

**AGENDA
PLANNING COMMISSION MEETING
CITY OF SHOREVIEW**

**DATE: JULY 28, 2015
TIME: 7:00 PM
PLACE: SHOREVIEW CITY HALL
LOCATION: 4600 NORTH VICTORIA**

**1. CALL TO ORDER
ROLL CALL
APPROVAL OF AGENDA**

2. APPROVAL OF MINUTES

June 23, 2015

Brief Description of Meeting Process – Chair Steve Solomonson

3. REPORT ON CITY COUNCIL ACTIONS

Meeting Date: July 13th, 2015 and July 20th, 2015

4. NEW BUSINESS

A. VARIANCE

FILE NO: 2581-15-24

APPLICANT: Lubomir & Hana Koudelka

LOCATION: 874 Westview Drive

B. MINOR SUBDIVISION*

FILE NO: 2583-15-26

APPLICANT: Tolberg Homes

LOCATION: 5845 Buffalo Lane

**C. PUBLIC HEARING- COMPREHENSIVE PLAN AMENDMENT,
REZONING,PRELIMINARY PLAT, PLANNED UNIT DEVELOPMENT-
DEVELOPMENT STAGE***

FILE NO: 2585-15-28

APPLICANT: Shoreview Senior Living

LOCATION: 4710 Cumberland Street

**D. PUBLIC HEARING- COMPREHENSIVE PLAN AMENDMENT, REZONING,
SITE & BUILDING PLAN REVIEW***

FILE NO: 2582-15-25

APPLICANT: Oak Hill Montessori

LOCATION: 4693 Hodgson Road

E. PLANNED UNIT DEVELOPMENT-CONCEPT REVIEW**

FILE NO: 2584-15-27

APPLICANT: Elevage Development Group, LLC

*LOCATION: 155-173 West County Road E, 185 West County Road E, 3500 Rustic Place,
3521 Rice Street*

** These agenda items require City Council action. The Planning Commission will hold a hearing, obtain public comment, discuss the application and forward a recommendation to the City Council. The City Council will consider these items at their regular meetings which are held on the 1st or 3rd Monday of each month. For confirmation when an item is scheduled at the City Council, please contact the Planning Department at 651-490-4682 or 651-490-4680 or check the City's website at www.shoreviewmn.gov.*

*** The Planning Commission will hold a hearing, obtain public comment, discuss the application and forward the application to the City Council. No formal action is taken on this application by the Planning Commission or City Council.*

5. MISCELLANEOUS

A. City Council Meeting Assignments for August 3rd, 2015 and August 17th, 2015
Planning Commissioners *Peterson and Thompson*

B. Planning Commission Workshop – August 28th

6. ADJOURNMENT

**SHOREVIEW PLANNING COMMISSION
MEETING MINUTES
June 23, 2015**

CALL TO ORDER

Chair Solomonson called the June 23, 2015 Shoreview Planning Commission meeting to order at 7:00 p.m.

ROLL CALL

The following Commissioners were present: Chair Solomonson; Commissioners Doan, Ferrington, McCool, Peterson, and Thompson.

Commissioner Schumer was absent.

APPROVAL OF AGENDA

MOTION: by Commissioner McCool, seconded by Commissioner Peterson to approve the June 23, 2015 Planning Commission meeting agenda as presented.

VOTE: Ayes - 6 Nays - 0

APPROVAL OF MINUTES

February 24, 2015 Workshop

The time of adjournment for the February 24, 2015 workshop meeting was not noted. The minutes will simply state, "The meeting adjourned."

Commissioner Doan noted that he was present at the February 24, 2015 workshop but is not listed as an attendee. Commissioner Proud should not be listed.

MOTION: by Commissioner McCool, seconded by Commissioner Doan to approve the minutes of the February 24, 2015 workshop meeting, as amended.

Ayes - 6 Nays - 0

May 26, 2015 Regular Meeting

MOTION: by Commissioner Peterson, seconded by Commissioner Thompson to approve the May 26, 2015 Planning Commission meeting minutes as presented.

VOTE: Ayes - 6 Nays - 0

REPORT ON CITY COUNCIL ACTIONS

Presentation by City Planner Kathleen Castle

The City Council approved the following items as recommended by the Planning Commission:

1. Major Subdivision, Donald F. Zibell, 3422 Chandler Road
2. Conditional Use Permit, Russell Weaver & Peggy Huston-Weaver, 4344 Snail Lake Boulevard
3. Minor Subdivision, Todd Sharkey Land Development, 4965 Hanson Road

NEW BUSINESS

PUBLIC HEARING: CONDITIONAL USE PERMIT

FILE NO: 2578-15-21

APPLICANT: MARLOWE HAMERSTON/KARIN HAMERSTON

LOCATION: 771 LARSON LANE

Presentation by City Planner Kathleen Castle

This application is to request a Conditional Use Permit (CUP) to build a water oriented accessory structure to replace an existing structure that is in poor condition. The property is located on the south shore of Turtle Lake and zoned R1, Detached Residential. The property is also located in the Shoreland Management Overlay District. An existing single-family home is on the property and consists of 1,306 square feet. There is a detached garage of 616 square feet. The proposed water oriented accessory structure is 200 square feet.

There is no building permit on file for the current accessory structure, which is believed to be built in the early 1970s. The new structure would be in the same location and the same size as the existing one. It is used to store life jackets, paddles, water tubes and other water recreation gear. Viewed from the water, the width would be 10 feet, the height would be 10 feet, and the setback from the OHW would be 14.5 feet. The setback from the side property line is 20 feet.

The Development Code for the R1 District requires that a second accessory structure on a parcel of less than one acre must be 150 square feet or can be up to 288 square feet with a Conditional Use Permit. Also, the total area of all accessory structures cannot exceed 90% of the dwelling foundation area, or 1200 square feet, whichever is less.

The Shoreland Management District allows one water oriented structure on the lakeside of a home. The maximum area allowed is 250 square feet. The maximum width viewed from the water is 12 feet, and the maximum height is 10 feet. There is a minimum side yard setback of 20 feet. Existing vegetation along the eastern property line will provide screening. Staff finds that the proposed structure conforms to the Comprehensive Plan and Development Code. Using the same location will minimize site disturbance. An accessory structure must be 31 feet from the Shoreland Impact Zone, unless there is practical difficulty. Practical difficulty

does exist in that the topography of the property makes it difficult to locate the structure further from the shoreline. Also, other properties have similar structures in the Shore Impact Zone.

Property owners within 350 feet were notified of the proposal, and legal notice was published in the City Newspaper. One comment was received in support. Staff is recommending the Commission forward an approval recommendation to the City Council with the conditions listed in the staff report.

Commissioner Ferrington noted a number of retaining walls on the lakeside of the property that would make it difficult to change the location of the shed.

Commissioner Peterson expressed concern that there are many water oriented structures within the Shore Impact Zone. He asked if it would be possible to move the structure out of the Shore Impact Zone. Ms. Castle responded that there are very few requests for water oriented structures. In this neighborhood, many of them are non-conforming. However, when a new application is received, the proposal must comply with the Shore Impact Zone setback, unless there is practical difficulty identified by the Planning Commission.

Commissioner McCool expressed concern about the accuracy of measurements on the survey. If the house is 14 feet from the lot line, it is difficult to see how the shed is another 6 feet from the lot line. Ms. Castle explained that the applicant took the measurements; they have not been confirmed by a surveyor. She further stated that when visiting the site, it was difficult to determine the exact east lot line. The setback and property lines must be marked and confirmed in order to obtain a building permit. If the measurements are not accurate, the application would have to be resubmitted with a request for a variance.

Commissioner McCool asked if screening from the lake has been discussed. Ms. Castle stated that staff believes screening vegetation would interfere with the use and function of the structure.

Chair Solomonson asked for clarification that no variances are needed for the Shoreland Impact Zone setback. Ms. Castle stated that the practical difficulty criteria are not the same as that of a variance.

City Attorney Kelly stated that the public hearing has been properly noticed.

Chair Solomonson opened the public hearing. There were no questions or comments.

MOTION: by Commissioner Doan, seconded by Commissioner Ferrington to close the public hearing at 7:28 p.m.

VOTE: Ayes - 6 Nays – 0

MOTION: by Commissioner Doan, seconded by Commissioner Ferrington to recommend the City Council approve the Conditional Use Permit request submitted by Karin Hamerston on behalf of Marlow Hamerston to replace an existing 200 square foot

water oriented structure on the property at 771 Larson Lane Said approval is subject to the following:

1. The project must be completed in accordance with the plans submitted with the applications. Any significant changes to these plans, as determined by the City Planner, will require review and approval by the Planning Commission.
2. The exterior design of the shed shall be consistent with the plans submitted and complement the home on the property. The structure shall be painted a natural color (shades of brown, gray or green).
3. The applicant shall obtain a building permit for the structure. The structure shall comply with the Building Code standards.
4. The accessory structure shall be screened from view of adjacent properties through the use of landscaping, berming, fencing or a combination thereof.
5. The structure shall not be used in any way for commercial purposes.
6. The structure shall be used for the personal storage of household, lawn and water-oriented equipment.

This approval is based on the following findings of fact:

1. The proposed improvement is consistent with the policies of the Comprehensive Plan, including the Land Use and Housing Chapters.
2. The Conditional Use Permit standards for accessory structures in the R1, Detached Residential District are met.
3. The standards for water oriented structures located in the Shoreland District are met.
4. Practical difficulty is present regarding the proposed 14.5-foot setback from the OHW due to the site topography, existing improvements and location of the existing water oriented structure.

VOTE:

Ayes - 6

Nays - 0

MINOR SUBDIVISION / VARIANCE

FILE NO: 2577-15-20

APPLICANT: DARWIN DEROSIER

LOCATION: 899/893 TANGLEWOOD DRIVE

Presentation by Economic Development and Planning Associate Niki Hill

This minor subdivision would adjust the side lot line between 899 Tanglewood Dr., owned by the applicant, and 893 Tanglewood Dr., owned by Michella and Thomas Bonfe. Both properties are riparian lake lots on Turtle Lake. The DeRosier property will be reduced to 1.59 acres; the Bonfe property will increase to 6.85 acres. Both properties are in the RE, Residential Estate and Shoreland Overlay Districts. Drainage and utility easements are required along property lines, over infrastructure, watercourses and wetlands, drainage ways or floodways. A variance is requested for Lot 1, 899 Tanglewood, because it would not have frontage on a public road. Frontage is on a substandard unimproved right-of-way. A private driveway easement would be

dedicated over Lot 2 to provide access to Lot 1 via Big Oak Road. Access from a private driveway will not alter the character of the neighborhood.

The applicants state that the purpose of the subdivision is to transfer 5 acres of land from Lot 1, Block 1 Stella's Addition to Lot 2, Block 1 Shella's Addition. The applicants desire to sell their home and purchase a smaller residence. The property has been on the market for several months but has not sold because of the excess amount of property.

Staff finds that as no new lots are proposed with this application. Any future subdivision of either lot will require a new application and public review by the City. Both existing homes will remain. Existing setbacks are not impacted by the boundary adjustment. A new private road easement will be executed for Lot 1 to have access to the existing private drive, as ownership of the private drive will shift to Lot 2. New drainage and utility easements are proposed along the new lot boundaries. There is municipal sanitary sewer service to both lots. Each lot uses a well for water.

No trees will be impacted. Shoreland Mitigation is required. The property owners at 893 completed a Shoreland Mitigation plan before their home was built in 2007. The property owner at 899 has identified two practices, Architectural Mass and Vegetation Protection, as the methods that will be used for Shoreland Mitigation.

Notices were sent to property owners within 350 feet regarding this application. Two written comments were received expressing concerns about future lots and further development.

The minor subdivision application complies with City requirements. Staff believes there is practical difficulty to justify the variance. Access to the current homes is from Big Oak Road, via a private road easement. That will not change with the subdivision. No public street frontage is available. It is not reasonable to require a public road at this time because of the potential for future development. This subdivision does not change the character of the neighborhood.

It is staff's recommendation that the Planning Commission approve the variance to waive the public street frontage requirement and recommend approval of the minor subdivision.

Commissioner Doan asked if a future public road is planned by the City. Ms. Hill stated that the land use of the property is currently only zoned RE, Residential Estate.

Commissioner Ferrington stated that even though the issue of future development has been raised, the Planning Commission can only respond to the application presented. She asked for clarification of the need for new drainage and utility easements. Ms. Hill explained that it is required to convey easements along the new lot lines.

Chair Solomonson opened the discussion to public comment.

Mr. Scott Deming, 821 Tanglewood Drive, stated that his concern is that allowing this transfer of land is without knowing where roads will be for future development. It creates a very long

property narrow property. Big Oak Road is not large enough to be a street. He does not want a future road or future development to impact to his property.

Commissioner Peterson stated that the Commission needs to be neutral on future development. He does not see that this subdivision as impacting the neighborhood. He urged support on the facts available.

Commissioner McCool agreed and stated that this action will not create adverse development.

Chair Solomonson stated that the layout is not desirable, but the request is to just change ownership of property with no development.

MOTION: by Commissioner Ferrington, seconded by Commissioner McCool to approve the variance request submitted by Darwin and Mary DeRosier for their property at 899 Tanglewood Drive, waiving the public street frontage requirement and adopt Resolution No. 15-52 subject to the following conditions:

Variance

1. This approval is subject to approval of the Minor Subdivision application by the City Council.
2. This approval will expire after one year if the subdivision has not been recorded with Ramsey County.
3. The approval is subject to a 5 day appeal period.

This motion is based on the following findings:

1. The applicant is proposing to use the property in a reasonable manner through a road easement. Access to the current homes on the properties is via Big Oak Road – a private road easement – and that will not change with this subdivision. There is no public street frontage available.
2. Unique circumstances are present due to the historical and unique circumstances. Keeping access to Lot 1 via a private road easement is reasonable due to the property’s characteristics of frontage on a substandard unimproved road right-of-way. It is not reasonable to require a public street at this time due to the area’s characteristic and potential for future development.
3. The character of the neighborhood will not be altered at all. The existing homes and access to them will not be changed with the minor subdivision nor will any new lots be created.

VOTE:

Ayes - 6

Nays - 0

MOTION: by Commissioner Thompson, seconded by Commissioner Ferrington to recommend approval to the City Council of the Minor Subdivision request submitted by Darwin and Mary DeRosier for their property at 899 Tanglewood Drive, subject to the following conditions:

Minor Subdivision

1. The minor subdivision shall be in accordance with the plans submitted.
2. Public drainage and utility easements with a width of 5-feet on each side of the new common property line shall be conveyed to the City. The applicant shall be responsible for providing legal descriptions for all required easements. The easements shall be conveyed before the City will endorse deeds for recording.
3. A private driveway easement shall be dedicated to Lot 1 for access over Lot 2.
4. The applicant shall enter into a Subdivision Agreement with the City. This agreement shall be executed before the City will endorse deeds for recording.
5. Resulting Parcel 2 shall be combined with the existing property at 893 Tanglewood Dr., creating a single lot.
6. A Mitigation Affidavit is required for both parcels. For 899 Tanglewood Dr, this Affidavit shall be executed prior to the City's release of the deed for recording. For 893 Tanglewood, this Affidavit has already been executed and no further action is required.
7. Approval of the Minor Subdivision is contingent upon the approval of a variance permitting waiving public street frontage requirement Lot 1.
8. This approval shall expire after one year if the subdivision has not been recorded with Ramsey County.

VOTE:

Ayes - 6

Nays - 0

MINOR SUBDIVISION

FILE NO: 2576-15-19
APPLICANT: BRIAN AND RENE MALESKI
ADDRESS: 5825 BUFFALO LANE

Presentation by City Planner Kathleen Castle

The application is a request to divide the subject property into two parcels. The existing home would remain on Parcel A. A new single-family home would be built on Parcel B. The application includes a vacation request of an adjoining 30-foot street and utility easement immediately south of Parcel B. The vacation will be decided by the City Council and requires no action by the Planning Commission.

The property consists of 0.91 acres with a lot width of 189 feet. With the vacation, the lot width would be 219 feet. The lot depth is 211 feet. The property is currently developed with a single family home, attached garage, driveway, parking area and sport court.

The Comprehensive Plan designates this property and other seven residential properties on Buffalo Lane as Low Density Residential (0 to 4 units per acre). The property to the west is zoned RM, Residential Medium Density (4 to 8 units per acre). The new lots would be in compliance with 2 units per acre. The new lot complies with the requirements of frontage on a public street and municipal sanitary sewer, water, drainage and utility easements. Both properties comply with lot dimension requirements.

The minimum structure setback from the front lot line will be 39.5 feet to 59.5 feet and 10 feet from the south side lot line; 15 feet is proposed. There is wetland on Parcel A. Grading will direct storm water runoff to the wetland area with a drainage and utility easement over the rear portion of Parcel A. No impact to landmark trees is anticipated.

The vacation request is scheduled with a public hearing before the City Council on July 20, 2015. The request is to increase the buildable area for Parcel B and eliminate the 25-foot setback from the unimproved roadway. The City will require instead a 35-foot drainage and utility easement that requires no setback. A street easement will be retained over the hammerhead area.

Notices were sent to property owners within 350 feet of the subject property. One telephone call was received from a neighbor with concerns about drainage, storm water management and groundwater. One written comment was received expressing concerns about changing the character of the neighborhood, impact to property values and traffic.

The Fire Marshal expressed no concerns but recommended the City retain the easement where the hammerhead turn-around is located.

Staff finds that the application is in compliance with the Development Code and Comprehensive Plan. Staff recommends that Planning Commission forward a recommendation for approval to the City Council with the conditions listed in the staff report and contingent on vacation of the street easement; retention of the easement for the hammerhead turn-around; required drainage and utility easements; and a 35-foot setback from the south side lot line on Parcel B.

Commissioner Ferrington noted one concern from expressed by neighbors is about the difficulty for vehicles to turn around. Ms. Castle stated that it is a smaller hammerhead, large enough for cars and small trucks. It would be difficult for buses or larger vehicles to turn around in that space.

Commissioner Ferrington expressed some discomfort with this decision because the Commission does not know the outcome of the City Council's vote on the vacation. She asked if there would be sufficient buildable space if the vacation is not granted. Ms. Castle answered that the lot width would then be 94 feet and the buildable area 59 feet wide. The vacation offers more flexibility in the design of the house.

Chair Solomonson asked if Fire Department vehicles would be able to turn around in the hammerhead. Ms. Castle responded that the Fire Department is mainly concerned about access. There is not sufficient room for a fire truck to turn around but can be backed out.

Chair Solomonson opened the discussion to public comment.

Mr. Leonard Newquist, 5796 Willow Lane, verified the location of the easement for the water main and asked if it will still be maintained by the City. Ms. Castle answered that the easement is 35 feet, which is enough room for City maintenance of the water main.

MOTION: by Commissioner Doan, seconded by Commissioner Peterson to recommend the City Council approve the minor subdivision submitted by Brian and Rene Maleski for their property at 5825 Buffalo Lane. The subdivision divides the property into two parcels, creating a vacant parcel (Parcel B) for single-family residential development. Said approval is subject to the following:

1. Approval of the minor subdivision is contingent upon the City Council's approval of the request to vacate the 30-foot wide street and utility easement immediately south of this property.
2. The minor subdivision shall be in accordance with the plans submitted; however, revisions may be made in accordance with the City Council's action on the vacation request and conditions of the minor subdivision.
3. The applicant shall pay a Public Recreation Use Dedication fee as required by Section 204.020 of the Development Regulations before the City will endorse deeds for recording. The fee will be 4% of the fair market value of the property, with credit given for the existing residence.
4. Public drainage and utility easements shall be dedicated to the City as required by the Public Works Director. The applicant shall be responsible for providing legal descriptions for all required easements. Easements shall be conveyed before the City will endorse deeds for recording.
5. A street easement shall be retained over that portion of Buffalo Lane which includes the hammerhead turn-around and shall be sized in accordance with the recommendations of the City Engineer.
6. A minimum setback of 35-feet from the South side lot line is required for the dwelling and attached garage developed on Parcel B.
7. Municipal water and sanitary sewer service shall be provided to resulting Parcel B.
8. Items identified by the City Engineer in his memo shall be addressed as specified.
9. The applicants shall enter into a Development Agreement with the City. This agreement shall be executed prior to the City's release of the deeds for recording.
10. Tree removal requires replacement trees per City Code. City requirements for the tree removal and protection plan shall be detailed in the Development Agreement.
11. This approval shall expire after one year if the subdivision has not been recorded with Ramsey County

This approval is based on the following findings of fact:

1. The proposed land use is consistent with the policies of the Comprehensive Plan, including the Land Use.
2. The proposed subdivision supports the policies of the Comprehensive Plan by providing additional housing opportunity in the City.
3. The parcels comply with the minimum standards of the R1, Detached Residential District.

VARIANCE

FILE NO: 2580-15-23
APPLICANT: JOHN & TRACY FOLEY
ADDRESS: 730 AMBER DRIVE

Presentation by Economic and Development Planning Associate Niki Hill

This application is a request to build a screen porch addition of 8 feet by 14 feet. The property is a triangle shape and consists of over one acre. It extends into Lake Emily, so that the shoreline curves around two sides of the dwelling. The property is developed with a single-family home and attached garage of 744 square feet.

The proposed porch would be 39 feet from OHW using an existing stand alone brick wall. This would be less than the required 76.5 foot setback. Therefore, a variance is requested. The applicants state that the covered porch addition would utilize an existing 8-foot brick wall structure that juts out from the garage on the north side. The brick wall encroaches into the minimum setback by approximately 8 feet.

Staff finds that the proposal is a reasonable use of the property. It will improve the livability of the home and will use the existing brick wall and not extend any further into the OHW setback. Unique circumstances exist with the placement of the home on the property in relation to the lake. The setback of the home from the OHW varies from 47.3 feet to over 118 feet because of the peninsula and the two shorelines. The setback of the adjacent homes ranges from 106.5 feet to 66.4 feet. A screen porch would be possible on the southwest side of the house without a variance, but there would be more site impacts to trees and more impact to the property to the west.

