

Bryan Lloyd

From: Lyssa Leitner Grams [REDACTED] >
Sent: Wednesday, November 2, 2022 9:25 AM
To: RV Planning
Subject: Proposed Apartment Project At 1415 County Road B

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

Good Morning -

I live at 1440 Burke Ave West which is about one block south of the proposed project. I am extremely supportive of the development and the increased density. This site is adjacent to transit and existing apartments so the density fits the neighborhood. There is also no existing sidewalk on Albert which makes walking around the neighborhood challenging. Adding the sidewalk to this project is a great benefit to the neighborhood. Additional housing options for Roseville is a great thing for all of us. Particularly south of 36 where there is more transit and everyday needs within walking distance.

Thanks,
Lyssa Grams

Bryan Lloyd

From: Bryan Lloyd
Sent: Monday, October 31, 2022 10:51 AM
To: 'PHIL TOCONITA'
Subject: RE: Request for clarification PCA Nov. 2, Item No. 6A

Hi, Mr. and Mrs. Toconita.

Thank you for your comments and insightful questions. We can certainly discuss any of the topics in further detail on a phone call if you'd like, but I'll begin by answering your questions in this email.

Land Use History:

Since the site has been vacant for some time and the proposed redevelopment is substantially different from what had been there in the past, the previous variance approvals noted in the staff report don't really have any bearing on the future development of the site. This is a standard part of these reports and the information is only provided for the sake of painting a more complete picture, if you will, of what the City has been asked to consider in the past.

HDR Districts:

First, HDR is simply an abbreviation of "high density residential", and I see now that neglected to write out the district names in the report before abbreviating them. The HDR-1 and -2 districts were created under a previous version of the zoning code; as the report indicates, they allowed high density residential development at two levels of density: HDR-1 permitted up to a density of 24 dwelling units per acre and HDR-2 permitted more than 24 dwelling units per acre. Under this previous version of the zoning code, the HDR-2 district was available as a tool with which the City Council could approve residential developments with greater density than the HDR-1 district. For rather esoteric reasons that we can talk about if you like, the City Council never used the HDR-2 district, which suggests there wasn't much value in having those two HDR zoning districts in the zoning code. In last fall's zoning update, therefore, those two former districts were replaced with a single HDR district that allowed the City Council to consider approving residential development proposals with greater density in a way (i.e., with conditional uses) that gives the City more control over the outcomes.

Conditional Uses:

The basic purpose of the zoning code is to specify what land uses (e.g., houses, apartments, retail stores, restaurants, offices, schools, places of worship, factories, warehouses, etc.) are allowed in a given location and regulate how those things are built (e.g., their minimum setbacks, maximum height, etc.). In a given zoning district, land uses will either be permitted (which means that the owner of the property doesn't need City Council approval to do it), prohibited, or conditional. If a land use is identified as "conditional" in a zoning district, it essentially means the use is generally fine but the City has the opportunity to review a specific proposal to evaluate whether it could be expected to have significant adverse impacts in its particular location and, if so, to either deny the proposal or approve it with some carefully chosen conditions to mitigate the potential adverse impacts. In this case, a residential development at a density above 24 units per acre and up to 36 dwelling units per acre is a conditional use in the HDR zoning district. Therefore the City is able to review the applicant's proposal for its potential to have adverse impacts in the particular location where it's proposed and establish requirements to mitigate any such impacts or, if the anticipated impacts are found to be too severe to be mitigated, to refuse to approve the application.

Density Bonus:

Another part of the zoning code attempts to encourage developers to provide more of their required parking stalls within structures (e.g., in garages underneath an apartment) rather than in large surface parking lots. One way of encouraging this is to allow the developers to earn the right to build more apartment units than the zoning standards indicate in exchange for building enough structured parking. It's important to note developers can't build infinitely many

units on a property if they build more and more of the parking stalls in structured garages; rather, even if a developer builds structures for all of the required parking, the density bonus is limited to 20% more dwelling units than is allowed by the standard density limit of the applicable zoning district. In this case, for example, the HDR district standards permit an apartment of up to 24 units per acre, which equates to 48 units on this two-acre parcel. If the developer structures enough parking, they can earn the ability to develop up to 20% more than that, or up to 57 units, without the need for special approvals from the City Council.

