness to answer any questions related to the project.

Regarding the concern raise regarding the proposed project developing into a denser project, Mr. Bakker stated the history of Good Samaritan Society in not overdeveloping their project sites. Having maintained some of their properties for 40-50 years, Mr. Bakker stated that he didn't see any higher density on this site than that proposed, with the development team interested in providing more green space. Mr. Bakker noted this resulted in proposing underground parking versus above ground parking; with the intent to make this site a friendly, walkable site, including a walkway across the parcel.

At the request of Member Gitzen, Mr. Bakker confirmed that Good Samaritan owned the property when it was previously a nursing home prior to demolition.

At the request of Member Kimble, Mr. Bakker confirmed that tax credits were part of the financing for the project's development, anticipating application for credits for the fall 2016 round.

At the request of Member Daire, Mr. Bakker advised that, while unsure of the property's long-term history, he was aware that Good Samaritan had owned the property when the

76 former nursing home use had been demolished; and throughout the seven-year vacant period
77 following to-date.

78 Member Daire asked if the changing market for housing had made this particular
79 development seem attractive at this time.

80 Mr. Bakker responded that it had, and following a recent market study that indicated senior
81 housing was needed in Roseville, this seemed to be a good location since it was already
82 owned by the applicant, and provided nearby and walkable amenities. Mr. Bakker noted that
83 the adjacent bus line also made this site attractive for affordable housing as well. At the
84 request of Member Daire, Mr. Bakker confirmed that the building would be all independent
85 living units, with no assisted living units included.

86 At the request of Chair Boguszewski as to what “affordable” indicated, Mr. Bakker
87 responded that it made some funding through tax credits possible, with the guidelines for
88 those applicable for affordable housing based on low income, total assets and other resources
89 of those applying.

90 While not knowing all aspects of this property, Chair Boguszewski noted his initial reaction
91 to the projected elevations for the property caused him to be concerned with the massing
92 shown in provisional drawings, especially to the south and east, and abutting single-family
93 homes. Chair Boguszewski asked if there were alternatives to flip the footprint, or if this was
94 the only workable placement.

95 Mr. Bakker responded that current city zoning code required the frontage of a building closer
96 to the street corner versus farther back with more green space up front.

97 At the request of Chair Boguszewski, Mr. Paschke stated that the applicant could apply for a
98 variance to move the building footprint that would not meet current design standards to
99 determine its merit for such a variable.

100 Chair Boguszewski asked, if this application moves forward, that the development team
101 continue working with the neighborhood to address their concerns.

102 Recognizing that the process in applying for tax credits could take multiple years, Member
103 Kimble noted that if rezoning to a greater density was approved and the value of the land
104 increased, what guarantees were there that would prevent this developer from flipping the
105 property and selling to another developer intending a higher density, should this developer
106 tire of waiting to confirm financing for this project.

107 Mr. Bakker noted Good Samaritan had been sitting on this property for some time, and
108 avoiding interested firms from acquiring it, therefore proving their strong commitment to
109 developer the site.

110 If the Planning Commission and/or City Council ultimately denies the requested zoning
111 change, Chair Boguszewski asked the developer what was their Plan B: a lower unit count or
112 no project.

113 Mr. Bakker responded that, in analyzing operational costs, a 60-unit facility was the
114 minimum that can be developed on this site to make it financially feasible. If this rezoning
115 application is denied, Mr. Bakker advised that they would need to postpone the proposed
116 project to review other possible options, but at this point, he was unable to answer that or
117 define what that would mean.

In terms of the city's commitment to affordable housing credits, Chair Boguszewski asked city staff if the City of Roseville was in line with, ahead of or behind Metropolitan Council and/or other agency guidelines; and whether or not this project would help the city achieve their housing goals.

Interim Community Development Director Collins noted the recent presentation provided by former Community Development Director Paul Bilotta several months ago related to this data, and from her recollection, the City of Roseville was currently in a satisfactory position for affordable housing options, reminding all that those guidelines that these were recommendations, not requirements. Ms. Collins stated she would get this additional information to the Commission.