The reduced OHW setback will not alter the character of the neighborhood. The porch will be constructed at ground level and will blend into the house. It will not be taller than the house. The house is 15 feet higher than the OHW and separated from the lake by two retaining walls stepping down to the lake. The location of the house on the cul-de-sac/peninsula lessens any visual impact of the setback encroachment to neighboring properties.

Shoreland Mitigation is required. The applicants propose to remove an existing non-conforming water oriented structure that is 10 feet by 12 feet along the southwest property line. Applicants will also work with staff to create a vegetative protection area. The applicants must enter into a Mitigation Agreement with the City.

Notices were sent to property owners within 150 feet of the subject property. One written notice was received with no objections. It is staff's recommendation that the variance be approved subject to the conditions listed in the staff report.

Commissioner Peterson asked if there is any history of the property to explain the presence of the brick wall and the close setback of the home to the lake. Ms. Hill stated that all aerial photos of the property show the brick wall. Mr. Warwick added that the Shoreland regulations were revised in 1998. Lake Emily is a protected wetland by definition of the state. The City

designated it as a lake in 1998. Development prior to 1998 would not have been subject to Shoreland regulations.

Commissioner Ferrington asked if the porch would be heated. Ms. Hill stated that it is only a fully screened porch.

Chair Solomonson asked if the porch would extend further than the 8 feet of the brick wall and whether it would be accessed from the house. Ms. Hill responded that the porch will only utilize the brick wall and not extend further into the setback.

Commissioner McCool clarified that the porch extends 7 feet, but the roof overhang extends 8 feet.

Mrs. Tracy Foley, Applicant, stated that access to the screen porch would be from the garage door. No other doors are planned. The brick wall extends 7.9 feet. The porch will not be heated.

MOTION: by Commissioner Peterson, seconded by Commissioner Thompson to approve the variance request submitted by Tracy and John Foley for their property at 730 Amber Drive, reducing the minimum 76.5 foot OHW structure setback to 39 feet and adopt Resolution No. 15-51, subject to the following conditions:

1. The project must be completed in accordance with the plans submitted as part of the Variance application.
2. The screen porch shall not exceed the 39 foot OHW setback.
3. An erosion control plan shall be submitted with the building permit application and implemented during construction of the improvements.
4. A Mitigation Affidavit shall be executed prior to the issuance of a building permit for the screen porch.
5. This approval will expire after one year if a building permit has not been issued and construction commenced.
6. This approval is subject to a 5-day appeal period.

This motion is based on the following findings:

1. The applicant is proposing to use the property in a reasonable manner since it will improve the livability of the permitted single-family residential use. The proposed covered screen porch will utilize the existing brick wall and therefore not extend any further northeast than the existing structure into the OHW. The porch is also at ground level.
2. Unique circumstances are present due to the placement/orientation of the home on the property in relation to the lake, the location of the adjacent homes in relation to the OHW and the existing brick wall off the rear of the home. The setback of the home from the OHW line varies greatly due to the location on the peninsula and the two shorelines. It ranges from 47.3 feet to over 118 feet. The setback of the adjacent homes range from 106.5 feet to 66.4 feet. The existing brick wall was on the house before the current owners purchased it. All these factors together create a unique circumstance.

3. The reduced OHW setback will not alter the essential character of the neighborhood. The visual impacts are reduced by the design and location of the proposed structure. The porch will be constructed at ground level, no taller than the existing house and will blend into the house. The existing house is located at an elevation 15 higher than the OWH and is separated by a series of two retaining walls stepping down to the lake. Additionally, the house is located on the cul-de-sac/peninsula which lessens if not completely negates the visual impact of the setback encroachment on neighboring properties.

VOTE: Ayes - 6 Nays - 0

MISCELLANEOUS

The City Council meeting for July 6, 2015 is cancelled. Commissioner Doan will attend the City Council meeting on July 20, 2015.

Commissioner Peterson noted that he will be absent in July and August. If he is assigned to attend a Council meeting during that time, perhaps another Commissioner would attend in his place. Chair Solomonson offered to fill in for him.

Immediately prior to this meeting, the Planning Commission held a workshop meeting.

ADJOURNMENT

MOTION: by Commissioner McCool, seconded by Commissioner Doan to adjourn the meeting at 8:30 p.m.

VOTE: Ayes - 6 Nays - 0

ATTEST:

Kathleen Castle
City Planner

TO: Planning Commission
FROM: Niki Hill, Economic Development and Planning Associate
DATE: July 23, 2015
SUBJECT: File No. 2581-15-24; Variance – Lubomir and Hana Koudelka, 874 Westview Dr.

INTRODUCTION

The City received a variance application from Lubomir and Hana Koudelka, 874 Westview Dr., to reduce the 30-foot minimum structure setback permitted from the rear property line to 20.0 feet for a proposed four season porch addition. The proposed porch would extend the four-season porch by about 10 feet of depth and would keep the same 15 foot width.

The application was complete June 29, 2015.

BACKGROUND AND PROJECT DESCRIPTION

The property is located at the south end of Westview Drive with their rear property line abutting Wilson Park. The property is trapezoid shape and has an area of approximately 16,117.2 square feet. Improvements on the property include a two-story single-family residential dwelling with an attached garage, driveway, deck, and walkways.

At its closest point, the existing four-season porch is setback 30' from the rear property line. The proposed four season porch addition will extend out 10' reducing the setback to 20'. It is intended to enlarge the dining room to accommodate their family's needs. The applicant also states that they explored options on putting on an addition to the East or the West, but they would be significantly more costly due to the need for structural changes with those options.

DEVELOPMENT ORDINANCE REQUIREMENTS

The property is located in the R-1, Detached Residential District. According to Section 205.082(D)(2) Detached Residential District – Setbacks - the minimum structure setback for a dwelling from a rear lot line is 30 feet. A minimum 10 foot setback for living area is required from an interior side lot line and 25' is required from a front property line. A 5-foot minimum side yard is required for decks, accessory structures, and driveways.

Variance Criteria

When considering a variance request, the Commission must determine whether the ordinance causes the property owner practical difficulty and find that granting the variances is in keeping with the spirit and intent of the ordinance. Practical difficulty is defined as:

- 1. Reasonable Manner. The property owner proposes to use the property in a reasonable manner not permitted by the Shoreview Development Regulations.*

2. *Unique Circumstances.* The plight of the property owner is due to circumstances unique to the property not created by the property owner.
3. *Character of Neighborhood.* The variance, if granted, will not alter the essential character of the neighborhood.

APPLICANT'S STATEMENT OF JUSTIFICATION

The applicant states that the current four season porch serves as the only dining room in their house. The current size is 11x12' and it is here where we frequently gather with their kids and grandkids to celebrate family events, holidays or just share a meal on the weekend. With a family size of 10 people, and counting, the current room size cannot adequately accommodate everyone.

They applicants state they investigated other options such as extending the dining room to the east or west. Neither option was possible without major structural redesign of the house and roof line. To the west there would be interference with the kitchen and all major utility conduits and to the east is the living room and fireplace chimney. Widening of the dining room to the east or west would be cost prohibitive due to the current pitch of the roof and placement of the second story windows.

On the south side, the property borders a wetland and a drainage ditch with a city park and baseball field beyond. For that reason any structure that is extended in that direction will not bring it within close proximity to any residential dwelling, back yard, usable space or any other building.

See attached statement.

STAFF REVIEW

Staff has reviewed the application in terms of the Comprehensive Plan and Development Code, as discussed below.

The proposed improvement is consistent with the City's land use and housing policies related to housing maintenance and re-investment in single-family residential neighborhoods. In Staff's opinion, practical difficulty is present due the configuration of the home, which limits expansion options and the trapezoidal shape of the lot which leads to a lot depth of under the required 125' in the center of the property where this addition will be.

Staff believes practical difficulty is present, based on the following findings:

1. *Reasonable Manner.* The property owner proposes to use the property in a reasonable manner not permitted by the Shoreview Development Regulations. The applicant is proposing to use the property in a reasonable manner since it will improve the livability of the permitted single-family residential use. The proposed four-season porch will enhance the appearance of the home and increase the livable area. In addition, this porch will provide adequate space and seating area for the applicants and their guests when using the. Staff believes the proposal represents a reasonable use of the property.

2. *Unique Circumstances.* *The plight of the property owner is due to circumstances unique to the property not created by the property owner.* Unique circumstances relate to the trapezoidal shape of the property at the end of a cul-de-sac, which leads to a lot depth of under the required 125 foot depth in the center. Additionally, the property is adjacent to Wilson Park in the south so there are no residential properties that will be impacted by the reduced setback. Lastly, this is the most realistic option for the homeowners to expand the dining room without any major structural changes to the house. Combined, these create a unique circumstance.
3. *Character of Neighborhood.* *The variance, if granted, will not alter the essential character of the neighborhood.* The variance will not alter the essential character of the neighborhood. The location of the property is at the end of a cul-de-sac and abutting to Wilson Park so there are no homes to the rear of the property. The homes adjacent to the residence are also along the cul-de-sac and are angled to there is no direct view to the rear yard of this property. These factors lessen the visual impact of the setback encroachment on neighboring properties and the essential character will not be altered.

PUBLIC COMMENT

Property owners within 150 feet were notified of the applications and this hearing. As of the date of this memo, three comments in support have been received. See attached.

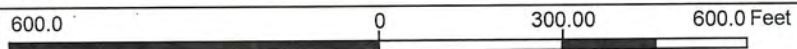
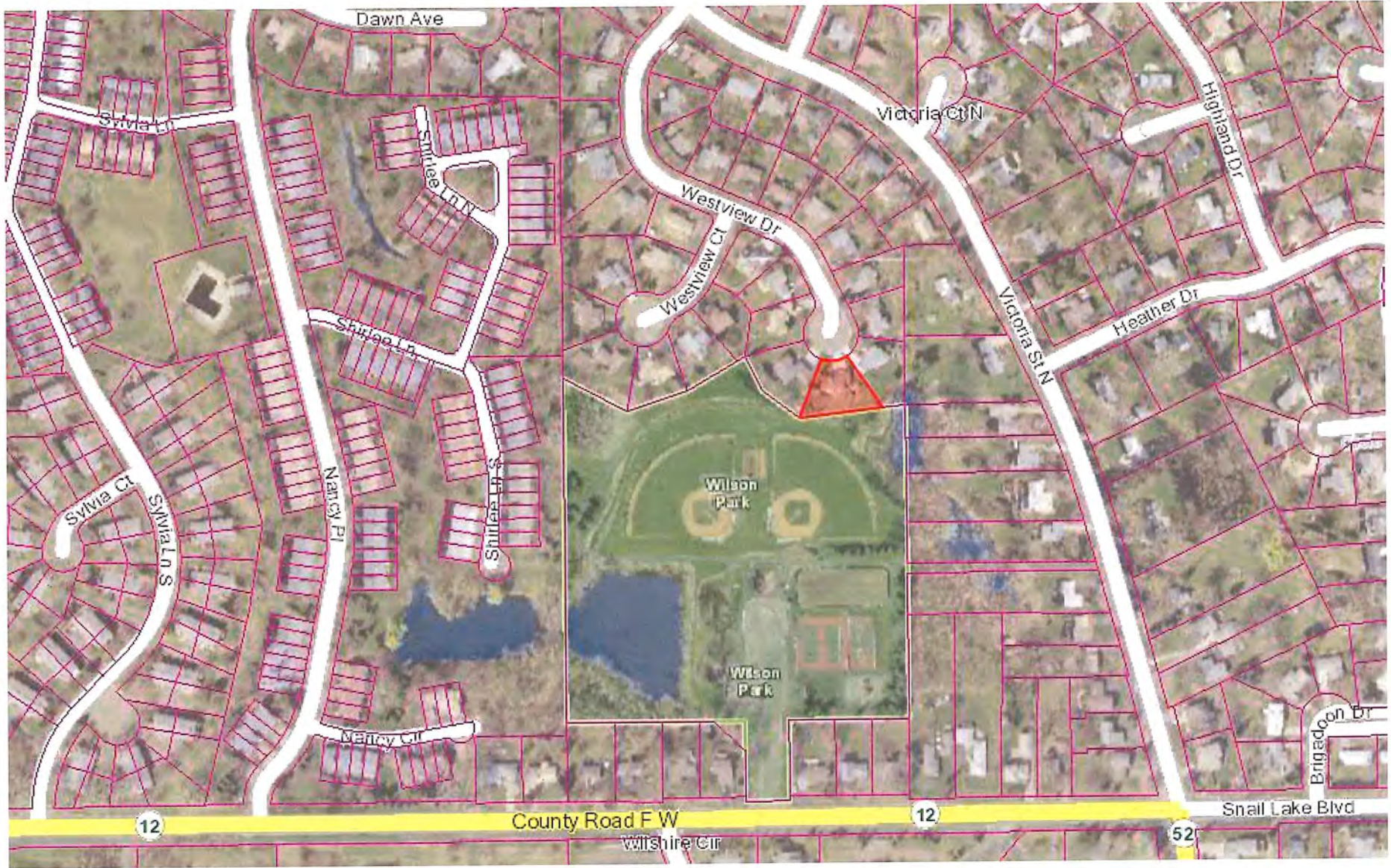
STAFF RECOMMENDATION

The requested variance to reduce the 30-foot front yard setback to 20 feet complies with the policies of the Comprehensive Plan, meets the spirit and intent of the Development Regulations, and is consistent with the variance criteria. Staff is recommending the Planning Commission adopt Resolution 15-63, approving the variance request, subject to the following conditions:

1. The project must be completed in accordance with the plans submitted as part of the Variance application.
2. The four season porch addition shall match the style and design of the current home.
3. This approval will expire after one year if a building permit has not been issued and construction commenced.
4. This approval is subject to a 5-day appeal period.

Attachments

- 1) Location Map
- 2) Aerial Pictometry
- 3) Submitted Statements and Plans
- 4) Request for Comment
- 5) Resolution No. 15-63
- 6) Motion



NAD_1983_HARN_Adj_MN_Ramsey_Feet
 © Ramsey County Enterprise GIS

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

1:3,600





© 2012 Pictometry

874 Westview

Print Date: 07/20/2015
Image Date: 03/25/2012
Level: Neighborhood

Variance Request

By: Lubomir and Hana Koudelka

Property location: 874 Westview Drive, Shoreview, MN 55126

Requested date: 5/26/15

Variance requested

To allow extension of an existing four season porch, which will bring it within 20 feet of the southern border of our property.

Variance Justification

Our four season porch serves as the only dining room in our house. The current size is 11x12' and it is here where we frequently gather with our kids and grandkids to celebrate family events, holidays or just share a meal on the weekend. With a family size of ten people, and counting, the current room size cannot adequately accommodate everyone.

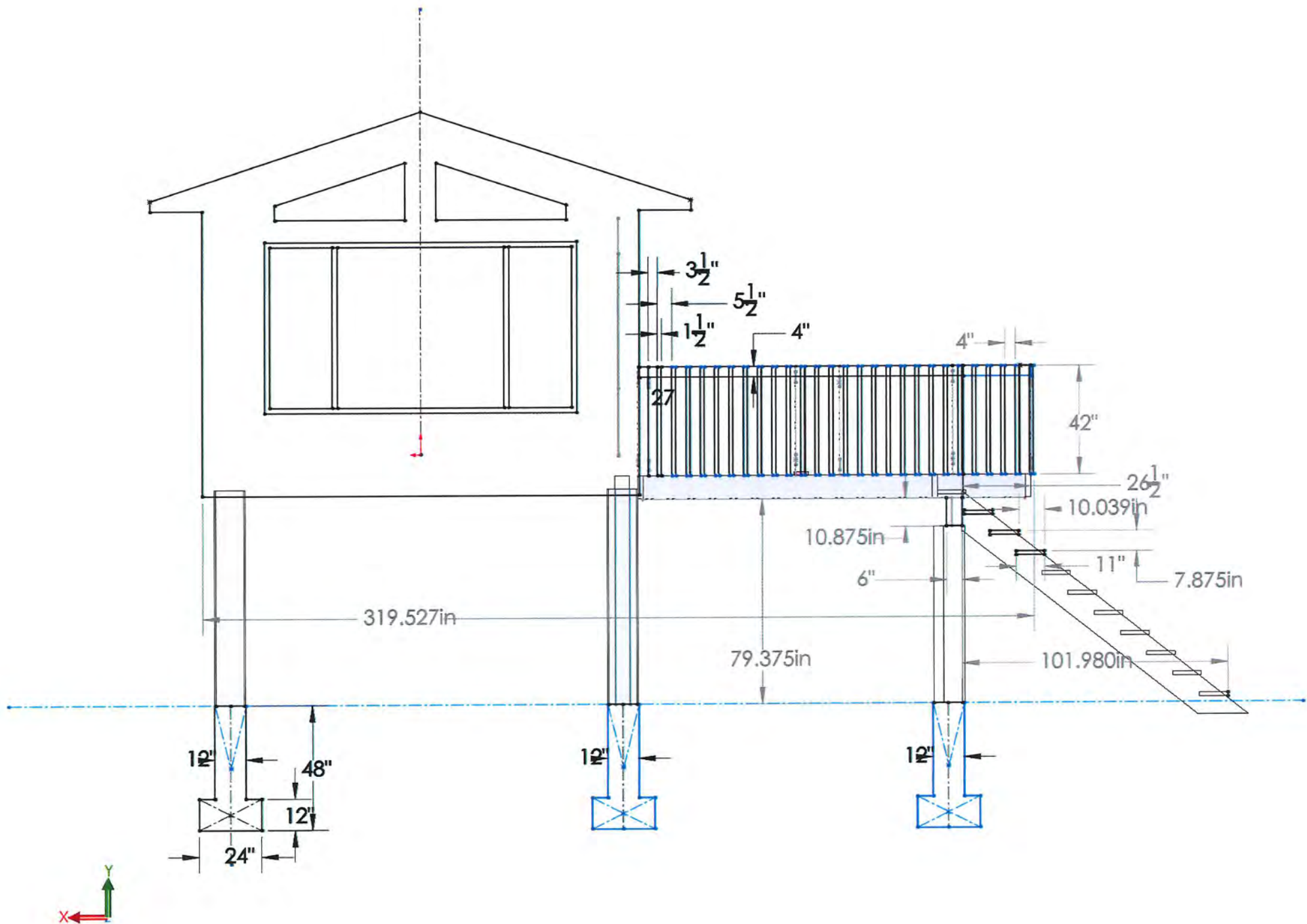
We intend to solve this problem by extending the dining room out by about 10'. However, this change would bring this fully enclosed living space to within 20' of the property line on the south side of our plot, which is in conflict with the minimum 30' required by city ordinance.

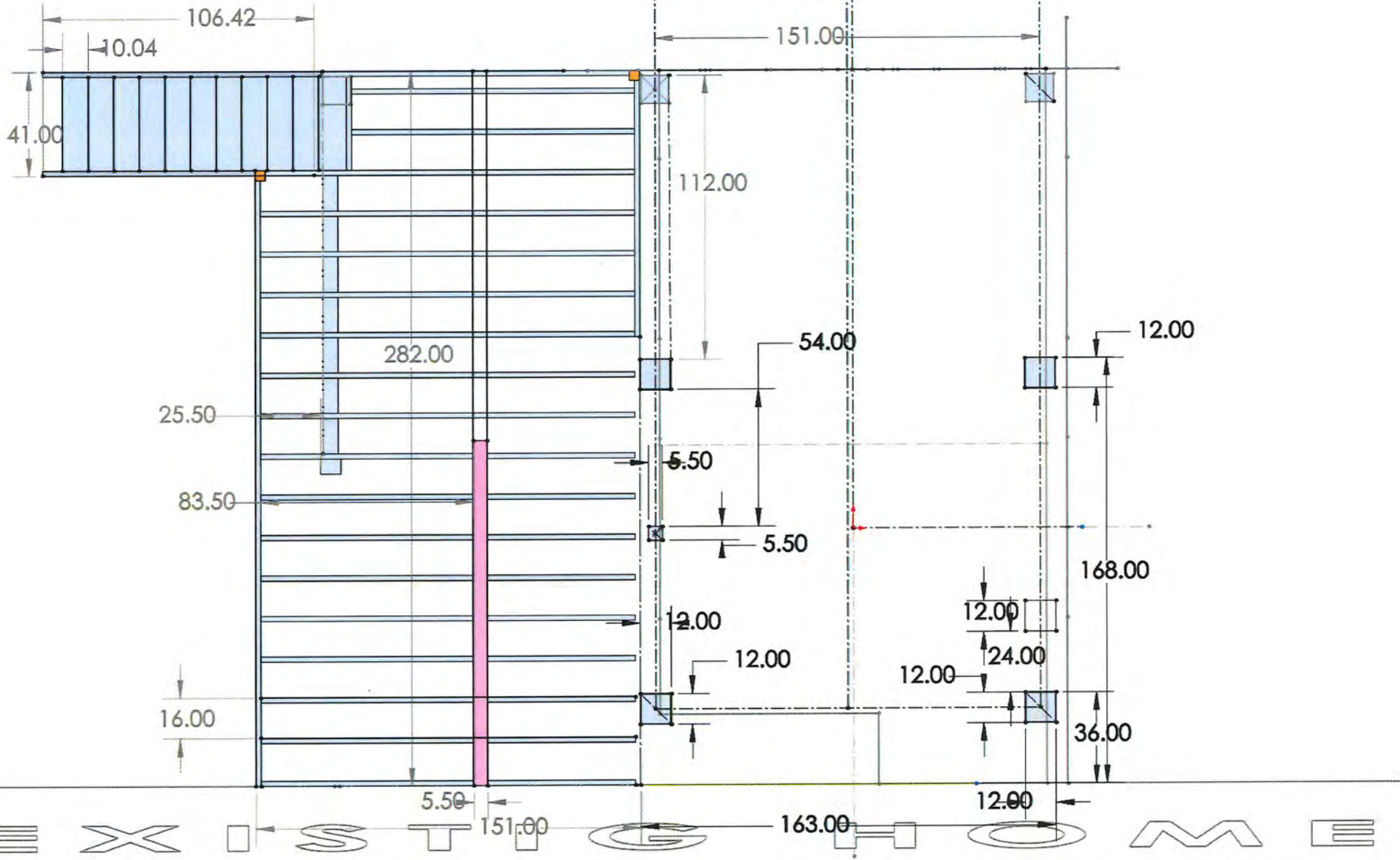
We investigated other options such as extending the dining room to the east or west. However, neither option is possible without a major structural redesign of the house and roof line. To the west there would be interference with the kitchen and all major utility conduits and to the east is the living room and fireplace chimney. Widening of the dining room to the east or west would be cost prohibitive due to the current pitch of the roof and placement of the second story windows.