Market Rate:

This just means the rents for these apartments would be “set by the market” and not subsidized by the public to be “affordable”.

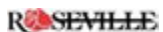
I think that covers the direct questions you asked. What follows will combine some of the things discussed above in response others of your comments.

With any new development traffic will increase on nearby streets, and the traffic study mentioned in the staff report does not suggest a new apartment won’t bring additional cars. Instead, the traffic study shows that the existing roadway network has the capacity to accommodate the new vehicle trips of even an apartment with more than twice the proposed units in this location. So the report is not trying to suggest that traffic will remain unchanged if the proposed apartment is built. Rather, the report is indicating the resulting amount of traffic will remain within what the roadways are designed to handle and the roadways will continue to operate at an acceptable level of service. It’s also worth pointing out here that even if the traffic study indicated the apartment would cause specific problems on surrounding roads or intersections, the remedy would likely be to require the developer to mitigate the impact (maybe by adding a turn lane to a certain intersection) rather than by denying the project outright.

As the report tries to explain and as I mentioned above, the HDR zoning and the density bonus gives a developer the right to build up to 57 apartment units on this particular property if they can meet all of the pertinent requirements of the zoning code. If the developer’s application for approval of the conditional use is approved and they’re able to earn the full density bonus for building enough structured parking, they could build up to 86 apartment units. With these two facts, it is important to keep in mind the developer isn’t asking the City for approval of the whole 86-unit apartment building, but they’re really only asking for approval of the 29 additional units they could build beyond the 57 units they already have the right to build. For this reason, when the City is reviewing the conditional use application for this apartment in this location, we need to be focusing on the potential impacts of the additional 29 units might reasonably have in this particular location.

I hope this is helpful information, but please do give me a call if you’d like to talk about any of it further.
Bryan

Bryan Lloyd, AICP (he/him/his) | Senior Planner | City of Roseville



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-----Original Message-----

From: PHIL TOCONITA [REDACTED] >
Sent: Sunday, October 30, 2022 5:52 PM
To: RV Planning <planning@cityofroseville.com>
Subject: Re: Request for clarification PCA Nov. 2, Item No. 6A

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

Hello, Mr. Brian Lloyd, City Planner,

We are Phil & Myra TOCONITA, 51 year residents of 1391 Sandhurst Dr. ,Roseville. After printing and reading RPCAn1 - 4 (approx. 18 pages) and studying the drawings, some things are mystifying:

Land Use History: how are the variances determined for parking area setback, building setback, etc.

Page 2 of 4 (Line 8 & 9) Define HDR-1 and HDR-2 AND the single district HDR

(Line 24) Define density bonus

(Line) What is meant by "conditional use?"

Page 3 of 4 (Line 72) What do you mean by rental unit - market rates?

Page 4 Of 4(Lines 100-104) We feel this large site WOULD BE INJURIOUS to our neighborhood. With approximately 200 vehicles on that property, certainly will be more congestion. As to general public safety, your guess is as good as ours. We remember how much traffic the Dept. of Education Bldg. on Commerce generated. It will be the same.

On RPC Attachment C (page 2 Of 8) Firm Ground makes the same statement about being non-injurious to the neighborhood, etc., etc., etc. Besides all else, we have busses on our streets and school children walking our streets. How can they make the statement that there is no issue with the level of traffic? During MN State Fair our block is parked solidly; when parking lots of existing buildings are cleaned, their cars are all over here.

86 Units? We have really enjoyed the green space over the years.

If you wish to call to help me understand these issues, my cell is [REDACTED]

Thank you very much.

Phil & Myra Toconita