Member Daire asked staff to provide a worst case scenario from a density standpoint for this site if rezoned to HDR-2 as requested; and if negative economic or market issues repeated before this project could develop. In other words, Member Daire asked what could be developed (e.g. height of building(s) and maximum number of units) and what that might look like on this site.

First prefacing his response on his belief that this site could not feasibly support 250 units on this site based on current city code, Mr. Paschke advised that a maximum worst case scenario could be for a roughly 9-story, 95' building with a maximum of 250 units could be built, even though he could not accurately determine the maximum density, but this was presupposed on current city code. Mr. Paschke also noted that the actual number of stories at that maximum height of 95' would be dependent on the project itself and height of floors. However, Mr. Paschke questioned the actual market for a nine-story building in Roseville, even in a booming economy, or a market for tall buildings throughout the metropolitan area. If so, Mr. Paschke suggested the community would have multiple high-rise buildings. However, Mr. Paschke stated he was unable to predict what may happen if and when this parcel is rezoned; but opined he found it highly unlikely that a nine-story building would be constructed on this or any other site in Roseville.

Member Daire clarified that the rationale for his question was based on a maximum 95' height limit and discussion of parking and the traffic study for a 250 maximum unit development and traffic generation accordingly. While this is fairly hypothetical on one hand, Member Daire stated he was attempting to get a handle on what the site could possible look like; and what his perception may be if he lived across the street from this development and concerns he may have with horror stories for possible height and density development that could occur.

Member Kimble asked if the tax credits were the only funding gap for the capital project, or if others were being considered.

Mr. Bakker responded that the developer was applying for tax credit funding, as well as other sources depending on if and when the application deadlines would impact the project itself, some of which had already been eliminated due to timing. While unable to identify all funding sources under consideration at this point, Mr. Bakker confirmed that they were considering additional funding beyond tax credit funding.

Member Kimble stated the reason for her question was as it related to feasibility and readiness for this specific development proposal.

Public Comment

Amanda Kappes, 10761 Smetana Road, Apt. #111, Minnetonka, MN; Metro Interfaith Council on Affordable Housing (MICAHA)

Ms. Kappes advised that their organization, MICAHA, had been in discussion with the Good Samaritan Society and their proposal for senior housing in Roseville for approximately nine months now. Ms. Kappes noted that initially they had been asked to get involved with the community engagement process and what the community would most like to see. Ms. Kappes noted that MICAHA's first response had been whether or not Good Samaritan had spoken to community members themselves, which prompted working on an open house with MICAHA staff available to help answer questions.

One of the questions at the open house, as well as brought forward tonight was whether there was a market demand for senior housing at this time. Ms. Kappes stated there was a huge focus on that option, and was asked for much more often than indicated by the Governor's request and currently pending legislative action by the house and senate. Ms. Kappes noted that, at this time in MN, the state's senior population is the fastest growing homeless population; and as well as looking at affordable units, across the state there were 25,000 units, with an additional 150,000 senior households who could qualify for those affordable units. Ms. Kappes clarified what "affordable" housing actually indicated, not housing units for the lowest income residents, but based on 60% of the area median, identified for a household with typically only 1-2 persons/unit, an annual income of roughly \$24,000 to \$30,000 annually. Ms. Kappes noted that this income usually applied to retirement and/or disability benefits; with 54% of renters in MN over 55 years old, and currently paying over 30% of their household income. Ms. Kappes reiterated the great need for affordable senior housing that would continue to grow.

Ms. Kappes referenced the City of Roseville's comprehensive plan numbers and Metropolitan Council guidelines at or below 30% of area income at 72 units; and when looking at 31% to 50% of median income, Roseville could add an additional 50 units; and if looking at 51% to 80% of median income, Roseville could add an additional 20 units; for a total of 142 units. In looking at the 60% median income level, Ms. Kappes opined that 62 units would go a long way in reaching that total number of units.

Given the fact the Metropolitan Council supports this effort, and the state may help fund it, Chair Boguszewski asked if this was the right site for this project.

Ms. Kappes responded that, based on the traffic study indicating the project would only add a delay of a matter of seconds during peak times, and given the previous nursing home use with more traffic than this development would indicate given those previous employees and shift change traffic, Ms. Kappes opined that there should be no noticeable impact from the proposed development. Ms. Kappes opined that as an affordable housing advocacy group working in the region since 1986, MICAHA strongly supported this project.