On the south side, our property borders a wetland and a drainage ditch with a city park and baseball field beyond. For that reason any structure that is extended in that direction will not bring it within close proximity to any residential dwelling, back yard, usable space or any other building. Given its location the proposed extension will also not obstruct the neighborhood views or other public property use.

Since 1987 we have lived and worked in Shoreview and hope to continue to do so for many more years while enjoying it with our ever growing family.









Nicole Hill <nhill@shoreviewmn.gov>

Variance request

Bill Pollnow <wpollnow@gmail.com>
To: nhill@shoreviewmn.gov

Thu, Jul 9, 2015 at 9:39 AM

Niki,

My wife and I have no objection to the requested variance change for Lubomir and Hana Koudelka at 874 Westview Dr. They have a beautiful, well maintained back yard and I'm sure this will not detract from that.

Bill and Michele Pollnow
872 Westview Dr
651-485-1325

City Council:
Sandy Martin, Mayor
Emy Johnson
Terry Quigley
Cory Springhorn
Ady Wickstrom



City of Shoreview
4600 Victoria Street North
Shoreview MN 55126
651-490-4600 phone
651-490-4699 fax
www.shoreviewmn.gov

June 30, 2015

REQUEST FOR COMMENT

Dear Shoreview Property Owner:

Please be advised that on **Tuesday, July 28th at 7:00 p.m.**, the Shoreview Planning Commission will consider a Variance request submitted by **Lubomir and Hana Koudelka** to decrease the required rear setback to 20' to extend an existing four-season porch at **874 Westview Dr.** The following variance is requested:

- 1) To reduce the minimum 30 foot required rear setback to 20 feet.

You are encouraged to fill out the bottom portion of this form and return it if you have any comments or concerns. You may also send your comments to me via email. Comments received by **July 22nd** will be distributed to the Planning Commission with their agenda packet. Comments received after that date but before the meeting will be distributed to the Commission that night. You are also welcome to attend the meeting which will be held in the **City Council Chambers, Shoreview City Hall, 4600 North Victoria Street.** The agenda and staff report to the Planning Commission will be available on the City website by July 24th. Please use this weblink to review details of the project and City standards after that date www.shoreviewmn.gov/pc/documents.

If you would like more information or have any questions, please call me at 651-490-4658 between 8:00 a.m. and 4:30 p.m., Monday through Friday. You may leave a voice mail message at any time. Comments or questions can also be submitted via e-mail to me at nhill@shoreviewmn.gov.

Sincerely,

Niki Hill
Planning and Economic Development Associate

Comments:

I definitely think that the Koudelkas should be granted their variance as requested. In general, I think that all setbacks should be greatly reduced, as they unfairly limit a homeowners right to make maximum use of his property area.

Name:

Address:

William B. Spuseman
868 Westview Dr., Shoreview



Nicole Hill <nhill@shoreviewmn.gov>

Lubomir and Hana Koudelka Variance

1 message

Karolyn Fernholz <karolynfernholz@gmail.com>

Sun, Jul 19, 2015 at 7:49 PM

To: nhill@shoreviewmn.gov

Niki,

Hana & Lubo are wonderful next door neighbors. We have no issues at all with granting the variance they are requesting.

Greg & Karolyn Fernholz
887 Westview Drive

**EXTRACT OF MINUTES OF MEETING OF THE
PLANNING COMMISSION OF SHOREVIEW, MINNESOTA
HELD JULY 28, 2015**

* * * * *

Pursuant to due call and notice thereof, a meeting of the Planning Commission of the City of Shoreview, Minnesota was duly called and held at the Shoreview City Hall in said City at 7:00 PM.

The following members were present:

And the following members were absent:

Member _____ introduced the following resolution and moved its adoption.

**RESOLUTION NO. 15-63 FOR A VARIANCE TO REDUCE THE STRUCTURE
SETBACK FROM A REAR LOT LINE**

WHEREAS, Lubomor and Hana Koudelka, submitted a variance application for the following described property:

VICTORIA WESTVIEW 3RD ADDITION, BLOCK 1, LOT 20, Ramsey County, Minnesota
(Commonly known as 874 Westview Dr.)

WHEREAS, the Development Regulations state the minimum structure setback for a single-family residential home from a rear lot line is 30 feet; and

WHEREAS, the applicant has requested a variance to reduce the structure setback to 20 feet from the rear lot line; and

WHEREAS, the Shoreview Planning Commission is authorized by state law and the City of Shoreview Development Regulations to make final decisions on variance requests.

WHEREAS, on July 28 2015 the Shoreview Planning Commission made the following findings of fact:

1. *Reasonable Manner.* *The property owner proposes to use the property in a reasonable manner not permitted by the Shoreview Development Regulations.* The applicant is proposing to use the property in a reasonable manner since it will improve the livability of the permitted single-family residential use. The proposed four-season porch will enhance the appearance of the home and increase the livable area. In addition, this porch will provide adequate space and seating area for the applicants and their guests when using the. Staff believes the proposal represents a reasonable use of the property.
2. *Unique Circumstances.* *The plight of the property owner is due to circumstances unique to the property not created by the property owner.* Unique circumstances relate to the trapezoidal shape of the property at the end of a cul-de-sac, which leads to a lot dept of under the required 125 foot depth in the center. Additionally, the property is adjacent to Wilson Park in the south so there are no residential properties that will be impacted by the reduced setback. Lastly, this is the most realistic option for the homeowners to expand the dining room without any major structural changes to the house. Combined, these create a unique circumstance.
3. *Character of Neighborhood.* *The variance, if granted, will not alter the essential character of the neighborhood.* The variance will not alter the essential character of the neighborhood. The location of the property is at the end of a cul-de-sac and abutting to Wilson Park so there are no homes to the rear of the property. The homes adjacent to the residence are also along the cul-de-sac and are angled to there is no direct view to the rear yard of this property. These factors lessen the visual impact of the setback encroachment on neighboring properties and the essential character will not be altered.

NOW, THEREFORE, BE IT RESOLVED BY THE SHOREVIEW PLANNING COMMISSION, that the variance request for property described above, 874 Westview Dr, be approved, subject to the following conditions:

1. The project must be completed in accordance with the plans submitted as part of the Variance application.
2. The four season porch addition shall match the style and design of the current home.
3. This approval will expire after one year if a building permit has not been issued and construction commenced.
4. This approval is subject to a 5-day appeal period.

The motion was duly seconded by Member _____ and upon a vote being taken thereon, the following voted in favor thereof:

And the following voted against the same:

Adopted this 28th day of July, 2015

Steve Solomonson, Chair
Shoreview Planning Commission

ATTEST:

Kathleen Castle, City Planner

ACCEPTANCE OF CONDITIONS:

Lubomir Koudelka

Hana Koudelka

STATE OF MINNESOTA)
)
COUNTY OF RAMSEY)
)
CITY OF SHOREVIEW)

I, the undersigned, being the duly qualified and acting Manager of the City of Shoreview of Ramsey County, Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a meeting of said City of Shoreview Planning Commission held on the 28th day of July, 2015 with the original thereof on file in my office and the same is a full, true and complete transcript there from insofar as the same relates to adopting Resolution 15-63.

WITNESS MY HAND officially as such Manager and the corporate seal of the City of Shoreview, Minnesota, this 28th day of July, 2015.

Terry C. Schwerm
City Manager

SEAL

**MOTION
TO APPROVE A VARIANCE
874 WESTVIEW DR.**

MOVED BY COMMISSION MEMBER: _____

SECONDED BY COMMISSION MEMBER: _____

To adopt Resolution 15-63 approving the requested variance submitted by Lubomir and Hana Koudelka, 874 Westview Dr, to reduce the required 30-foot structure setback from a rear property line to 20.0' for a four-season room addition. Said approval is subject to the following:

1. The project must be completed in accordance with the plans submitted as part of the Variance application.
2. The four season porch addition shall match the style and design of the current home.
3. This approval will expire after one year if a building permit has not been issued and construction commenced.
4. This approval is subject to a 5-day appeal period.

This approval is based on the following findings of fact:

1. The proposed improvement is consistent with the policies of the Comprehensive Plan, including the Land Use and Housing Chapters.
2. Practical difficulty is present as stated in Resolution 15-63

VOTE:

AYES:

NAYS:

TO: Planning Commission
FROM: Niki Hill, Economic Development and Planning Associate
DATE: July 24, 2015
SUBJECT: File No. 2583-15-26, Minor Subdivision, Tolberg Homes, 5845 Buffalo Lane

INTRODUCTION AND BACKGROUND

Nathan Jones of Tolberg Homes, submitted a minor subdivision to divide the property at 5845 Buffalo Lane into two parcels creating one new parcel for single-family residential development. The existing house and attached garage will remain on the south lot (Parcel B), and a new lot (Parcel A) created on the north for future construction of a new house. The proposed lots conform to other requirements of the Municipal Code.

The application was complete July 1, 2015.

SITE CHARACTERISTICS

The property is located on Buffalo Lane, south of Lexington Avenue. Buffalo Lane is a public street that currently provides access to 7 parcels and was reconstructed in 2011. The roadway has a width of 20 feet and terminates with a hammerhead that provides a vehicle turn-around area. There was a recent subdivision of the adjacent property immediately to the south of the subject property, at 5825 Buffalo Lane.

The property has a lot area of .95 acres, a width of 189 feet and an average depth of 220 feet. The property is developed with a single-family home, attached garage, gravel driveway and detached garage.

MINOR SUBDIVISION

COMPREHENSIVE PLAN

The property is guided for Low Density Residential (0 to 4 units per acre) as are the adjoining properties on Buffalo Lane. To the west, the property is guided for Medium Density Residential (4 to 8 units per acre) and developed with townhomes.

DEVELOPMENT ORDINANCE REQUIREMENTS

Minor subdivisions require review by the Planning Commission and approval by the City Council, and are reviewed in accordance with subdivision and zoning district standards in the Development Regulations.

The City's subdivision standards (Sec. 204) require all lots to have frontage on a public right-of-way. Municipal sanitary sewer and water service must be provided to the new lots. The standards also require 5-foot public drainage and utility easements along side property lines, and 10-feet along front and rear lines. Public drainage easements are also required over watercourses, drainages or floodways, as necessary.

The property is located in the R1, Detached Residential as are the adjoining properties on Buffalo Lane, with the exception of the property at the end of Buffalo Lane - at 5800 Buffalo Lane which is zoned UND, Urban Underdeveloped. In the R1 district, minimum lot standards (Sec. 205.082 (D)(1)) require a lot area of 10,000 square feet, a width of 75 feet and a depth of 125 feet.

Principal structure setbacks are required to be a minimum of 25 feet from a front property line, 10-feet from a side lot line and 30-feet from a rear property line, on key lots, the sideyard setback is increased to 20-feet. Attached accessory structures must be setback a minimum of 5-feet from a side property line. If the adjacent home has a front yard setback that exceeds 40-feet, then the minimum front yard setback required for a new home on the vacant property is calculated using the existing setback, plus or minus 10-feet.

Lot Dimension Standards

The parcel is currently considered a key lot since the north side property line abuts the rear property line of the adjoining property at 5899 Lexington Ave. The parcels and future structures are subject to additional requirements since they are key lots. Note that the north side lot line also abuts the side lot line of the property at 5869 Buffalo Ln.

STAFF REVIEW

Density

The proposed density is 2 units per acre and is consistent with the RL, Low Density Residential Land Use designation.

Minimum Lot Requirements

As shown below, the proposed parcels exceed the R1 minimum lot requirements specified in the Development Regulations.

	Requirements	Parcel A* (North)	Parcel B (South)
Area	10,000 sf	17,559 sf	23,782 sf
Width	75 feet	77 feet	112 feet
Depth	125 feet	211 feet	211 feet

** Parcel A is a key lot by definition. Fifteen extra feet is required on either the depth or width. The depth of the property satisfies the requirement.*

Municipal Utilities

Municipal sanitary sewer and water access for a future north lot were put in when Buffalo Lane was reconstructed. The future home on Parcel A will be required to connect to these utilities. When Buffalo Lane was assessed, the property was only assessed one unit for street, water, sanitary sewer and storm sewer. A fee in the amount of the original assessments would be due to the City as a deferred fee in lieu of an assessment. See attached statement from Senior Engineering Technician Tom Hammit for further details.

Minimum Structure Setbacks

The existing residence on Parcel B is setback more than 40-feet from the front lot line, therefore, the minimum structure setback from the front lot line for a new home on Parcel A is determined by the setback of the homes on Parcel B and 5869 Buffalo Lane, with the average of the two – plus or minus ten feet to be the permitted setback range. The setback range for the future house on Parcel A is from the Buffalo Lane right-of-way is 38.5 feet to 58.5 feet.

The existing home on Parcel B would be setback 5.5 feet from the proposed side lot line, exceeding the 5-foot minimum required from accessory structure space.

Grading, Drainage and Stormwater Management

The property generally drains to the west and south; there is a delineated wetland area in the southwestern corner of Parcel B. In order for a new house to be constructed on Parcel A, the site will need to be graded to direct stormwater runoff to the wetland area on Parcel B. A drainage and utility easement will be required over the westerly 55 feet of Parcel B to provide a drainage route for runoff from Parcel A as well as encompass the 16 ½ foot required buffer for the 2,560 square foot delineated wetland area in the southwest corner of the Parcel B.

Vegetation and Woodlands

The majority of the property is open lawn area with scattered trees with the wetland and other vegetation along the southwest corner of the property. Tree removal, replacement and protection will be addressed in the Development Agreement.

COMMENTS

PUBLIC WORKS COMMENT

Buffalo Lane was improved in 2011 with a 20-foot wide roadway, storm sewer, sanitary sewer and water. Two sets of services were installed for this property to eliminate digging up the street if a future subdivision were to occur. When Buffalo Lane was assessed, the property was only assessed one unit for street, water, sanitary sewer and storm sewer. When the property is split, a fee in the amount of the original assessment would be due to the city as a deferred fee in lieu of an assessment. The original assessment amount for one unit is \$14,545 and required to be paid to the City as part of the splitting process. The outstanding assessments for the property must be paid prior to the City's release of the deed for recording.

The future home on Parcel A is required to connect to municipal sanitary sewer and water and pay the standard connection fees.

Drainage and utility easements shall also be provided as required by the City Engineer and conveyed prior to the recording of the subdivision. These include the standard 5-foot easements along the side property lines, 10 foot easement the front and rear property lines, unless otherwise required.

PUBLIC COMMENT

Property owners within 350 feet were notified of the request. No comments have been submitted in response as of the date of this report.

LAKE JOHANNA FIRE DEPARTMENT

The Fire Marshal also reviewed the proposed subdivision and had no comment.

RICE CREEK WATERSHED COMMENT

Rice Creek Watershed District found the wetland boundaries delineated on survey of the property to be accurate. The decision is valid for 5 years and is subject to the conditions listed in the attached Minnesota Wetland Conservation Act Decision.

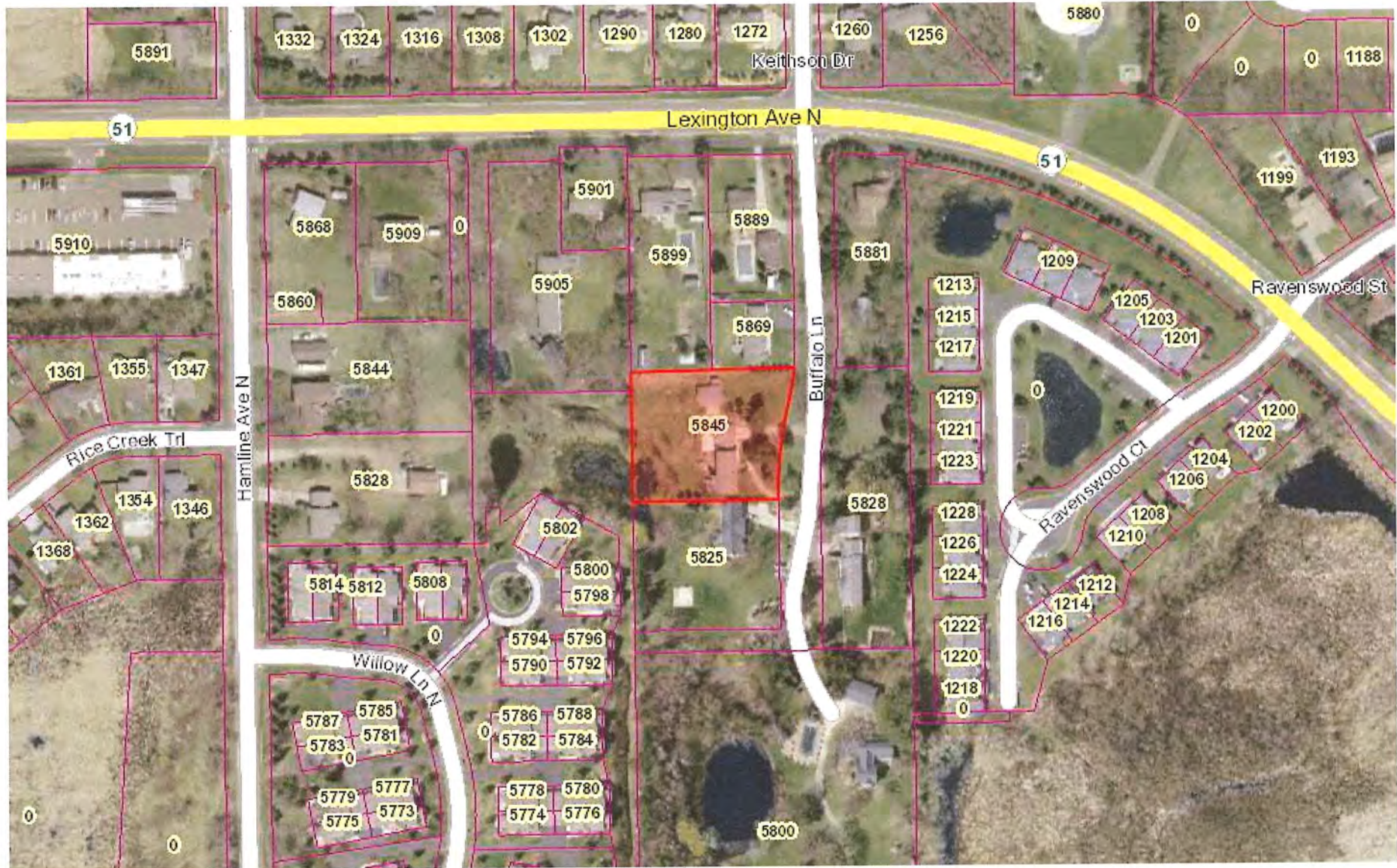
STAFF RECOMMENDATION

The minor subdivision application has been reviewed in accordance with the standards of the Development Regulations and found to be in compliance with the adopted City standards. Single-family residential use of the property at the proposed density is consistent with the Comprehensive Plan. Staff recommends the Planning Commission recommend the Minor Subdivision to the City Council subject to the following conditions.

1. The minor subdivision shall be in accordance with the plans submitted.
2. The applicant shall pay a Public Recreation Use Dedication fee as required by Section 204.020 of the Development Regulations before the City will endorse deeds for recording. The fee will be 4% of the fair market value of the property, with credit given for the existing residence.
3. Public drainage and utility easements shall be dedicated to the City as required by the Public Works Director. The applicant shall be responsible for providing legal descriptions for all required easements. Easements shall be conveyed before the City will endorse deeds for recording.
4. The existing detached garage and concrete drive on Parcel A shall be removed prior to the City endorsing the Deed for Parcel A.
5. Municipal water and sanitary sewer service shall be provided to resulting Parcel A.
6. The applicants shall enter into a Subdivision Agreement with the City. This agreement shall be executed prior to the City's release of the deeds for recording. A Development Agreement will also be required for the construction of a new home on Parcel A.
7. Tree removal requires replacement trees per City Code. City requirements for the tree removal and protection plan shall be detailed in the Development Agreement.
8. This approval shall expire after one year if the subdivision has not been recorded with Ramsey County

Attachments

- 1) Aerial Location Map
- 2) Submitted Plans
- 3) Minnesota Wetland Conservation Act – Notice of Decision
- 4) Memo – Tom Wesolowski - City Engineer
- 5) Letter from Tom Hammitt – Senior Engineering Technician
- 6) Response to Request for Comment
- 7) Motion



400.0 0 200.00 400.0 Feet

NAD_1983_HARN_Adj_MN_Ramsey_Feet
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1:2,400





1428 5th Ave | Anoka, MN 55304
p: 763-205-2037 | f: 763-421-5616 | www.tollberghomes.com

June 19, 2015

City of Shoreview
4600 Victoria St N
Shoreview, MN 55126

To Whom It May Concern,

Please accept our application for Minor Subdivision of the property located at 5845 Buffalo Ln in Shoreview. The property is currently zoned R1 and would not need to be rezoned. We are proposing to split the property with the home remaining on one parcel, and a new parcel would be created upon which we would build a home and list it for sale. I have included a rendering of the potential home we would build. We have a purchase agreement with the current homeowners and are planning to start construction as soon as the process allows. The City has obviously contemplated this lot split as sanitary sewer and water stubs were provided to the proposed parcel when the street was upgraded a couple years ago and there is a deferred assessment on the property. Please let us know if there is additional information we can provide.

Regards,

Nathan Jones
Chief Operating Officer
Tollberg Homes

MINOR SUBDIVISION

PROPERTY ADDRESS: 5845 Buffalo Lane, Shoreview, MN

~for~ TOLLBERG HOMES

RAMSEY COUNTY
CLOSING CORNER

EXISTING LEGAL DESCRIPTION

(Per Doc. No. 2774657)

That part of the North 552 feet of the Southwest 1/4 of the Northeast 1/4 of Section 3, Township 30 North, Range 23 West, Ramsey County, Minnesota lying East of the West 560 feet and 30 feet West of the following described line: Beginning at a point on the North line of the Southwest 1/4 of the Northeast 1/4 of Section 4, Township 30 North, Range 23 West, distant 825 feet East of the Northwest corner of said Southeast 1/4 of the Northeast 1/4; thence Southerly and parallel with the West line of said Southwest 1/4 of the Northeast 1/4 a distance of 326.83 feet; thence along a tangential curve concave to the West, having radius of 410.57 feet, a central angle of 13°53'12" a distance of 99.51 feet; thence Southerly and tangent to said curve to the South line of the North 771 feet of said Southwest 1/4 of the Northeast 1/4 and there terminating, except the North 363 feet thereof.

(Note: Ambiguous call in existing legal, corrected in proposed legal descriptions.)

PROPOSED LEGAL DESCRIPTION

PARCEL A
That part lying North of the South 112 feet of the North 552 feet of the Southwest 1/4 of the Northeast 1/4 of Section 3, Township 30 North, Range 23 West, Ramsey County, Minnesota lying East of the West 560 feet and 30 feet West of the following described line: Beginning at a point on the North line of the Southwest 1/4 of the Northeast 1/4 of Section 3, Township 30 North, Range 23 West, distant 825 feet East of the Northwest corner of said Southeast 1/4 of the Northeast 1/4; thence Southerly and parallel with the West line of said Southwest 1/4 of the Northeast 1/4 a distance of 326.83 feet; thence along a tangential curve concave to the West, having radius of 410.57 feet, a central angle of 13°53'12" a distance of 99.51 feet; thence Southerly and tangent to said curve to the South line of the North 771 feet of said Southwest 1/4 of the Northeast 1/4 and there terminating, except the North 363 feet thereof.

PARCEL B
The South 112 feet of the North 552 feet of the Southwest 1/4 of the Northeast 1/4 of Section 3, Township 30 North, Range 23 West, Ramsey County, Minnesota lying East of the West 560 feet and 30 feet West of the following described line: Beginning at a point on the North line of the Southwest 1/4 of the Northeast 1/4 of Section 3, Township 30 North, Range 23 West, distant 825 feet East of the Northwest corner of said Southeast 1/4 of the Northeast 1/4; thence Southerly and parallel with the West line of said Southwest 1/4 of the Northeast 1/4 a distance of 326.83 feet; thence along a tangential curve concave to the West, having radius of 410.57 feet, a central angle of 13°53'12" a distance of 99.51 feet; thence Southerly and tangent to said curve to the South line of the North 771 feet of said Southwest 1/4 of the Northeast 1/4 and there terminating.



Shoreview MN

NOTES

- Field survey conducted on June 19, 15'
- BEARING'S SHOWN ARE ON Ramsey County (NAD83)
- ELEVATIONS SHOWN ARE N.G.V.D. 1929
- SOIL BORINGS WERE NOT MARKED DURING SURVEY SEE SKETCH BY PATRICK HINES, 6/12/14
- WETLAND DELINEATION BY Midwest Natural Resources, Inc.
- This survey was prepared without the benefit of titlework. Easement, appurtenances and encumbrances may exist in addition to those shown hereon. This survey is subject to revision upon receipt of a title insurance commitment or attorneys title opinion.

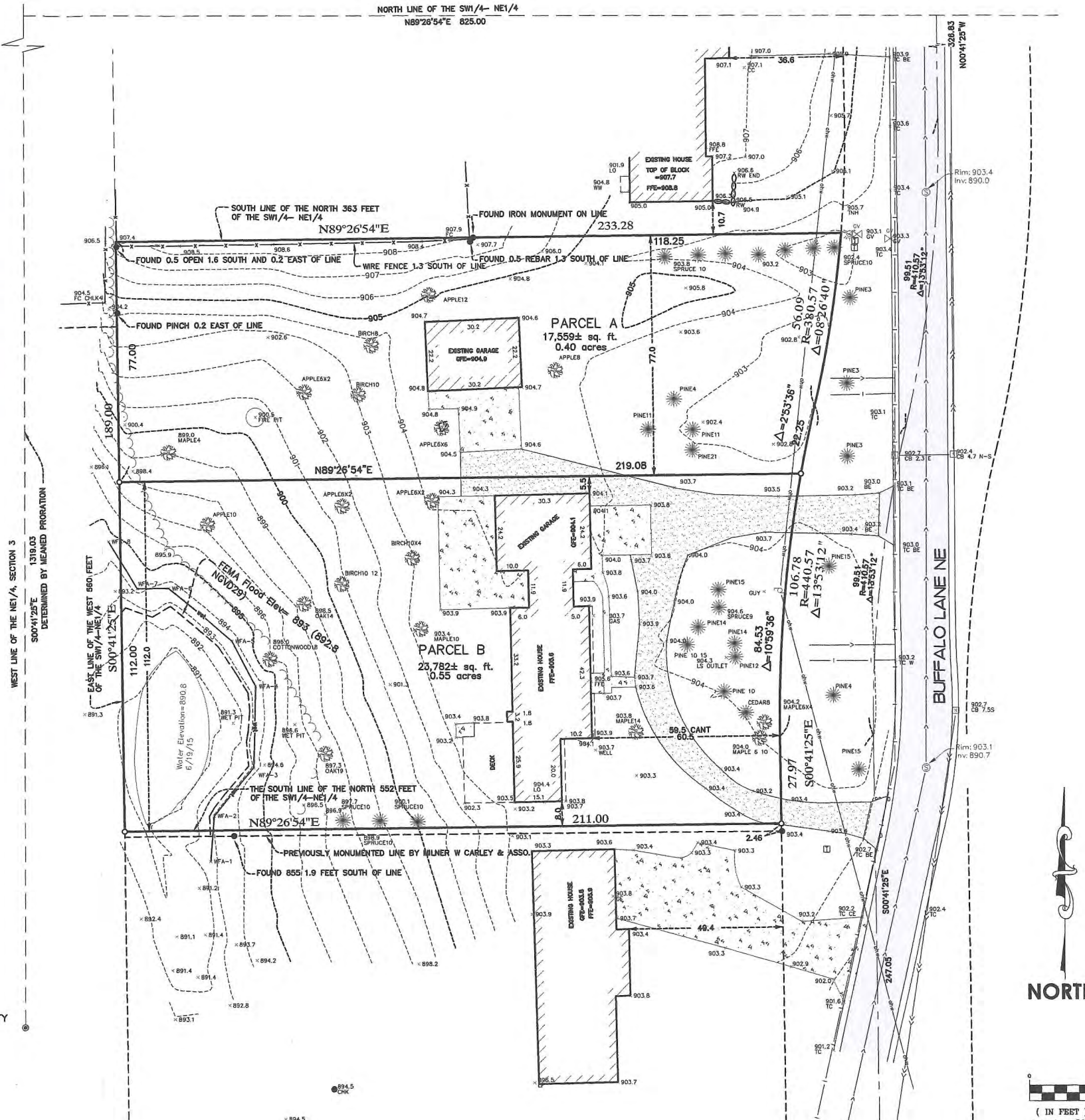
ZONING

RI DETACHED RESIDENTIAL DISTRICT
Width = 75 feet
Depth = 125 feet
Area = 10,000 sq ft
Front = 38.1 (based on Average of Adj Front minus 10 feet)
Side - living area = 10 ft
Side - garage = 5 ft
Rear = 30 ft

LEGEND

- DENOTES IRON MONUMENT FOUND
- DENOTES IRON MONUMENT TO BE SET
- DENOTES UTILITY POLE
- DENOTES TELEPHONE BOX
- DENOTES SANITARY SEWER MANHOLE
- DENOTES CATCH BASIN
- DENOTES GATE VALVE
- DENOTES FIRE HYDRANT
- DENOTES EXISTING CONTOUR
- DENOTES OVERHEAD WIRE
- DENOTES WATERMAIN
- DENOTES SANITARY SEWER
- DENOTES STORM SEWER
- DENOTES EXISTING FENCE
- DENOTES EXISTING ELEVATION.
- DENOTES GRAVEL
- DENOTES CONCRETE
- DENOTES BITUMINOUS
- ☼ DENOTES CONIFEROUS TREE
- ☼ DENOTES DECIDUOUS TREE

FOUND RAMSEY COUNTY
SECTION CORNER



I hereby certify that this plan, survey or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

JOSHUA P. SCHNEIDER Date: 6/22/15 Reg. No. 44655

ACRE LAND SURVEYING
940 Baltimore Street NE
Suite 100, Blaine, MN
763-238-6278 ja.acrelandsurveying@gmail.com

JOB #15288

Minnesota Wetland Conservation Act

Notice of Decision

Local Government Unit (LGU) Rice Creek Watershed District	Address 4325 Pheasant Ridge Dr. NE #611 Blaine, MN 55449
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1. PROJECT INFORMATION

Applicant Name Nathan Jones Tollberg Homes 1428 5th Avenue Anoka, MN 55303 nathan@tollberghomes.com	Project Name 5845 Buffalo Lane	Date of Application 07/02/2015	Application Number 15-085R
---	--	--	--------------------------------------

Attach site locator map.

Type of Decision:

<input checked="" type="checkbox"/> Wetland Boundary or Type	<input type="checkbox"/> No-Loss	<input type="checkbox"/> Exemption	<input type="checkbox"/> Sequencing
<input type="checkbox"/> Replacement Plan	<input type="checkbox"/> Banking Plan		

Technical Evaluation Panel Findings and Recommendation (if any):

Approve
 Approve with conditions
 Deny

Summary (or attach): A site visit was attended on 07/10/15 by RCWD and ACOE. No formal comments were received.

2. LOCAL GOVERNMENT UNIT DECISION

Date of Decision: **07/16/2015**

Approved
 Approved with conditions (include below)
 Denied

LGU Findings and Conclusions (attach additional sheets as necessary):

The LGU finds the wetland boundaries illustrated in the attached figure titled: Figure 5 Delineated Wetlands Map, undated in the 06/22/15 wetland delineation report (RCWD received 07/02/15) accurate and supported by the submitted wetland delineation for the LGU administration of the WCA.

The local government unit decision is valid for five years. However, the decision will cease to be valid before then, if the Technical Evaluation Panel determines that the wetland boundary or type has changed due to natural or artificial changes to the hydrology, vegetation, or soils of the area. The LGU finds that the wetland typing may need to be reviewed in conjunction with any future project. The applicant needs to submit a survey of the wetland boundary as well as gps points of the wetland delineation in a form acceptable to the RCWD.

For Replacement Plans using credits from the State Wetland Bank:


Bank Account #	Bank Service Area	County	Credits Approved for Withdrawal (sq. ft. or nearest .01 acre)
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Replacement Plan Approval Conditions. In addition to any conditions specified by the LGU, the approval of a Wetland Replacement Plan is conditional upon the following:

- Financial Assurance:** For project-specific replacement that is not in-advance, a financial assurance specified by the LGU must be submitted to the LGU in accordance with MN Rule 8420.0522, Subp. 9 (List amount and type in LGU Findings).
- Deed Recording:** For project-specific replacement, evidence must be provided to the LGU that the BWSR "Declaration of Restrictions and Covenants" and "Consent to Replacement Wetland" forms have been filed with the county recorder's office in which the replacement wetland is located.
- Credit Withdrawal:** For replacement consisting of wetland bank credits, confirmation that BWSR has withdrawn the credits from the state wetland bank as specified in the approved replacement plan.

Wetlands may not be impacted until all applicable conditions have been met!

LGU Authorized Signature:

Signing and mailing of this completed form to the appropriate recipients in accordance with 8420.0255, Subp. 5 provides notice that a decision was made by the LGU under the Wetland Conservation Act as specified above. If additional details on the decision exist, they have been provided to the landowner and are available from the LGU upon request.		
Name Phil Belfiori	Title Administrator	
Signature 	Date 07/16/2015	Phone Number and E-mail 763-398-3071 pbelfiori@ricecreek.org

THIS DECISION ONLY APPLIES TO THE MINNESOTA WETLAND CONSERVATION ACT. Additional approvals or permits from local, state, and federal agencies may be required. Check with all appropriate authorities before commencing work in or near wetlands.

Applicants proceed at their own risk if work authorized by this decision is started before the time period for appeal (30 days) has expired. If this decision is reversed or revised under appeal, the applicant may be responsible for restoring or replacing all wetland impacts.

3. APPEAL OF THIS DECISION

Pursuant to MN Rule 8420.0905, any appeal of this decision can only be commenced by mailing a petition for appeal, including applicable fee, within thirty (30) calendar days of the date of the mailing of this Notice to the following as indicated:

Check one:

<input checked="" type="checkbox"/> Appeal of an LGU staff decision. Send petition and \$0 fee (if applicable) to: Nick Tomczik 4325 Pheasant Ridge Dr. NE #611 Blaine, MN 55449	<input type="checkbox"/> Appeal of LGU governing body decision. Send petition and \$500 filing fee to: Executive Director Minnesota Board of Water and Soil Resources 520 Lafayette Road North St. Paul, MN 55155
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4. LIST OF ADDRESSEES

<p><input checked="" type="checkbox"/> SWCD TEP member: Michael Schumann Ramsey Conservation District 1425 Paul Kirkwold Drive Arden Hills, MN 55112 Michael.Schumann@co.ramsey.mn.us</p> <p><input type="checkbox"/> DNR TEP member: Jenifer Sorensen MN DNR Ecological & Water Resources 1200 Warner Rd. St. Paul, MN 55106 Jenifer.Sorensen@state.mn.us</p> <p><input checked="" type="checkbox"/> Applicant (notice only) and Landowner/Consultant (if different): Nathan Jones Tollberg Homes 1428 5th Avenue Anoka, MN 55303 nathan@tollberghomes.com</p> <p><input checked="" type="checkbox"/> Members of the public who requested notice (notice only): City of Shoreview</p> <p><input checked="" type="checkbox"/> Corps of Engineers Project Manager (notice only): Andrew Beaudet U.S. Army Corps of Engineers 180 East Fifth Street, Suite 700 St. Paul, MN 55101 Andrew.D.Beaudet@usace.army.mil</p> <p><input type="checkbox"/> Applicant (notice only) and Landowner/Consultant (if different):</p>	<p><input checked="" type="checkbox"/> BWSR TEP member: Dennis Rodacker MN BWSR 520 Lafayette Rd. N. St. Paul, MN 55155 dennis.rodacker@state.mn.us</p> <p><input checked="" type="checkbox"/> DNR Regional Office (if different): Brooke Haworth MN DNR Ecological & Water Resources 1200 Warner Rd. St. Paul, MN 55106 Brooke.Haworth@state.mn.us</p> <p><input checked="" type="checkbox"/> Applicant (notice only) and Landowner/Consultant (if different): Ken Arndt Midwest Natural Resources, Inc. 1032 West 7th St. #150 St. Paul, MN 55102 ken.arndt@mnrinc.us</p> <p><input type="checkbox"/> BWSR Wetland Bank Coordinator (wetland bank plan applications only) Ken Powell MN BWSR 520 Lafayette Rd. N. St. Paul, MN 55155 ken.powell@state.mn.us</p> <p><input type="checkbox"/> Applicant (notice only) and Landowner/Consultant (if different):</p>
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5. ATTACHMENTS

In addition to the site locator map, list any other attachments:

Figure 5 Delineated Wetlands Map, undated in the 06/22/15 wetland delineation report (RCWD received 07/02/15)

Date: July 20, 2015
To: Niki Hill, Community Development
From: Tom Wesolowski, City Engineer
Subject: Minor Subdivision & Vacation – 5845 Buffalo Lane

The City of Shoreview Engineering staff has reviewed the application for the minor subdivision of 5845 Buffalo Lane and has the following comments:

1. There is a wetland located on proposed Parcel B and a wetland delineation report was completed by the property owner and submitted to the Rice Creek Watershed District. A 55-foot drainage and utility easement along the west property line should be established to protect the wetland area and provide for a 16-foot buffer area.
2. Proposed Parcel A currently drains to the SW across Parcel B to the wetland located along the west edge of proposed Parcel B. Due to the topography of Parcel A, drainage from the parcel would need to continue to flow across Parcel B to the wetland. The proposed utility easement listed in Item #1 would ensure that drainage from Parcel A can drain to the wetland.
3. Buffalo Lane was reconstructed in 2011. Sanitary sewer and water main were installed in the roadway and services were extended to the various properties. Two sets of services were installed for this property to eliminate digging up the street if a future subdivision were to occur. When Buffalo Lane was assessed, the property was only assessed one unit for street, water, sanitary sewer and storm sewer. When the property is split, a fee in the amount of the original assessment would be due to the City as a deferred fee in lieu of an assessment. The original assessment amount for one unit is \$14,545 and that would be required to be paid to the City as part of the splitting process.
4. Standard fees for connecting to city water and sewer for Parcel A will apply. These are listed below:

Water Connection Charge	\$275.00
Water Meter Charge	\$254.96 (2015 rate)
Sewer Connection Charge	\$275.00
Permit Fees	\$ 60.00 (2015 rate)

City Council:
Sandy Martin, Mayor
Amy Johnson
Terry Quigley
Cory Springhorn
Ady Wickstrom



City of Shoreview
4600 Victoria Street North
Shoreview MN 55126
651-490-4600 phone
651-490-4699 fax
www.shoreviewmn.gov

April 15, 2015

Donna Perrozzi
5845 Buffalo Ln
Shoreview MN 55126

Dear Donna,

Enclosed is a copy of the Ramsey County Map site of your property at 5845 Buffalo Lane. I have also enclosed three copies of the construction plan when Buffalo Lane was reconstructed. I highlighted the two sets of services for your property (the south set for your house and the north set for a future lot). The green color is the sanitary sewer service and blue is the water.

When Buffalo Lane was assessed, your property was only assessed one unit for street, water, sanitary sewer and storm sewer. When or if the property is split, a fee in the amount of the original assessments would be due to the City as a deferred fee in lieu of an assessment. The original amount of \$14,545 would be required to be paid to the City as part of the splitting process. You should pass this information along to potential buyers and realtors.

If you have further questions feel free to contact me at tammitt@shoreviewmn.gov or at 651-490-4654.

Sincerely,

City of Shoreview

Thomas L. Hammitt
Senior Engineering Technician

PC: **Kathleen Castle**, City Planner
Rob Warwick, Senior Planner
Tom Wesolowski, City Engineer

**MOTION
TO APPROVE A MINOR SUBDIVISION
5845 BUFFALO LANE**

MOVED BY COMMISSION MEMBER: _____

SECONDED BY COMMISSION MEMBER: _____

To recommend the City Council approve the minor subdivision submitted by Nathan Jones, Tolberg Homes for the property at 5845 Buffalo Lane. The subdivision divides the property into two parcels, creating a vacant parcel (Parcel A) for single-family residential development. Said approval is subject to the following:

1. The minor subdivision shall be in accordance with the plans submitted.
2. The applicant shall pay a Public Recreation Use Dedication fee as required by Section 204.020 of the Development Regulations before the City will endorse deeds for recording. The fee will be 4% of the fair market value of the property, with credit given for the existing residence.
3. Public drainage and utility easements shall be dedicated to the City as required by the Public Works Director. The applicant shall be responsible for providing legal descriptions for all required easements. Easements shall be conveyed before the City will endorse deeds for recording.
4. The existing detached garage and concrete drive on Parcel A shall be removed prior to the City endorsing the Deed for Parcel A.
5. Municipal water and sanitary sewer service shall be provided to resulting Parcel A.
6. The applicants shall enter into a Subdivision Agreement with the City. This agreement shall be executed prior to the City's release of the deeds for recording. A Development Agreement will also be required for the construction of a new home on Parcel A.
7. Tree removal requires replacement trees per City Code. City requirements for the tree removal and protection plan shall be detailed in the Development Agreement.
8. This approval shall expire after one year if the subdivision has not been recorded with Ramsey County

This approval is based on the following findings of fact:

1. The proposed land use is consistent with the policies of the Comprehensive Plan, including the Land Use.
2. The proposed subdivision supports the policies of the Comprehensive Plan by providing additional housing opportunity in the City.
3. The parcels comply with the minimum standards of the R1, Detached Residential District.

VOTE:

AYES:

NAYS:

TO: Planning Commission

FROM: Rob Warwick, Senior Planner

DATE: July 24, 2015

SUBJECT: File No. 2585-15-28, Southview Senior Living, 4710 Cumberland St., Comprehensive Plan Amendment, Preliminary Plat, Rezoning, Planned Unit Development - Development Stage Review

Background and Introduction

During the period 2007 to 2009 the City reviewed and approved development proposals for 4710 Cumberland St. The City approved a Planned Unit Development for a high-density senior residential and office development. The senior residence, a “catered living” facility that includes independent living, assisted living and memory care units, was constructed in 2012 and 2013 by Southview Senior Communities.