Gary Kwong, 1700 Fry Street, Falcon Heights, MN

Mr. Kwong reviewed his residencies near the Midway Park area for some time, and his father's history of nursing home living on this site, noting the changes he'd observed in Roseville over the years. Mr. Kwong noted the changes in the schools, more diversity in the population, and new transportation available soon along Snelling Avenue, as well as the proximity of this proposed development close to the Ramsey County Library – Roseville

Branch. Ms. Kwong opined that there were a lot of amenities for potential residents, with the proximity to shopping, and other walkable areas for seniors in the community, and allowing them to remain Roseville residents to retain their sense of community versus relocating elsewhere. At this time, Mr. Kwong noted the limited housing available from independent to full assisted living, with this development providing a good option to maintain that independent living as an alternative housing option for those unable to afford a more expensive location or housing options. Mr. Kwong spoke in support of this requested rezoning and the proposed project; opining it allowed the City to meet Metropolitan Council suggested guidelines, while allowing residents to retain their sense of community, and was far beyond meeting legal requirements.

Member Daire asked staff how this proposed project would compare in character to Rose Pointe as an example.

Mr. Paschke advised he could not address the type of housing units involved in Rose Pointe as far as market rate or subsidized; but design-wise, was not sure they were much different in their massing, with 3-4 stories. Mr. Paschke noted that most senior projects were at least 3 stories, partly due to economics and making them work based on a certain number of units. Regarding how the building itself was situated, Mr. Paschke noted that topography between the parcels notwithstanding, a number of past projects were also built under a different city code and ordinances, with different design standards than those applicable today, including setback requirements and proximity to other uses. Mr. Paschke advised that, if staff felt it was appropriate when this particular development came forward in the application process, staff and/or the developer could suggest increasing the setback on Albert Street or County Road B if appropriate to the project. However, Mr. Paschke questioned whether or not their proposal, when presented, would actually suggested that, since today's code had built-ins for protecting adjacent lower density uses.

Member Kimble noted the unknowns and risks in acting on rezoning without looking at an actual project, especially when a proposed project such as this one isn't fully funded and that funding could be months away. Member Kimble opined that ideally, action would be taken on rezoning when there was a better comfort level for a project fully funded and ready to go.

Mr. Paschke recognized the risks involved; however, he noted that part of a development's ability to proceed was predicated on having things in place (e.g. rezoning) to help them get through that financial process with lenders looking to ensure proper zoning was in place for a proposed development seeking funding, and impacting their project's funding score. From staff's perspective, Mr. Paschke stated that the intent was to be somewhat accommodating to this proposal, thus staff's recommendation to the Commission and City Council for their determination based on staff's analysis to-date. Mr. Paschke recognized the concerns expressed by Member Kimble and other commissioners, but clarified that zoning drives funding as well and was part of the process. While it wasn't the city's task to help that funding along, Mr. Paschke advised it was part of staff's analysis to accept the proposal before them and, in consideration of the traffic study completed, to base their decision on the information currently before them. Under that scenario, Mr. Paschke stated that staff believed that the proposed development was an appropriate use of this site and the requested zoning from HDR-1 to HDR-2 was consistent with the comprehensive plan's guidance for future use of the site.

Recognizing the need to separate the project from the rezoning request, and the desire to increase this type of housing in Roseville, Chair Boguszewski opined that his impression was that not many parcels within the community could support this type of development.

Mr. Paschke noted there were a few, but they were limited for multi-family or affordable units of any sort, with some of them perhaps in better locations than others; but opined that this is a nice location for this type of project.

Chair Boguszewski closed the public hearing at 8:24 p.m., with no additional comment.

Commission Deliberation

Member Kimble stated her support of the project, opining it made sense in this location based on the walking distance to amenities and bus transportation. Member Kimble reiterated the difficulty in separating the zoning request from the proposed use, and difficulty in that distinction when both are included in the same packet. Member Kimble expressed her hope that this develop would have the staying power needed to see this project through to actual development, even if funding proves challenging.