Since completing construction of the senior residence, Southview purchased the property at 4696 Hodgson Road, a single family dwelling that was not included in the development, and also acquired the interest of Cascade Partners in the lot approved for a 6,000 square foot office building west of the senior residence. With these property acquisitions, Southview now owns the entire 4.5 acre development site.

At this time, Southview proposes to construct a 3-story, 34-unit senior apartment building. The apartment building has been designed to complement the existing Southview facility, using matching exterior building finish materials as well as the architectural design. Parking will be provided in the lowest floor level of the building. A skyway will provide pedestrian connection between the existing and proposed Southview buildings. Residents of the apartment building will have use of services and facilities located in the existing building.

Access to the development is provided via a private driveway off of Cumberland Street. Surface and underground parking will be provided for both the existing and proposed senior residential facilities. Please refer to the attached plans and narratives provided by the applicant describing the project.

City Requirements and Review Process

The proposed development requires City review and approval of a number of land use applications. These are identified and briefly discussed below.

Planned Unit Development (PUD)

Southview Senior Living has submitted a request for Development Stage review of the PUD. The Development Stage is the first of a required two-stage review process for a Planned Unit Development. The purpose of Development Stage is to review detailed site and subdivision plans for the proposed development project.

Comprehensive Plan Amendment, Rezoning and Preliminary Plat

In conjunction with the Development Stage PUD application, applications to amend the City's Comprehensive Plan from Office and Medium Density Residential (4-8 units/acre) to High-density Senior Residential (HSR), and to change the zoning designation for the entire site to Planned Unit Development (PUD) with an underlying zone of R-3, Multi-Family Residential, are also required. A preliminary plat application is also required to replat the entire site. These approvals require the City to make certain findings. The rezoning and Comprehensive Plan Amendment require a 4/5th majority vote of the City Council. The review criteria for the plan amendment, Planned Unit Development, and rezoning are also included in Attachment A.

STAFF REVIEW

Comprehensive Plan Amendment

The site is located in a Policy Development Area (PDA). Policy Development Areas are those areas identified in the *Comprehensive Plan*, which present opportunities or pose concerns for development or redevelopment. The use of the PDA concept allows the City to develop policies that are tailored to each individual PDA. In the *2008 Comprehensive Plan*, the development site is shown in PDA #9, Hodgson Road Residential area. This PDA includes the single-family properties on the east and west sides of Highway 49, and south of Tanglewood Drive. Since the inception of this PDA, land area on the east side has been redeveloped with single-family homes and detached townhomes, and the 105-unit senior facility.

Land use for this PDA is designated as RL, Low Density Residential, RM, Medium Density Residential, O, Office (for Lot 1 and Outlot A), and HSR, High Density Senior Residential (for Lot 2 of the Shoreview Southview plat). Senior housing is identified as an appropriate use in this part of the PDA but must be reviewed on a project specific basis for its impact on surrounding land uses. A plan amendment to designate the HSR, High Density Senior Residential land use for the three parcels proposed for the new apartment building has been requested.

Criteria for the review process include: proximity to retail uses, provision of underground parking, high quality material and design, accessibility to available public transportation, provision of site amenities and interior/exterior common areas for residents, proximity to arterial roadway corridors and the extent to which the project meets other City goals and objectives.

Staff believes that the amenities shared with the existing facility, underground parking, exterior materials and design meet these criteria. The site is adjacent to the fire station and Hodgson Road. Commercial services are located further to the south along Hodgson Road. Metro Transit provides service in the Hodgson corridor.

Rezoning The corresponding zoning district for the HSR land use designation is PUD, Planned Unit Development. The property is currently located in two zoning districts:

- Planned Unit Development (PUD). Outlot A, and Lots 1 and 2, Southview Shoreview
- Urban Underdeveloped (UND). Lot 23, Auditor's Subdivision No. 82 (previously known as 4696 Hodgson Road)

Southview has requested that these properties be rezoned to PUD, Planned Unit Development, with an underlying zoning designation of R3, Multi-Dwelling Residential.

When considering a rezoning request, City review is based on the following criteria:

- 1) *That the proposed rezoning is consistent with the policies of the Comprehensive Plan and with the general purpose and intent of the development regulations.*

Southview has requested a Comprehensive Plan Amendment to change the designated land use to HSR, High Density Senior Residential.

- 2) *That the development facilitated by the proposed rezoning will not significantly and adversely impact the planned use of the surrounding property.*

The proposed use of the property, high-density senior residential, will not adversely impact the adjoining low-density detached residential uses. Senior residential land uses are generally less intense than other residential uses. The arterial roadway system can accommodate the traffic generated by this land use.

- 3) *The developer is willing to enter into a rezoning/development agreement with the City.*

As a condition of approval, the developer will be required to enter into a development agreement with the City.

Preliminary Plat

The site consists of four existing parcels which are proposed to be platted into one parcel, and all the site improvements will be located on this parcel. The preliminary plat was reviewed in accordance with the City's standards for subdivisions (Section 204), and the R3 (Section 205.080 and 205.084) zoning districts.

The proposed plat generally complies with the City's subdivision standards, however public easements are required over all existing and proposed storm water management infrastructure, and easements are not shown over the proposed infiltration basins for the new building. Sanitary sewer and water utilities are available and the existing building is connected to these utilities. A public use dedication fee, based on the density, is required.

Planned Unit Development

The planned unit development process is designed to allow flexibility from the City's Development Code provided the development is of a higher standard or quality, and provides a benefit to the City by addressing a community need. The review criteria are listed in *Attachment A*. The proposal will benefit the City as a whole by expanding housing opportunities that meet resident preferences and circumstances as the City's residents age and supports the City's life-cycle housing goals. The building will incorporate higher quality building materials. Stormwater is managed using infiltration basin and runoff from the site will be reduced.

Several deviations from provisions of City Code have been proposed, and these are:

1. Building Height: 35 feet maximum permitted; 40.25 feet proposed
The proposed building measures 49 feet to the peak with a mean height of 40.25 feet. The existing building has a 36-foot mean height. The increased height results from design elements that include 9-foot ceiling heights on each floor and a steeper roof pitch that allows gables over the decks on the proposed building.
2. Required building setbacks from a street right-of-way: 30 feet from a local street and 40 feet from an arterial street, plus one added foot of setback for each foot of height added above 35-feet.
 - a. Cumberland Street; 30 feet proposed; 35.25 feet required
 - b. Hodgson Road; 40 feet proposed; 45.25 feet required
3. Parking is provided at a rate of 1.5 stalls per unit, less than the 2.5 stalls per unit required for the R-3 District.

The proposed building location complies with the minimum setbacks from local and arterial roads, but does not meet the added setback required for a building with height exceeding the 35-foot maximum.

Land Use Compatibility

The *Comprehensive Plan* specifies the planned land uses surrounding this area includes: RL, Low-Density Residential and RM, Medium Density Residential to the north and west, across Hodgson Road; O, Office to the southwest. The City of North Oaks lies to the immediate east and south; to the east are residential estate uses and to the south are commercial, office and institutional land uses. These existing land uses are similar to the planned land uses for the area.

Staff believes that expanding the existing senior residential use is compatible with these surrounding land uses. This higher density residential use provides a transition from the lower density residential uses north of the development site to the higher intensity commercial and institutional uses to the south. High density senior uses generate traffic at low levels, and the lower activity level generally results in compatibility with other residential uses. Staff also considers that the PUD approved in 2008 included 6,000 sf office building here, and believes that the proposed use will have smaller impact on the area than the office building.

The apartments will provide market rate, independent living senior rental housing and benefits the larger community because it expands housing opportunities and choice for older area residents who wish to remain in the area. This results in additional housing choice for other individuals as older residents move out of their existing homes.

Density

In accordance with the *Comprehensive Plan*, senior residential developments in the HSR, High Density Senior Residential land use designation may have a density ranging from 20 to 45 dwelling units per acre. The development site for the Southview residential facility totals 4.5 acres in size. With the proposed total of 139 units, the overall development would have a density of 30.8 units per acre and is in the middle range of the permitted density for the HSR land use designation. This

represents a slight reduction in density. The existing 105- unit Southview building is located on 3.27 acres, a density of just over 32 units per acre.

Visual Impact

The existing building has an “L” shaped design with two and three stories along the east side and three stories along the south side property line that abuts the fire station, vacant land and commercial uses located in North Oaks. The proposed building will parallel Hodgson Road at a setback of approximately 40-feet, and three stories over its length. The proposed peak and midpoint height is similar to the heights for the existing Summerhouse and Applewood Pointe senior housing buildings.

The table below summarizes the size, height and location of the existing and proposed buildings for the development site.

	<i>Existing</i>	<i>Proposed</i>
Structure Setback		
- <i>East property line</i>	66 feet	Approx. 400 feet
- <i>North property line</i>	35 feet	30 feet
- <i>West property line</i>	40 feet	40 feet
Building Height		
<i>ground grade to peak</i>	41 feet 6 inches	49 feet
<i>ground grade to midpoint</i>	36 feet	40.25 feet
Building Mass (north/south)		
- <i>Length of building</i>	~300 feet	~240 feet
Foundation area	~38,500 sf	~15,250 sf
Architectural features	Bay windows, no decks	Decks

Parking

Off-street parking is planned in a surface parking lot as well as a below grade parking structure. The surface parking lot provides 17 parking stalls and 34 parking stalls will be provided in the underground parking structure for a total of 51 stalls. The 1.5 stalls per unit is less than the minimum 2.5 stalls per unit as required in the R3 zoning district (85 stalls).

The Development Code does provide some flexibility with respect to parking standards. The number of parking stalls constructed may be reduced to a number less than the minimum provided parking management techniques are used. Implementing these techniques, including the proof of parking, would be difficult due to the site design.

The City has permitted some flexibility to the parking standards with other senior housing projects due to the nature of this use. Parking ratio’s for the other senior housing complexes in

the City range from 1 stall per unit to 1.7 stalls per unit, and so the proposed rate of parking appears typical for senior housing.

Stormwater Management

The property is located in the Ramsey Washington Metro Watershed District. The District has the permitting authority for stormwater management. The stormwater management plan will need to comply with the District guidelines for rate and quality control.

The stormwater management plan has been reviewed by the City Engineer, Tom Wesolowski, and his comments are attached. Stormwater will be managed through the use of infiltration basins, and runoff leaving the site will be reduced. The proposed plan complies with the City's requirements.

Tree Preservation and Landscaping

Vegetation on the property consists of open grass areas with mature conifers. There are number of landmark trees. About 7 landmark trees will be removed and several will be retained. Replacement trees are required at a rate of 3 replacement trees for each landmark tree removed, and so about 20 replacement trees are required. Staff plans to inventory the site trees due to the age of the information shown on the survey.

PUBLIC COMMENT

Property owners within 350 feet were notified of the proposal. Three written comments have been submitted. Both identify concern over the size of the proposed building. The comments are attached.

RECOMMENDATION

Staff have made affirmative findings for the Comprehensive Plan Amendment, rezoning, preliminary plat, and Planned Unit Development – Development Stage and suggests that the Planning Commission hold the required Public Hearing, take testimony from the public, and review the applications and plans. Provided the Commissioners also make affirmative findings for these applications, they should be forwarded to the City Council with a recommendation for approval, subject to the following conditions:

Comprehensive Plan Amendment

1. The amendment changes the land use designation from RL, Low Density Residential, RM, Medium Density Residential, and O, Office to HSR, High Density Senior Residential.
2. Review and approval of the amendment by the Metropolitan Council.

Rezoning

1. Approval of the rezoning is contingent upon approval of the Comprehensive Plan Amendment changing the designated land use to HSR, High Density Senior Residential.

2. This approval rezones the property legally described as Lot 23, Auditor's Subdivision No. 82 (previously known as 4696 Hodgson Road) from UND to PUD, Planned Unit Development.
3. The applicant is required to enter into a rezoning/development agreement with the City.
4. Rezoning is not effective until a rezoning/development agreement is executed.

Preliminary Plat

1. The approval permits the development of a multi-dwelling senior residential development with two buildings on the single lot. The existing 105-unit building and associated site improvements will remain. A new 3-story, 34-unit apartment building and associated site improvements will be constructed.
2. A public use dedication fee shall be submitted as required by ordinance prior to release of the final plat by the City.
3. The final plat shall include drainage and utility easements along the property lines and over stormwater management infrastructure areas. Drainage and utility easements along the front and rear lot lines shall be 10 feet wide and along the side lot lines these easements shall be 5 feet wide, and as otherwise required by the Public Works Director.
4. The Final Plat shall be submitted to the City for approval with the Final Stage PUD application.

Planned Unit Development – Development Stage

1. Approval is contingent upon approval of the Comprehensive Plan Amendment and Rezoning of this property for office use.
2. This approval permits the construction of a 3-story, 34 unit senior apartment building in accordance with the plans submitted as part of this application. The plans are subject to revisions as specified in the conditions.
3. The applicant is required to enter into a Site Development Agreement and Erosion Control Agreement with the City. Said agreements shall be executed prior to the issuance of any permits for this project.
4. The tree removal plan shall be updated to reflect current tree diameters. Landmark trees removed shall be replaced at a rate of three replacement trees for each landmark tree removed.
5. The items identified in the memo from the City Engineer must be addressed prior to the City's review of the Final Stage PUD plans and Final Plat.
6. The applicant shall submit a luminaire plan and exterior lighting details with the Final Stage PUD and Final Plat submittal.
7. Approval of the final grading, drainage, utility, and erosion control plans by the Public Works Director, prior to submittal to the City of applications for Final Plat and PUD – Final Stage.
8. This approval shall expire after two months if the Planned Unit Development - Final Stage application has not been submitted for City review and approval, as per Section 203.060 (C)(6).

Attachments:

1. Location Map

2. Submitted Statement and Plans
3. Attachment A - Development Code: Review Criteria for Development Stage PUD, Rezoning, and Comprehensive Plan Amendment
4. Excerpt from the *2008 Comprehensive Plan, including Map 4.1, Planned Land Use*
5. Excerpt from the Zoning Map
6. Public Works Comments
7. Fire Department Comments
8. Request for Comments
9. Proposed Motion

T:/pcreports/2585-15-25southview 4710 cumberland

ATTACHMENT A

Review Criteria for a Comprehensive Plan Amendment

1. That the proposed designation will not facilitate development, which would have a significant adverse impact on the planned land use of the surrounding property. The City may require documentation to support said findings. The existing planned land use of the surrounding property shall be the basis for comparison from which to judge the impact of the proposed designation.
2. The following elements shall be considered relative to the site the characteristics of adjoining planned land uses: probably building mass differences, traffic generation, separation to dissimilar land uses; carrying capacity of the site (sewer, water, access, topography, etc.); and buffering potential of dissimilar but adjoining land uses.

Review Criteria for Planned Unit Developments

The City of Shoreview recognizes that there have been and will continue to be innovations in subdivision design and management of land uses, building materials and building codes. The City further recognizes that its standard methods for the protection of the public health, safety, morals and general welfare may be altered from time to time to address advances in technology and changes in community needs, social practices and thought.

As such, approval of a development proposal via the Planned Unit Development permits the City to vary from the strict enforcement of its Development Code, provided one or more of the following criteria are met upon the Development Stage approval:

1. That the proposal complies with the Shoreview Comprehensive Guide Plan.
2. That in those cases where the plan does not comply with the minimum standards of this ordinance, the deviation is to permit a development that provides a benefit to the city as a whole which include but are not limited to the following:
 - a. Use of architectural enhancements to the overall building design that exceed building design standards found in a typical development by including the use of high quality building materials, decorative features and accents.
 - b. Enhancement of public infrastructure including but not limited to streetscaping, street design, sidewalks, open space and trails.
 - c. Use of innovative materials and techniques to minimize stormwater run-off from the site and enhance water quality.
 - d. Incorporation of sustainable building practices such as green building standards and or Leadership in Energy and Environment Design (LEED) practices into the overall site design and building plans.
 - e. Includes a specified percentage of affordable housing in accordance with the income and housing costs guidelines for the Twin Cities metropolitan area
 - f. Provides housing that entails a range of housing options to meet resident preferences and circumstances at all life stages(life-cycle housing) that supports the Cities life-cycle housing goal as identified in the Comprehensive Plan

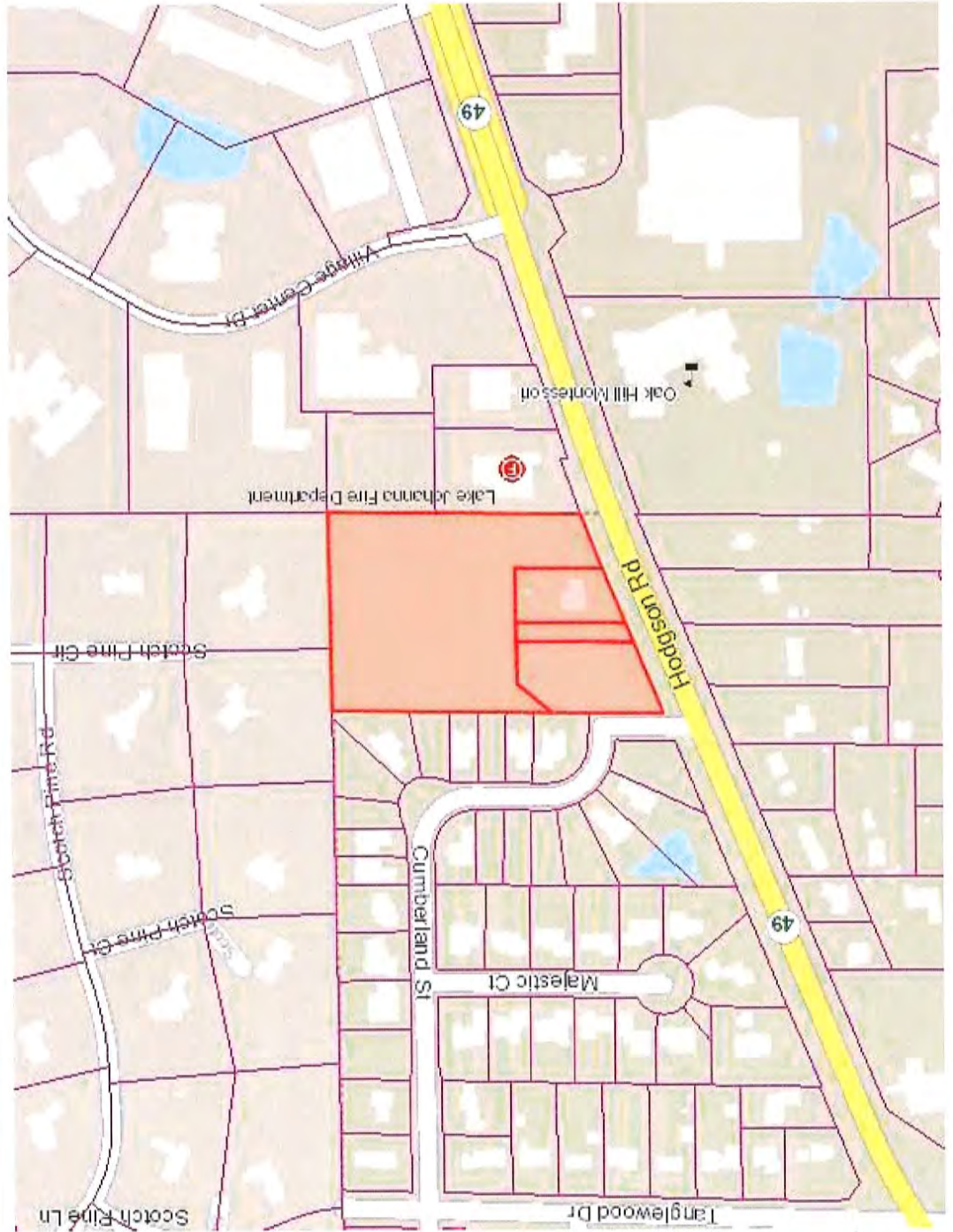
- g. Incorporates the historic preservation of private or public structures, places or parks.
 - h. Eliminates of blighted structures or incompatible uses through redevelopment or rehabilitation.
 - i. Incorporates transportation demand management or public transit.
 - j. Preserves and concentrates open space by providing common open areas or reserving specific amounts of open space on each parcel.
3. In those instances where a site is to be redeveloped or where the site is adjoined by developed property, that development via a PUD is desirable to insure compatibility with the adjoining land use(s).
 4. That there is no significant adverse impact of the proposed development on surrounding properties.
 5. That the plan evidences a direction toward preservation, enhancement, and protection of natural features existing on the property or if the property does not contain natural features worthy of protection, the plan is designed to minimize land alteration and incorporates native plant materials into the landscaping theme.
 6. That the plan does not occupy a designated Flood Plain area or areas consisting of soils with severe building limitations, or that the applicant has demonstrated that said plan will not cause significant alteration of existing topography or natural drainage.

REZONING - CRITERIA FOR REVIEW

1. That the proposed rezoning is consistent with the policies of the Comprehensive Guide Plan and with the general purpose and intent of the development regulations.
2. That the development facilitated by the proposed rezoning will not significantly and adversely impact the planned use of the surrounding property.
 - a. Rezoning proposals are exempt from this finding:
 - i. When only one zoning district option is available for the site on the current Land Use Plan Map designation; or
 - ii. When the proposed zoning district option is not the most intensive option identified for the site by the Land Use Plan Map designation.
 - b. When more than one zoning district option exists, the base line from which to measure any significant adverse impact relative to the planned use of surrounding property shall be:
 - i. The current zoning if such zoning is not planned unit development (PUD);
 - ii. The underlying or assigned zoning if the current zoning is planned unit development (PUD); or

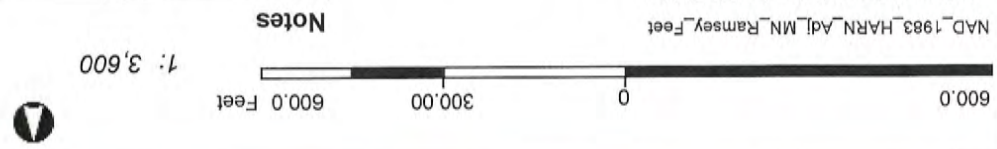
- iii. When rezoning from Urban Underdeveloped (UND), the most restrictive zoning district option permitted by the current Land Use Plan Map designation for the site.
- c. That the applicant is willing to enter into a development agreement with the City as a condition of rezoning approval.

- Legend**
- City Halls
 - Schools
 - Hospitals
 - Fire Stations
 - Police Stations
 - Recreational Centers
 - Parcel Points
 - Parcel Boundaries
 - Airports



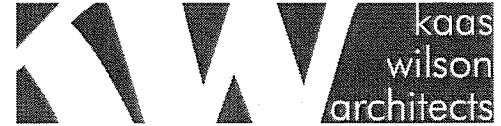
4710 Cumberland Street

THIS MAP IS NOT TO BE USED FOR NAVIGATION
 accurate, current, or otherwise reliable.
 is for reference only. Data layers that appear on this map may or may not be
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NAD_1983_HARN_AdJ_MN_Ramsey_Feet
 © Ramsey County Enterprise GIS Division

MEMORANDUM



Date: July 20, 2015
Rob Warwick City Planner City of
Attention: Shoreview
Re: Southview of Shoreview Phase II-Parking

Hi Rob, thank you for the question regarding parking.

1. This project is in a R3 District, parking is required at a rate of two spaces per unit, one of which must be enclosed. Here, there will be about 1.5 stalls per unit, with one enclosed.
 - a. This is a senior building with average age currently of 85 years of age there are currently 18 underground spaces available in the current building and this accounts for staff people who all park below grade. With the proposed Independent wing we are expecting an average age of 80 years. Initially there will be one car per resident but that will diminish as folks age in place.
 - b. We are connecting the buildings by skyway so the few double driver residents will have a place underground for all drivers.
 - c. This project will be one contiguous plat so visitors or residents can park anywhere above or below ground, thus there is shared parking through - out.
 - d. The existing building has a low parking demand and we feel given the age the demand will remain low.
 - i. There will be no parking off site by guests or residents.
 - ii. On special days such as Christmas and Easter if there ever is a parking demand the staff will run a valet service.
 - e. We have completed this same building for Southview of Lilydale as a phase 2.
 - i. That building has 48 units. Only 40 units are taken in the fully occupied building.
 - ii. That project does not have a skyway so it is a slightly younger crowd than this building will attract.



Robert Warwick <rwarwick@shoreviewmn.gov>

Fwd: Shoreview Senior Living phase 2 neighborhood meeting

Kathleen Castle <kcastle@shoreviewmn.gov>
To: "WARWICK, ROBERT" <rwarwick@shoreviewmn.gov>

Thu, Jun 25, 2015 at 4:12 PM

This is Mindy's summary of the neighborhood meeting.

Kathleen Castle
City Planner
City of Shoreview
651-490-4682
kcastle@shoreviewmn.gov

----- Forwarded message -----

From: **Mindy Michael** <mindym@kaaswilson.com>
Date: Thu, Jun 18, 2015 at 3:02 PM
Subject: Shoreview Senior Living phase 2 neighborhood meeting
To: kcastle@shoreviewmn.gov
Cc: Lance Lemieux <lancel@southviewcommunities.com>, Kelly Myers <kellym@southviewcommunities.com>, Link Wilson <linkw@kaaswilson.com>

Hi Kathleen,

I think the neighborhood meeting last night went well...I didn't get an exact head count, but I would guess between 8-10 neighbors from the Cumberland houses just to the north of the site showed up. (No one from North Oaks.) They seemed to be most concerned about traffic – with the safety of movements between Hodgson and Cumberland, and they also mentioned a significant increase in traffic along Hodgson with the Applewood Pointe development and another (I am guessing single-family home) development further up Hodgson. They said they have seen an increase in people using Cumberland as a cut-through.

They also mentioned concern about people walking in their neighborhood – I think partially because there are no sidewalks and people are in the street, which isn't so safe if cars are cutting through on Cumberland. Apparently there was a break-in this past winter and the home immediately to the NE of the Shoreview Senior Living driveway, so they seemed concerned about people they didn't know (whether they might be residents of a new independent living addition to Shoreview Senior Living, from Applewood Pointe, or otherwise) being around their neighborhood. They were concerned that increased traffic levels in their neighborhood might negatively impact their property values (though everyone seemed in agreement that their assessed values keep going up). They all seemed to be in agreement that there were likely other things that could be developed on that land that would be much worse from a traffic standpoint, and that they wouldn't want that.

The neighbor directly across Cumberland seemed concerned about residents from upper floors looking down into his house. There are several fairly mature existing trees on that north side of the property that I figured we would want to keep, but I believe they are all deciduous and don't offer screening in winter. I figured maybe we could include a few more evergreen trees on that side to help, but it will likely be several years before they get tall

enough to make a significant impact for screening purposes.

There were a few other things discussed, but what I've cited above hits what I thought was the predominant conversation. Much of the items they were concerned about had more to do with their neighborhood – things that I felt we didn't really have that much impact on or could influence. Perhaps the traffic concerns might merit a discussion at the city with your traffic engineer. The neighbors mentioned that Shoreview Senior Living has been a "nice neighbor to have" and that they appreciated that the grounds and everything seemed well kept.

Mindy Michael

AIA, NCARB, LEED AP



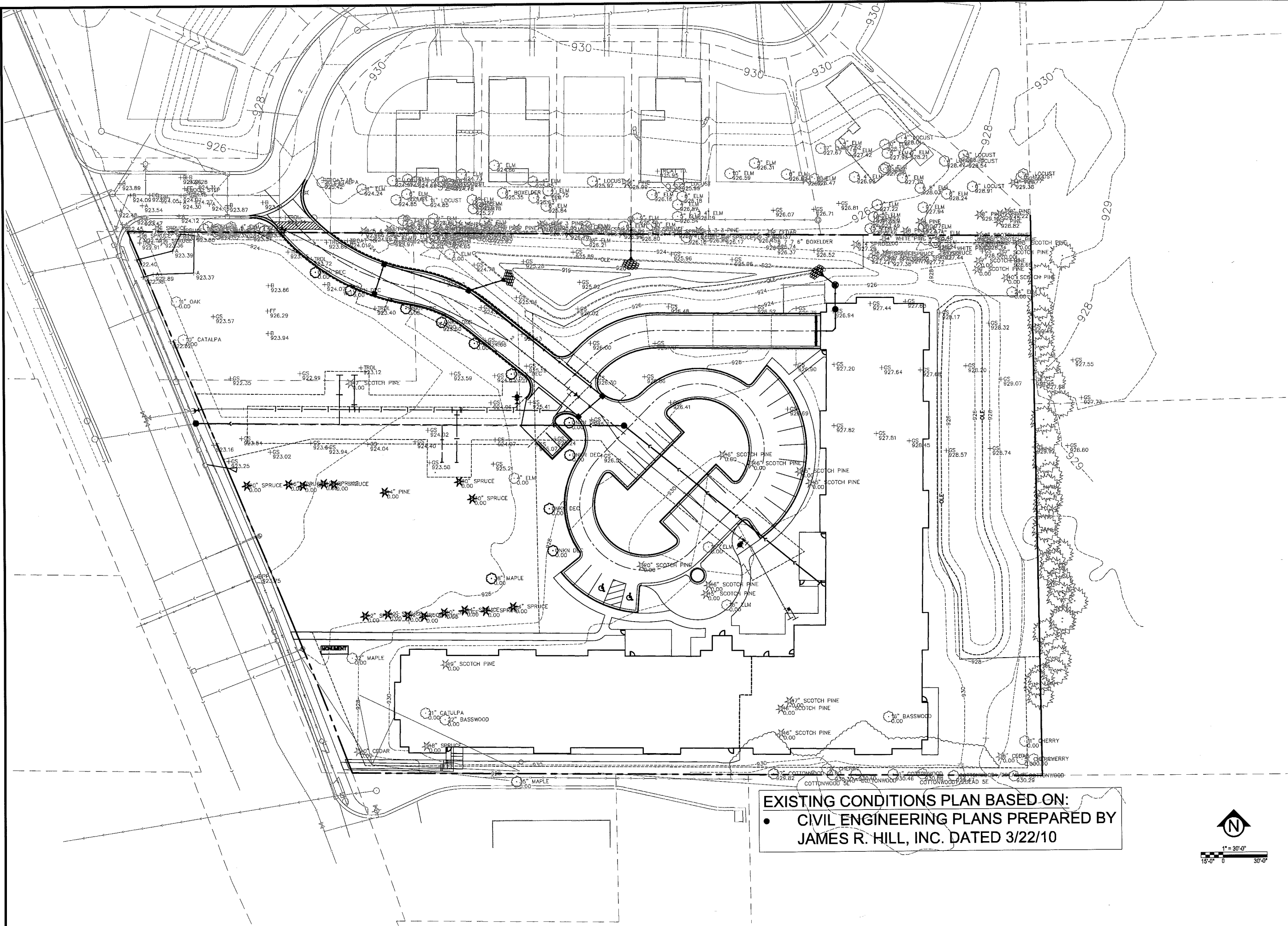
1301 American Blvd E. Suite 100
Bloomington, MN 55425

direct: (612) 279-8875

mobile: (651) 210-4284

office: (612) 879-6000 ex. 108

web: www.kaaswilson.com



THE VILLAGES OF SHOREVIEW

4710 CUMBERLAND STREET, SHOREVIEW, MN

SOUTHVIEW SENIOR COMMUNITIES

945 SIBLEY MEMORIAL HIGHWAY, LILLYDALE, MN 55118

PROJECT

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
8/22/15	CITY SUBMITTAL

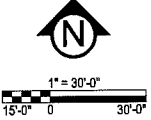
REVISION SUMMARY

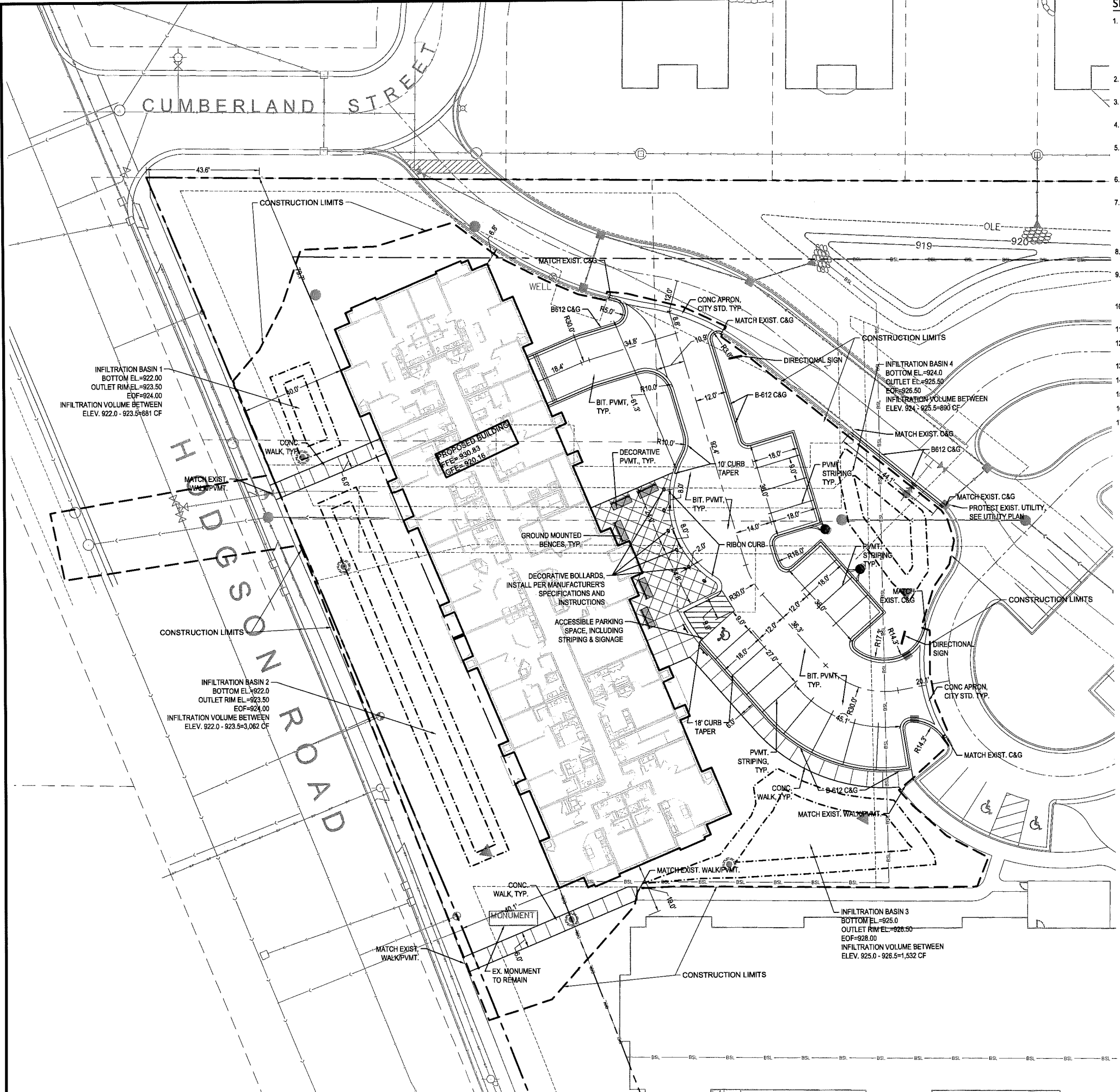
DATE	DESCRIPTION
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EXISTING CONDITIONS

C0.1

EXISTING CONDITIONS PLAN BASED ON:
 • CIVIL ENGINEERING PLANS PREPARED BY JAMES R. HILL, INC. DATED 3/22/10





SITE LAYOUT NOTES:

1. CONTRACTOR SHALL VERIFY LOCATIONS AND LAYOUT OF ALL SITE ELEMENTS PRIOR TO BEGINNING CONSTRUCTION, INCLUDING BUT NOT LIMITED TO, LOCATIONS OF EXISTING AND PROPOSED PROPERTY LINES, EASEMENTS, SETBACKS, UTILITIES, BUILDINGS AND PAVEMENTS. CONTRACTOR IS RESPONSIBLE FOR FINAL LOCATIONS OF ALL ELEMENTS FOR THE SITE. ANY REVISIONS REQUIRED AFTER COMMENCEMENT OF CONSTRUCTION, DUE TO LOCATIONAL ADJUSTMENTS SHALL BE CORRECTED AT NO ADDITIONAL COST TO OWNER. ADJUSTMENTS TO THE LAYOUT SHALL BE APPROVED BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF MATERIALS. STAKE LAYOUT FOR APPROVAL.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION, INCLUDING A RIGHT-OF-WAY AND STREET OPENING PERMIT.
3. THE CONTRACTOR SHALL VERIFY RECOMMENDATIONS NOTED IN THE GEO TECHNICAL REPORT PRIOR TO INSTALLATION OF SITE IMPROVEMENT MATERIALS.
4. CONTRACTOR SHALL FIELD VERIFY COORDINATES AND LOCATION DIMENSIONS OF THE BUILDING AND STAKE FOR REVIEW AND APPROVAL BY THE OWNERS REPRESENTATIVE PRIOR TO INSTALLATION OF FOOTING MATERIALS.
5. LOCATIONS OF STRUCTURES, ROADWAY PAVEMENTS, CURBS AND GUTTERS, BOLLARDS, AND WALKS ARE APPROXIMATE AND SHALL BE STAKED IN THE FIELD, PRIOR TO INSTALLATION, FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT.
6. CURB DIMENSIONS SHOWN ARE TO FACE OF CURB. BUILDING DIMENSIONS ARE TO FACE OF CONCRETE FOUNDATION. LOCATION OF BUILDING IS TO BUILDING FOUNDATION AND SHALL BE AS SHOWN ON THE DRAWINGS.
7. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OR SAMPLES AS SPECIFIED FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO FABRICATION FOR ALL PREFABRICATED SITE IMPROVEMENT MATERIALS SUCH AS, BUT NOT LIMITED TO THE FOLLOWING, FURNISHINGS, PAVEMENTS, WALLS, RAILINGS, BENCHES, FLAGPOLES, LANDING PADS FOR CURB RAMPS, AND LIGHT AND POLES. THE OWNER RESERVES THE RIGHT TO REJECT INSTALLED MATERIALS NOT PREVIOUSLY APPROVED.
8. PEDESTRIAN CURB RAMPS SHALL BE CONSTRUCTED WITH TRUNCATED DOME LANDING AREAS IN ACCORDANCE WITH A.D.A. REQUIREMENTS-SEE DETAIL.
9. CROSSWALK STRIPING SHALL BE 24" WIDE WHITE PAINTED LINE, SPACED 48" ON CENTER PERPENDICULAR TO THE FLOW OF TRAFFIC. WIDTH OF CROSSWALK SHALL BE 5' WIDE. ALL OTHER PAVEMENT MARKINGS SHALL BE WHITE IN COLOR UNLESS OTHERWISE NOTED OR REQUIRED BY ADA OR LOCAL GOVERNING BODIES.
10. CURB AND GUTTER TYPE SHALL BE B612 UNLESS OTHERWISE NOTED ON THE DRAWINGS-TAPER BETWEEN CURB TYPES-SEE DETAIL.
11. ALL CURB RADII ARE MINIMUM 3' UNLESS OTHERWISE NOTED.
12. CONTRACTOR SHALL REFER TO FINAL PLAT FOR LOT BOUNDARIES, NUMBERS, AREAS AND DIMENSIONS PRIOR TO SITE IMPROVEMENTS.
13. FIELD VERIFY ALL EXISTING SITE CONDITIONS, DIMENSIONS.
14. PARKING IS TO BE SET PARALLEL OR PERPENDICULAR TO EXISTING BUILDING UNLESS NOTED OTHERWISE.
15. ALL PARKING LOT PAINT STRIPING TO BE WHITE, 4" WIDE TYP.
16. BITUMINOUS PAVING TO BE "LIGHT DUTY" UNLESS OTHERWISE NOTED. SEE DETAIL SHEETS FOR PAVEMENT SECTIONS.
17. ALL TREES THAT ARE TO REMAIN ARE TO BE PROTECTED FROM DAMAGE WITH A CONSTRUCTION FENCE AT THE DRIP LINE. SEE LANDSCAPE DOCUMENTS.

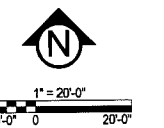
SITE AREA TABLE:

(WITHIN DIST. AREA)	EXISTING	PROPOSED
BUILDING COVERAGE	2,218 SF 1.1%	15,819 SF 8.0%
ALL PAVEMENTS	2,515 SF 1.3%	14,049 SF 7.1%
ALL NON-PAVEMENTS	192,625 SF 97.6%	167,490 SF 84.9%
TOTAL SITE AREA	197,358 SF	197,358 SF
DISTURBED SITE AREA	55,845 SF 100.0%	55,845 SF 100.0%
IMPERVIOUS SURFACE (WITHIN DIST. AREA)		
EXISTING CONDITION	4,733 SF 2.4%	
PROPOSED CONDITION	29,868 SF 15.1%	
DIFFERENCE	25,135 SF 12.7%	

SITE PLAN LEGEND:

- CONCRETE PAVEMENT AS SPECIFIED (PAD OR WALK)
- PROPERTY LINE
- CURB AND GUTTER-SEE NOTES (T.O.) TIP OUT GUTTER WHERE APPLICABLE-SEE PLAN
- TRAFFIC DIRECTIONAL ARROWS
- SIGN AND POST ASSEMBLY. SHOP DRAWINGS REQUIRED.
HC = ACCESSIBLE SIGN
NP = NO PARKING FIRE LANE
ST = STOP
CP = COMPACT CAR PARKING ONLY

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 ST. LOUIS PARK, MN 55416
 CivilSiteGroup.com
 Matt Pavok 763-213-3944 Pat Sarver 952-250-2003

THE VILLAS OF SHOREVIEW
 4710 CUMBERLAND STREET, SHOREVIEW, MN
SOUTHVIEW SENIOR COMMUNITIES
 945 SIBLEY MEMORIAL HIGHWAY, LILLYDALE, MN 55118

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

 Matthew R. Pavok
 DATE 6/22/15 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
6/22/15	CITY SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

SITE PLAN
C2.0

GENERAL GRADING NOTES:

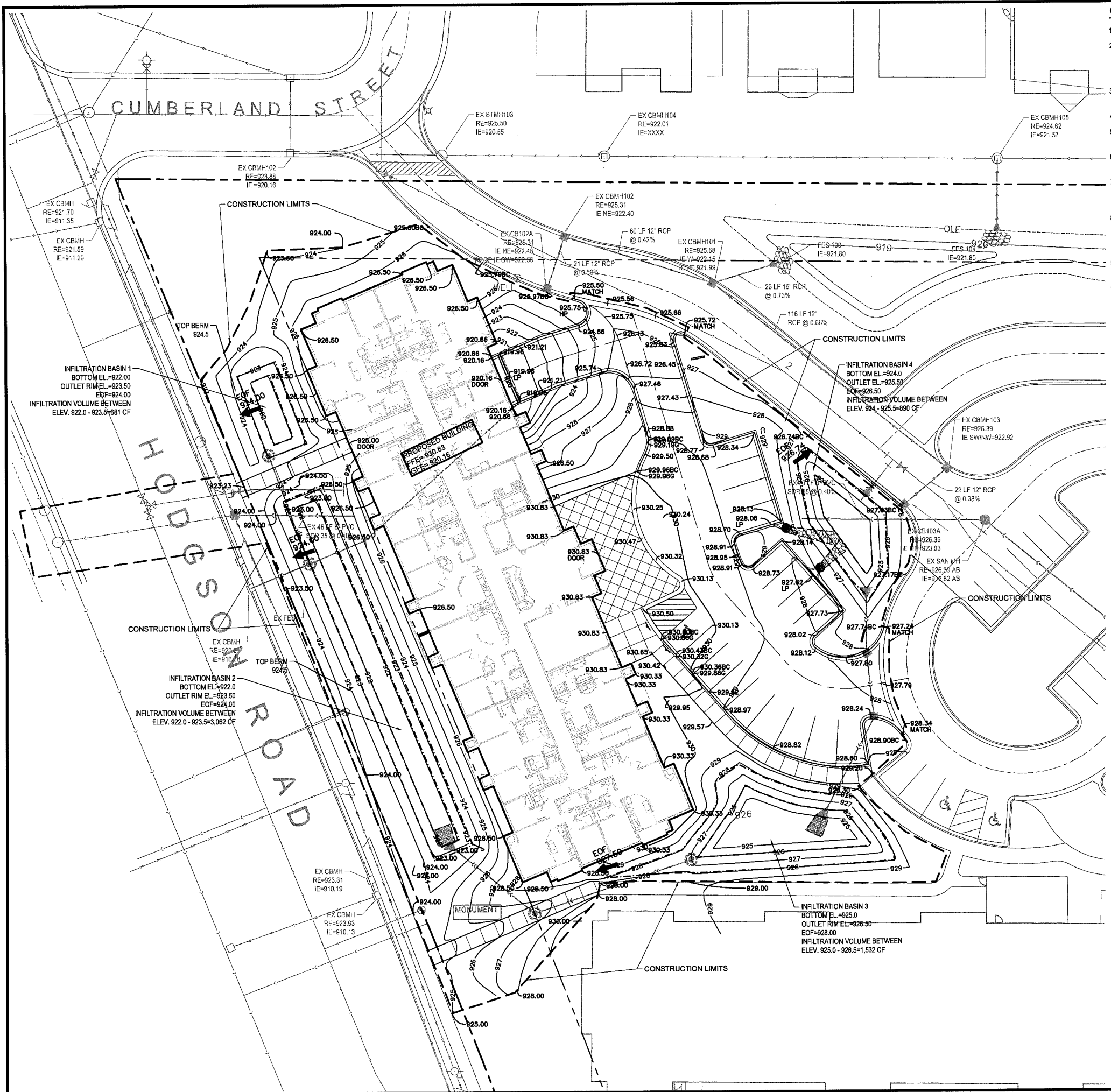
1. SEE SITE PLAN FOR HORIZONTAL LAYOUT & GENERAL GRADING NOTES.
2. THE CONTRACTOR SHALL COMPLETE THE SITE GRADING CONSTRUCTION (INCLUDING BUT NOT LIMITED TO SITE PREPARATION, SOIL CORRECTION, EXCAVATION, EMBANKMENT, ETC.) IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER'S SOILS ENGINEER. ALL SOIL TESTING SHALL BE COMPLETED BY THE OWNER'S SOILS ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOIL TESTS AND INSPECTIONS WITH THE SOILS ENGINEER.
3. GRADING AND EXCAVATION ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS & PERMIT REQUIREMENTS OF THE CITY.
4. PROPOSED SPOT GRADES ARE FLOW-LINE FINISHED GRADE ELEVATIONS, UNLESS OTHERWISE NOTED.
5. GRADES OF WALKS SHALL BE INSTALLED WITH 5% MAX. LONGITUDINAL SLOPE AND 1% MIN. AND 2% MAX. CROSS SLOPE, UNLESS OTHERWISE NOTED.
6. PROPOSED SLOPES SHALL NOT EXCEED 3:1 UNLESS INDICATED OTHERWISE ON THE DRAWINGS. MAXIMUM SLOPES IN MAINTAINED AREAS IS 4:1
7. PROPOSED RETAINING WALLS, FREESTANDING WALLS, OR COMBINATION OF WALL TYPES GREATER THAN 4' IN HEIGHT SHALL BE DESIGNED AND ENGINEERED BY A REGISTERED RETAINING WALL ENGINEER. DESIGN DRAWINGS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF GRADE STAKES THROUGHOUT THE DURATION OF CONSTRUCTION TO ESTABLISH PROPER GRADES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR A FINAL FIELD CHECK OF FINISHED GRADES ACCEPTABLE TO THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO TOPSOIL AND SODDING ACTIVITIES.
9. IF EXCESS OR SHORTAGE OF SOIL MATERIAL EXISTS, THE CONTRACTOR SHALL TRANSPORT ALL EXCESS SOIL MATERIAL OFF THE SITE TO AN AREA SELECTED BY THE CONTRACTOR, OR IMPORT SUITABLE MATERIAL TO THE SITE.
10. EXCAVATE TOPSOIL FROM AREAS TO BE FURTHER EXCAVATED OR REGRADED AND STOCKPILE IN AREAS DESIGNATED ON THE SITE. THE CONTRACTOR SHALL SALVAGE ENOUGH TOPSOIL FOR RESPREADING ON THE SITE AS SPECIFIED. EXCESS TOPSOIL SHALL BE PLACED IN EMBANKMENT AREAS, OUTSIDE OF BUILDING PADS, ROADWAYS AND PARKING AREAS. THE CONTRACTOR SHALL SUBCUT CUT AREAS, WHERE TURF IS TO BE ESTABLISHED, TO A DEPTH OF 6 INCHES. RESPREAD TOPSOIL IN AREAS WHERE TURF IS TO BE ESTABLISHED TO A MINIMUM DEPTH OF 6 INCHES.
11. FINISHED GRADING SHALL BE COMPLETED. THE CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING, INCLUDING ADJACENT TRANSITION AREAS. PROVIDE A SMOOTH FINISHED SURFACE WITHIN SPECIFIED TOLERANCES, WITH UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN, OR BETWEEN SUCH POINTS AND EXISTING GRADES. AREAS THAT HAVE BEEN FINISH GRADED SHALL BE PROTECTED FROM SUBSEQUENT CONSTRUCTION OPERATIONS, TRAFFIC AND EROSION. REPAIR ALL AREAS THAT HAVE BECOME RUTTED BY TRAFFIC OR ERODED BY WATER OR HAS SETTLED BELOW THE CORRECT GRADE. ALL AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO EQUAL OR BETTER THAN ORIGINAL CONDITION OR TO THE REQUIREMENTS OF THE NEW WORK.
12. PRIOR TO PLACEMENT OF THE AGGREGATE BASE, A TEST ROLL WILL BE REQUIRED ON THE STREET AND/OR PARKING AREA SUBGRADE. THE CONTRACTOR SHALL PROVIDE A LOADED TANDEM AXLE TRUCK WITH A GROSS WEIGHT OF 25 TONS. THE TEST ROLLING SHALL BE AT THE DIRECTION OF THE SOILS ENGINEER AND SHALL BE COMPLETED IN AREAS AS DIRECTED BY THE SOILS ENGINEER. THE SOILS ENGINEER SHALL DETERMINE WHICH SECTIONS OF THE STREET OR PARKING AREA ARE UNSTABLE. CORRECTION OF THE SUBGRADE SOILS SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SOILS ENGINEER.
13. TOLERANCES
 - 13.1. THE BUILDING SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.30 FOOT ABOVE, OR 0.30 FOOT BELOW, THE PRESCRIBED ELEVATION AT ANY POINT WHERE MEASUREMENT IS MADE.
 - 13.2. THE STREET OR PARKING AREA SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.05 FOOT ABOVE, OR 0.10 FOOT BELOW, THE PRESCRIBED ELEVATION OF ANY POINT WHERE MEASUREMENT IS MADE.
 - 13.3. AREAS WHICH ARE TO RECEIVE TOPSOIL SHALL BE GRADED TO WITHIN 0.30 FOOT ABOVE OR BELOW THE REQUIRED ELEVATION, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
 - 13.4. TOPSOIL SHALL BE GRADED TO PLUS OR MINUS 1/2 INCH OF THE SPECIFIED THICKNESS.
14. MAINTENANCE
 - 14.1. THE CONTRACTOR SHALL PROTECT NEWLY GRADED AREAS FROM TRAFFIC AND EROSION, AND KEEP AREA FREE OF TRASH AND DEBRIS.
 - 14.2. CONTRACTOR SHALL REPAIR AND REESTABLISH GRADES IN SETTLED, ERODED AND RUTTED AREAS TO SPECIFIED TOLERANCES. DURING THE CONSTRUCTION, IF REQUIRED, AND DURING THE WARRANTY PERIOD, ERODED AREAS WHERE TURF IS TO BE ESTABLISHED SHALL BE RESEED AND MULCHED.
 - 14.3. WHERE COMPLETED COMPACTED AREAS ARE DISTURBED BY SUBSEQUENT CONSTRUCTION OPERATIONS OR ADVERSE WEATHER, CONTRACTOR SHALL SCARIFY, SURFACE, RESHAPE, AND COMPACT TO REQUIRED DENSITY PRIOR TO FURTHER CONSTRUCTION.

CITY OF SHOREVIEW GRADING NOTES:

1. RESERVED FOR CITY SPECIFIC GRADING NOTES.

EROSION CONTROL NOTES:

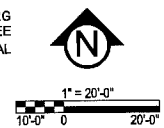
SEE SWPPP ON SHEETS SW1.0-SW1.5



GRADING PLAN LEGEND:

- 891 --- EX. 1' CONTOUR ELEVATION INTERVAL
- 819 --- 0.5' CONTOUR ELEVATION INTERVAL
- 891.0 SPOT GRADE ELEVATION (FLOW LINE UNLESS OTHERWISE NOTED)
- 891.0 G SPOT GRADE ELEVATION GUTTER
- 891.0 BC SPOT GRADE ELEVATION BACK OF CURB (TOP OF CURB)
- 891.0 BS/TS SPOT GRADE ELEVATION BOTTOM OF STAIRS/TOP OF STAIRS
- T.O. TIP OUT (T.O.) CURB AND GUTTER WHERE APPLICABLE - TAPER GUTTERS TO DRAIN AS SHOWN
- >--- EXISTING AND PROPOSED DRAINAGE ARROWS

GOPHER STATE ONE CALL
WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL



THE VILAS OF SHOREVIEW

4710 CUMBERLAND STREET, SHOREVIEW, MN
SOUTHVIEW SENIOR COMMUNITIES
945 SIBLEY MEMORIAL HIGHWAY, LILYDALE, MN 55118

PROJECT

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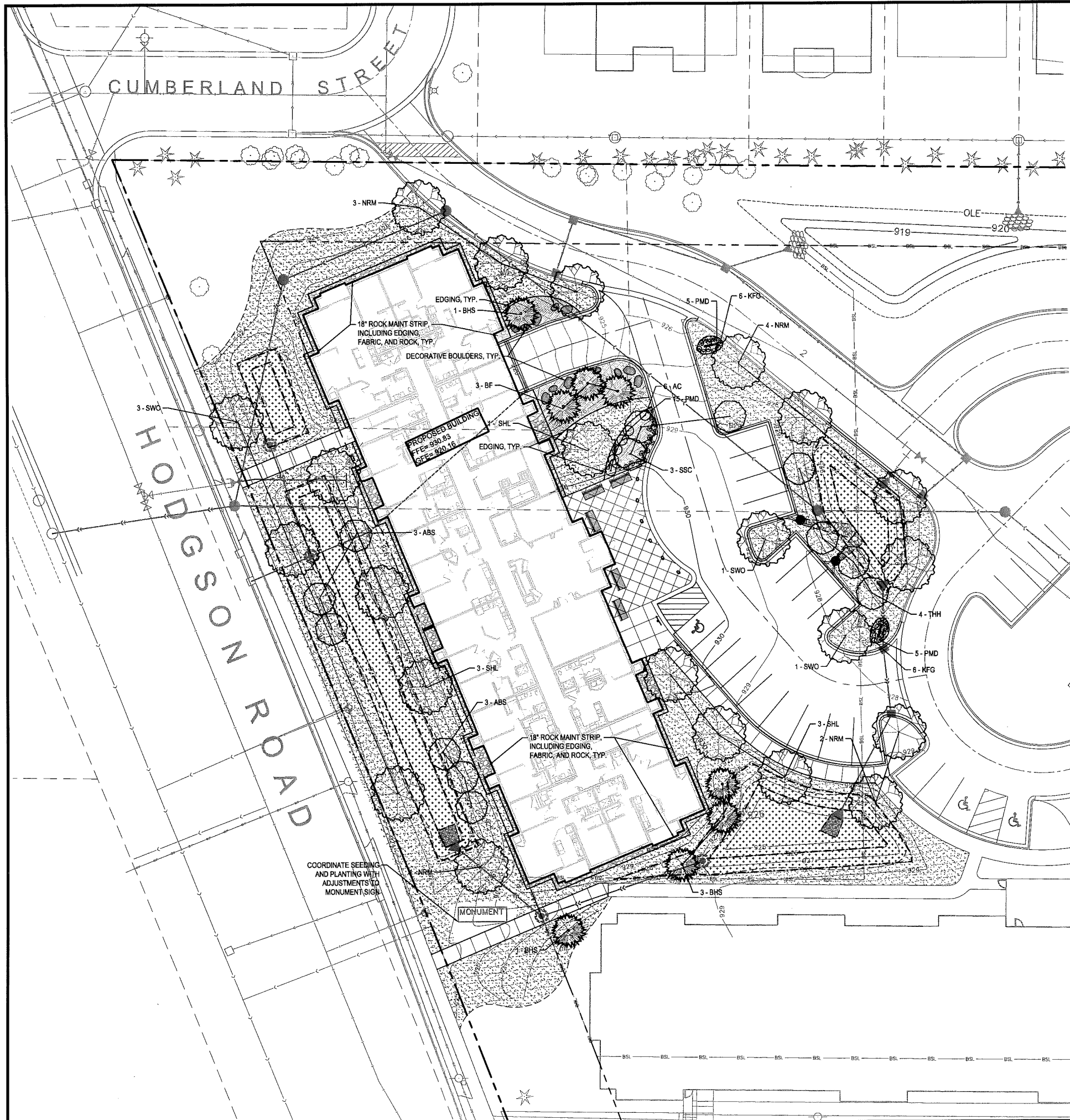
M. Pavek
Matthew R. Pavek
DATE 8/22/15 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY	
DATE	DESCRIPTION
8/22/15	CITY SUBMITTAL

REVISION SUMMARY	
DATE	DESCRIPTION

GRADING PLAN

C3.0



IRRIGATION NOTES:

- ENTIRE SITE SHALL BE FULLY IRRIGATED. THE CONTRACTOR SHALL SUBMIT IRRIGATION SHOP DRAWINGS FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- SEE MECHANICAL AND ELECTRICAL PLANS AND SPECIFICATIONS FOR IRRIGATION WATER, METER, AND POWER CONNECTIONS.
- CONTRACTOR TO VERIFY LOCATION OF ALL UNDERGROUND/ABOVE GROUND FACILITIES PRIOR TO ANY EXCAVATION/INSTALLATION. ANY DAMAGE TO UNDERGROUND/ABOVE GROUND FACILITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND COSTS ASSOCIATED WITH CORRECTING DAMAGES SHALL BE BORNE ENTIRELY BY THE CONTRACTOR.
- SERVICE EQUIPMENT AND INSTALLATION SHALL BE PER LOCAL UTILITY COMPANY STANDARDS AND SHALL BE PER NATIONAL AND LOCAL CODES. EXACT LOCATION OF SERVICE EQUIPMENT SHALL BE COORDINATED WITH THE LANDSCAPE ARCHITECT OR EQUIVALENT AT THE JOB SITE.
- CONTRACTOR SHALL COORDINATE WITH LOCAL UTILITY COMPANY FOR THE PROPOSED ELECTRICAL SERVICE AND METERING FACILITIES.
- IRRIGATION WATER LINE CONNECTION SIZE IS 1-1/2" AT BUILDING. VERIFY WITH MECHANICAL PLANS. COVERAGE.
- ALL MAIN LINES SHALL BE 18" BELOW FINISHED GRADE.
- ALL LATERAL LINES SHALL BE 12" BELOW FINISHED GRADE.
- ALL EXPOSED PVC RISERS, IF ANY, SHALL BE GRAY IN COLOR.
- CONTRACTOR SHALL LAY ALL SLEEVES AND CONDUIT AT 2'-0" BELOW THE FINISHED GRADE OF THE TOP OF PAVEMENT. EXTEND SLEEVES TO 2'-0" BEYOND PAVEMENT.
- CONTRACTOR SHALL MARK THE LOCATION OF ALL SLEEVES AND CONDUIT WITH THE SLEEVING MATERIAL "ELLED" TO 2'-0" ABOVE FINISHED GRADE AND CAPPED.
- FABRICATE ALL PIPE TO MANUFACTURER'S SPECIFICATIONS WITH CLEAN AND SQUARE CUT JOINTS. USE QUALITY GRADE PRIMER AND SOLVENT CEMENT FORMULATED FOR INTENDED TYPE OF CONNECTION.
- BACKFILL ALL TRENCHES WITH SOIL FREE OF SHARP OBJECTS AND DEBRIS.
- ALL VALVE BOXES AND COVERS SHALL BE BLACK IN COLOR.
- GROUP VALVE BOXES TOGETHER FOR EASE WHEN SERVICE IS REQUIRED. LOCATE IN PLANT BED AREAS WHENEVER POSSIBLE.
- IRRIGATION CONTROLLER LOCATION SHALL BE VERIFIED ON-SITE WITH OWNER'S REPRESENTATIVE.
- CONTROL WIRES: 14 GAUGE DIRECT BURIAL, SOLID COPPER IRRIGATION WIRE. RUN UNDER MAIN LINE. USE MOISTURE-PROOF SPLICES AND SPLICE ONLY AT VALVES OR PULL BOXES. RUN SEPARATE HOT AND COMMON WIRE TO EACH VALVE AND ONE (1) SPARE WIRE AND GROUND TO FURTHEST VALVE FROM CONTROLLER. LABEL OR COLOR CODE ALL WIRES.
- AVOID OVERSPRAY ON BUILDINGS, PAVEMENT, WALLS AND ROADWAYS BY INDIVIDUALLY ADJUSTING RADIUS OR ARC ON SPRINKLER HEADS AND FLOW CONTROL ON AUTOMATIC VALVE.
- ADJUST PRESSURE REGULATING VALVES FOR OPTIMUM PRESSURE ON SITE.
- USE SCREENS ON ALL HEADS.
- PRESENTIVE: A SET OF AS-BUILT DRAWINGS SHALL BE MAINTAINED ON-SITE AT ALL TIMES IN AN UPDATED CONDITION.
- ALL PIPE 3" AND OVER SHALL HAVE THRUST BLOCKING AT EACH TURN.
- ALL AUTOMATIC REMOTE CONTROL VALVES WILL HAVE 3" MINIMUM DEPTH OF 3/4" WASHED GRAVEL UNDERNEATH VALVE AND VALVE BOX. GRAVEL SHALL EXTEND 3" BEYOND PERIMETER OF VALVE BOX.
- THERE SHALL BE 3" MINIMUM SPACE BETWEEN BOTTOM OF VALVE BOX COVER AND TOP OF VALVE STRUCTURE.

LANDSCAPE NOTES:

- WHERE SHOWN, SHRUB BEDS SHALL BE MULCHED WITH 4" DEPTH (MIN. AFTER INSTALLATION AND/OR TOPDRESSING OPERATIONS) OF SHREDDED HARDWOOD MULCH OVER WEED BARRIER. OWNER TO APPROVE ROCK SAMPLE PRIOR TO INSTALLATION. POLY-EDGER TO BE VALLEY VIEW BLACK DIAMOND OR APPROVED EQUAL, WHERE APPLICABLE.
- IF SHOWN ON PLAN, RANDOM SIZED LIMESTONE BOULDERS COLOR AND SIZE TO COMPLIMENT NEW LANDSCAPING. OWNER TO APPROVE BOULDER SAMPLE PRIOR TO INSTALLATION.
- PLANT MATERIALS SHALL CONFORM WITH THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND SHALL BE OF HARDY STOCK, FREE FROM DISEASE, DAMAGE AND DISFIGURATION. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING PLUMBNESS OF PLANT MATERIAL FOR DURING OF ACCEPTANCE PERIOD.
- UPON DISCOVERY OF A DISCREPANCY BETWEEN THE QUANTITY OF PLANTS SHOWN ON THE SCHEDULE AND THE QUANTITY SHOWN ON THE PLAN, THE PLAN SHALL GOVERN.
- CONDITION OF VEGETATION SHALL BE MONITORED BY THE LANDSCAPE ARCHITECT THROUGHOUT THE DURATION OF THE CONTRACT. LANDSCAPE MATERIALS PART OF THE CONTRACT SHALL BE WARRANTED FOR TWO (2) FULL GROWING SEASONS FROM SUBSTANTIAL COMPLETION DATE.
- AREAS DISTURBED BY CONSTRUCTION ACTIVITIES SHALL RECEIVE 4" LAYER LOAM AND SOD AS SPECIFIED UNLESS OTHERWISE NOTED ON THE DRAWINGS.
- COORDINATE LOCATION OF VEGETATION WITH UNDERGROUND AND OVERHEAD UTILITIES, LIGHTING FIXTURES, DOORS AND WINDOWS. CONTRACTOR SHALL STAKE IN THE FIELD FINAL LOCATION OF TREES AND SHRUBS FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- ALL PLANT MATERIALS SHALL BE WATERED AND MAINTAINED UNTIL ACCEPTANCE.
- REPAIR AT NO COST TO OWNER ALL DAMAGE RESULTING FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
- SWEEP AND MAINTAIN ALL PAVED SURFACES FREE OF DEBRIS GENERATED FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
- REPAIR AT NO COST TO THE OWNER IRRIGATION SYSTEM DAMAGED FROM LANDSCAPE CONSTRUCTION ACTIVITIES.
- PROVIDE SITE WIDE IRRIGATION SYSTEM DESIGN AND INSTALLATION. SYSTEM SHALL BE A FULLY PROGRAMMABLE SYSTEM CAPABLE OF ALTERNATE DATE WATERING. THE SYSTEM SHALL PROVIDE HEAD TO HEAD OR DRIP COVERAGE AND BE CAPABLE OF DELIVERING ONE INCH OF PRECIPITATION PER WEEK. SYSTEM SHALL EXTEND INTO THE PUBLIC RIGHT-OF-WAY TO THE EDGE OF PATHWAY/BACK OF CURB.
- CONTRACTOR SHALL SECURE APPROVAL OF PROPOSED IRRIGATION SYSTEM INCLUDING PRICING FROM OWNER, PRIOR TO INSTALLATION.