With the city's goal to avoid or mitigate development adjacent to existing neighborhoods, based on prior document and comments from those attending tonight and giving public testimony, Chair Boguszewski noted that, if no overwhelming support heard from the neighborhood, there also appeared to be no perception that neighbors would find the rezoning to be detrimental to them or their property values. Chair Boguszewski noted the goal of affordable housing is good for Roseville and allows current residents to remain, he agreed with Member Kimble in the separation of the zoning decision and proposed project and difficulties in differentiating the two. Chair Boguszewski suggested it may be easier to support the project through the city accepting the risk to achieve its goals in retaining residents because that's the right thing to do versus any guidance from the Metropolitan Council.

Member Gitzen expressed agreement with the comments of Chair Boguszewski and Member Kimble. Member Gitzen expressed his appreciation for the site and its suitability for this type of development, with proximity to the library, Har Mar Mall, bus lines and other amenities, creating lots of pluses for it. Member Gitzen opined that affordable senior housing was another plus for the city.

Member Murphy agreed with the comments of his colleagues.

Member Cunningham noted her strong belief in separating the project from zoning; but in this case, admitted she loved the proposed project, opining it was fantastic; even though on many occasions she would say the opposite. In this case, Member Cunningham stated she would be comfortable even with a larger development on the site, opining she would still support that higher density. Member Cunningham noted there was not a lot of outpouring from the community about any objections; and expressed her support of the rezoning request, and her excitement about the proposed project at this location.

As the city continues to look at its code and areas of it that cause areas of consternation in decision-making, Member Bull noted this was one example when proposed projects and zoning decisions came before the body at the same time, whether informally or formally. If there was some way to tie those decisions, Member Bull noted it would make everyone's job easier, and to know the standards of a project and hoe it would fit on a particular property

under that particular zoning designation versus looking at “what ifs” or worst case scenarios of the highest allowable density. In this case, knowing the traffic study supported the higher zoning designation, Member Bull stated he found helpful. However, with LDR across the street and the potential of looking at a massive wall potentially 95’ high starting back at me, Member Bull questioned if he’d even want that across a 4-lane road. For him, Member Bull noted his options were to take a leap of faith that zoning for a project like this would come in and move forward accordingly; or the more cautionary option of not knowing what project might develop under this zoning designation, but not supporting up to 250 units. Member Bull opined he felt he was on the side of taking a leap of faith from this investment company based on the research they’d put into the proposed project, and their architectural renderings. Therefore, Member Bull spoke in support of the rezoning request.

Member Murphy spoke in support of the rezoning, noting minimal traffic indicated from the proposed project even under the worst case scenario. Member Murphy also noted the walking distance to area amenities; as well as the good reputation of Good Samaritan Society for this type of development. Member Murphy stated he was willing to accept the risk that another project may occur on the site, but under design standards as per city code.

MOTION

Member Murphy moved, seconded by Member Cunningham to recommend to the City Council, APPROVAL of the proposed REZONING of Ramsey County PIN 10-29-23-34-0006 from HDR-1 to HDR-2, based on the comments and findings of the staff report dated May 4, 2016.

Chair Boguszewski encouraged the development team, with the support of city staff, to continue their community engagement efforts to hear any ideas that neighbors have a preference for in citing the building footprint on the parcel; including any necessary variance processes if appropriate.

Ayes: 7

Nays: 0

Motion carried

ORDINANCE NO. ____

**AN ORDINANCE AMENDING TITLE 10 OF THE CITY CODE, CHANGING THE
ZONING DESIGNATION OF CERTAIN REAL PROPERTY**

The City Council of the City of Roseville does ordain:

Section 1. Real Property Rezoned. Pursuant to §1009.06 (Zoning Changes) of the Zoning Code of the City of Roseville, and after the City Council consideration of Planning File 16-006, the following parcel is rezoned from High-Density Residential-1 (HDR-1) District to High-Density Residential-2 (HDR-2) District:

PIN: 10-29-23-34-0006

Section 2. Effective Date. This ordinance amendment to the City Code and Zoning Map shall take effect upon the passage and publication of this ordinance.

Passed this 23rd day of May, 2016.