LEGEND

- SHREDDED HARDWOOD MULCH OVER PERMEABLE GEO-FABRIC, INCLUDE EDGING AS SHOWN, PROVIDE SAMPLES
- SEED TYPE 1- NATIVE, MNDOT 33-261 - INSTALL PER MNDOT SEEDING MANUAL (2014)
- SOD - SEE SOD INSTALLATION NOTES ABOVE
- DECORATIVE ROCK OVER PERMEABLE GEO-FABRIC, INCLUDE EDGING AS SHOWN, PROVIDE SAMPLES
- PROPOSED CANOPY & EVERGREEN TREE SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- PROPOSED DECIDUOUS AND EVERGREEN SHRUB SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- PROPOSED PERENNIAL PLANT SYMBOLS - SEE SCHEDULE AND PLAN FOR SPECIES AND PLANTING SIZES
- DECORATIVE BOULDERS, 18"-30" DIA.

GOPHER STATE ONE CALL
 WWW.GOPHERSTATEONECALL.ORG
 (800) 252-1166 TOLL FREE
 (651) 454-0002 LOCAL



THE VILLAGES OF SHOREVIEW
 4710 CUMBERLAND STREET, SHOREVIEW, MN
SOUTHVIEW SENIOR COMMUNITIES
 945 SIBLEY MEMORIAL HIGHWAY, LILYDALE, MN 55118

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

Patrick J. Sarver
 DATE 6/22/15 LICENSE NO. 24904

ISSUE/SUBMITTAL SUMMARY
 DATE DESCRIPTION
 6/22/15 CITY SUBMITTAL

REVISION SUMMARY
 DATE DESCRIPTION

LANDSCAPE PLAN

L1.0

CUMBERLAND STREET

HODGSON ROAD

LOT 1, BLOCK 1
VILLAS OF SHOREVIEW

DRAINAGE & UTILITY EASEMENT

Drainage and Utility Easement per SHOREVIEW SUBDIVISION

Drainage and Utility Easement per SHOREVIEW SUBDIVISION

THE VILLAS OF SHOREVIEW

4710 CUMBERLAND STREET, SHOREVIEW, MN

SOUTHVIEW SENIOR COMMUNITIES

945 SIBLEY MEMORIAL HIGHWAY, LILYDALE, MN 55118

PROJECT

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

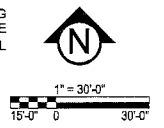
MP
Matthew R. Pavak
DATE 6/22/15 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY
DATE DESCRIPTION
6/22/15 CITY SUBMITTAL

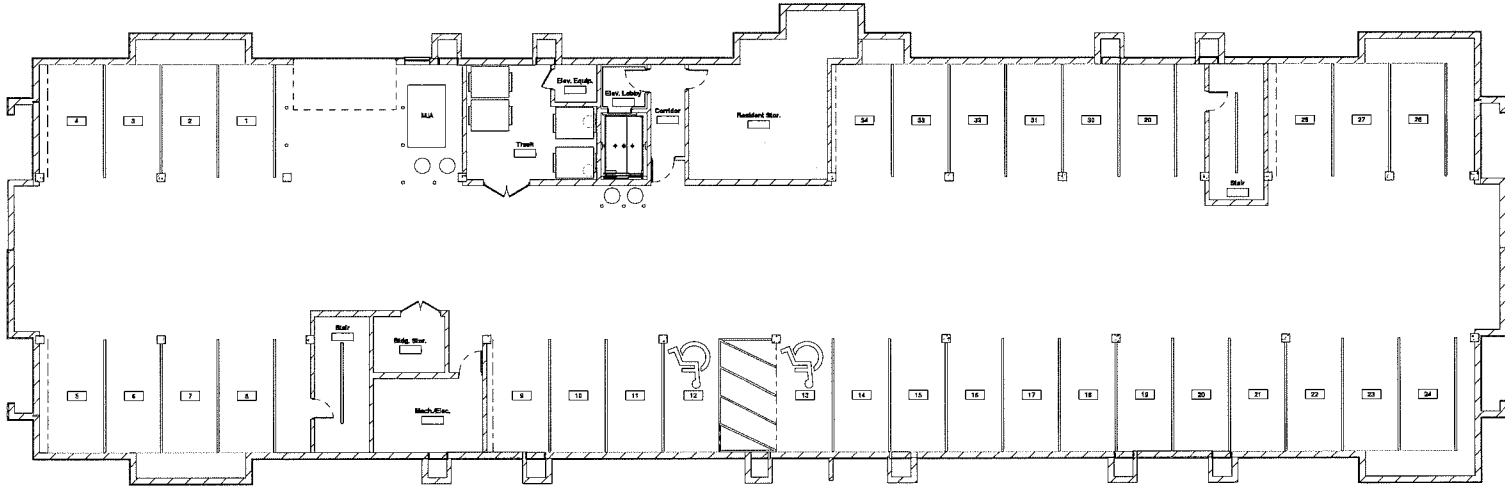
REVISION SUMMARY
DATE DESCRIPTION

PRELIMINARY PLAT

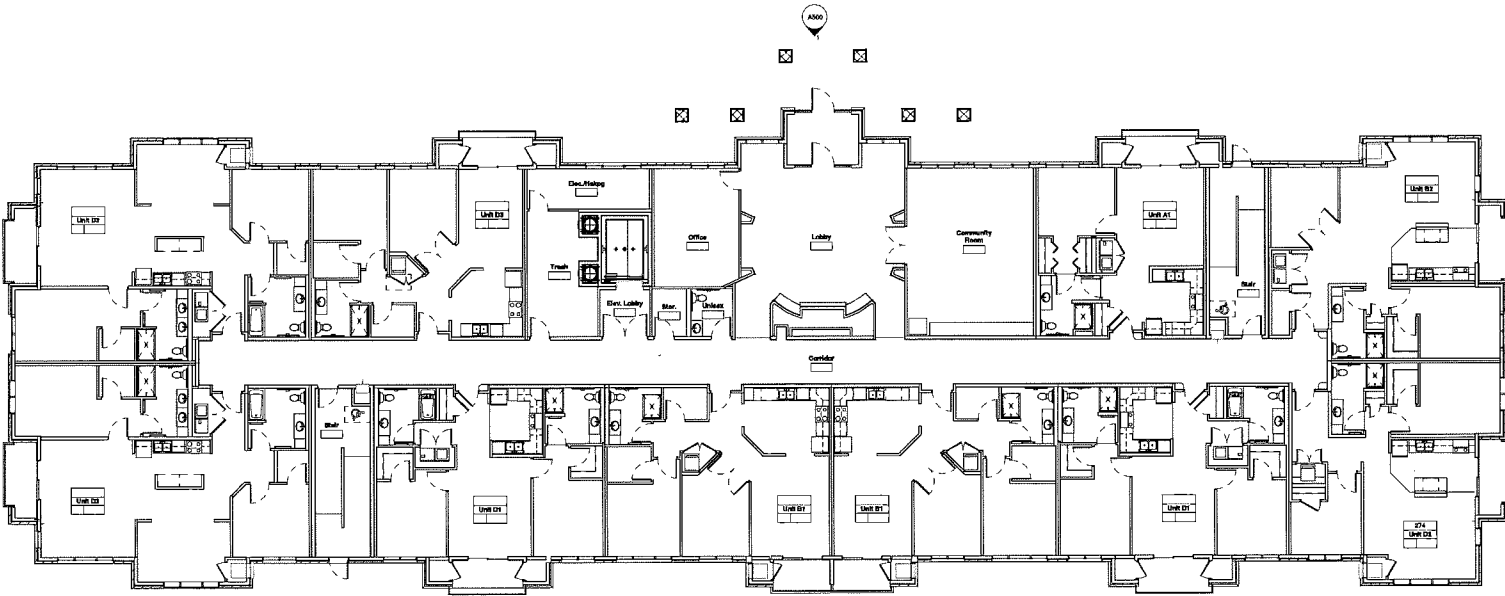
C2.0



Preliminary Plat



1 Level 1
 1/8" = 1'-0"



2 Level 1
 1/8" = 1'-0"

Project: The Villas of Shoreview

Owner: Southview Senior Communities, LLC
 840 Sibley Memorial Highway

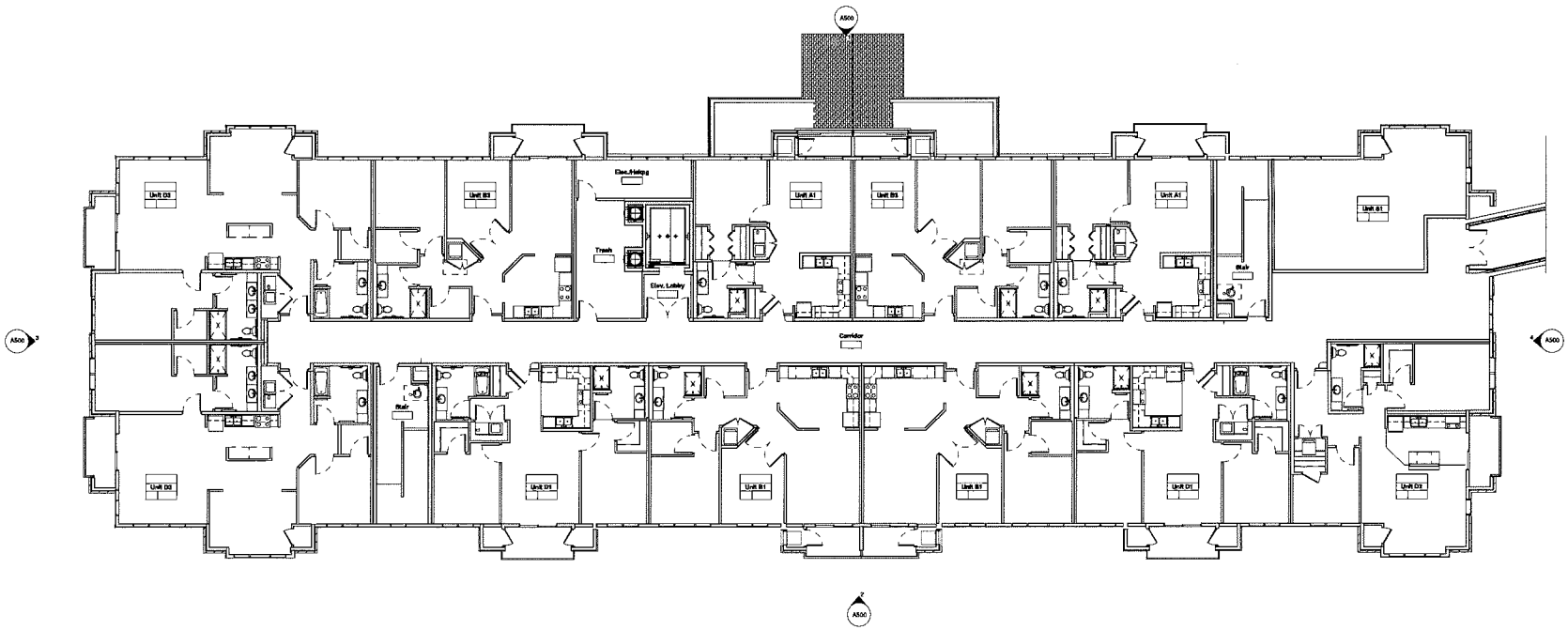
Project Number: 132
 Date: City Submission 4.22.2015

NOT FOR CONSTRUCTION

Date:
 Revision:
 Rev. No.:

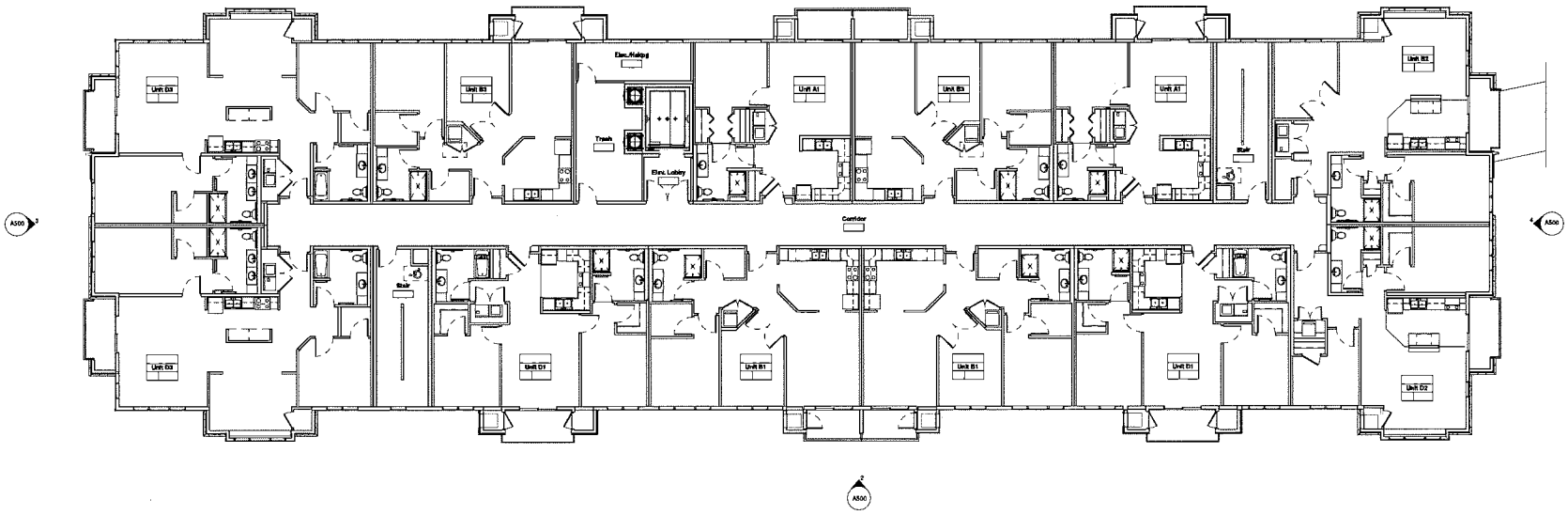
Garage & First Floor Plans

1/8" = 1'-0"
A300



1 Level 2

 1/8" = 1'-0"



2 Level 3

 1/8" = 1'-0"

Project: The Villas of Shoreview

Owner: Southview Senior Communities, LLC

 845 Sibley Memorial Highway

Project Number: 152

 Date: City Submission 6.22.2015

NOT FOR CONSTRUCTION

Date: _____

 Revision: _____

 Rev. No.: _____

Second & Third Floor Plans

1/8" = 1'-0"

A320



① Elevation 1 - a
1/8" = 1'-0"



② Elevation 2 - a
1/8" = 1'-0"



③ South Elevation
1/8" = 1'-0"



④ North Elevation
1/8" = 1'-0"

Project: The Villas of Shoreview

Owner: Southview Senior Communities, LLC
 945 Sibley Memorial Highway

Project Number: 155
 Date: City Submission 6.22.2011

NOT FOR CONSTRUCTION

Date: Revision: Rev. No.:

Exterior Elevations
 1/8" = 1'-0"
A500

ATTACHMENT A

Review Criteria for a Comprehensive Plan Amendment

1. That the proposed designation will not facilitate development, which would have a significant adverse impact on the planned land use of the surrounding property. The City may require documentation to support said findings. The existing planned land use of the surrounding property shall be the basis for comparison from which to judge the impact of the proposed designation.
2. The following elements shall be considered relative to the site the characteristics of adjoining planned land uses: probably building mass differences, traffic generation, separation to dissimilar land uses; carrying capacity of the site (sewer, water, access, topography, etc.); and buffering potential of dissimilar but adjoining land uses.

Review Criteria for Planned Unit Developments

The City of Shoreview recognizes that there have been and will continue to be innovations in subdivision design and management of land uses, building materials and building codes. The City further recognizes that its standard methods for the protection of the public health, safety, morals and general welfare may be altered from time to time to address advances in technology and changes in community needs, social practices and thought.

As such, approval of a development proposal via the Planned Unit Development permits the City to vary from the strict enforcement of its Development Code, provided one or more of the following criteria are met upon the Development Stage approval:

1. That the proposal complies with the Shoreview Comprehensive Guide Plan.
2. That in those cases where the plan does not comply with the minimum standards of this ordinance, the deviation is to permit a development that provides a benefit to the city as a whole which include but are not limited to the following:
 - a. Use of architectural enhancements to the overall building design that exceed building design standards found in a typical development by including the use of high quality building materials, decorative features and accents.
 - b. Enhancement of public infrastructure including but not limited to streetscaping, street design, sidewalks, open space and trails.
 - c. Use of innovative materials and techniques to minimize stormwater run-off from the site and enhance water quality.
 - d. Incorporation of sustainable building practices such as green building standards and or Leadership in Energy and Environment Design (LEED) practices into the overall site design and building plans.
 - e. Includes a specified percentage of affordable housing in accordance with the income and housing costs guidelines for the Twin Cities metropolitan area
 - f. Provides housing that entails a range of housing options to meet resident preferences and circumstances at all life stages(life-cycle housing) that supports the Cities life-cycle housing goal as identified in the Comprehensive Plan

- g. Incorporates the historic preservation of private or public structures, places or parks.
 - h. Eliminates of blighted structures or incompatible uses through redevelopment or rehabilitation.
 - i. Incorporates transportation demand management or public transit.
 - j. Preserves and concentrates open space by providing common open areas or reserving specific amounts of open space on each parcel.
3. In those instances where a site is to be redeveloped or where the site is adjoined by developed property, that development via a PUD is desirable to insure compatibility with the adjoining land use(s).
 4. That there is no significant adverse impact of the proposed development on surrounding properties.
 5. That the plan evidences a direction toward preservation, enhancement, and protection of natural features existing on the property or if the property does not contain natural features worthy of protection, the plan is designed to minimize land alteration and incorporates native plant materials into the landscaping theme.
 6. That the plan does not occupy a designated Flood Plain area or areas consisting of soils with severe building limitations, or that the applicant has demonstrated that said plan will not cause significant alteration of existing topography or natural drainage.

REZONING - CRITERIA FOR REVIEW

1. That the proposed rezoning is consistent with the policies of the Comprehensive Guide Plan and with the general purpose and intent of the development regulations.
2. That the development facilitated by the proposed rezoning will not significantly and adversely impact the planned use of the surrounding property.
 - a. Rezoning proposals are exempt from this finding:
 - i. When only one zoning district option is available for the site on the current Land Use Plan Map designation; or
 - ii. When the proposed zoning district option is not the most intensive option identified for the site by the Land Use Plan Map designation.
 - b. When more than one zoning district option exists, the base line from which to measure any significant adverse impact relative to the planned use of surrounding property shall be:
 - i. The current zoning if such zoning is not planned unit development (PUD);
 - ii. The underlying or assigned zoning if the current zoning is planned unit development (PUD); or

- iii. When rezoning from Urban Underdeveloped (UND), the most restrictive zoning district option permitted by the current Land Use Plan Map designation for the site.
- c. That the applicant is willing to enter into a development agreement with the City as a condition of rezoning approval.

Comprehensive Plan Excerpts, Chapter 4, Land Use

SR, Senior Residential. This category identifies areas for future development with apartment-style buildings designed for occupancy by senior citizens (defined as individuals 62 years of age or older). In some cases, the City may consider housing projects designed for occupancy by individuals 55 years of age or older, subject to compliance with federal and state laws. Development density may be permitted up to a maximum of 45 units per acre subject to the approval of a Planned Unit Development and site-specific criteria.

These criteria may include:

- Proximity to retail uses.
- Provision of underground parking.
- High quality material and design.
- Accessibility to available public transportation.
- Provision of site amenities and interior/exterior common areas for residents.
- Proximity to arterial roadway corridors.
- Extent to which the project meets other City goals and objectives.

Corresponding zoning district: PUD, Planned Unit Development.

Residential Uses

Goal

1. Maintain and enhance the quality of all residential neighborhoods.
2. Provide a diverse mix of housing types and occupancy options to create a balanced housing community.
3. Ensure that all residential neighborhoods and developments have access to public trails, schools, parks and other civic facilities and a multi-model transportation network.

Policies

- A. Higher density residential uses should be located near areas that provide commercial services and employment opportunities.
- B. Medium- and high-density residential development should be located in areas convenient to the regional transportation system.
- C. Residential development should occur in a variety of densities and forms to meet the changing needs of the community and region.
- D. Residential development should be protected from incompatible land uses through the use of buffers.

Policy Development Area (PDA) Discussion:

9. Hodgson Road Residential Area

This PDA includes single-family properties fronting both the east and west sides of Highway 49, south of Tanglewood Drive and north of the Highway 96 intersection. The property along the east side of the highway was recently redeveloped and now consists of the Whispering Pines a standard single-family residential neighborhood and the Villa's of Whispering Pines detached town home neighborhood. On the west side of the highway, the residential development includes both older and newer homes. Lot sizes also vary from small shallow lots to long deep lots. This PDA includes 10 acres with 5 acres being east of the highway and 5 acres west of Highway 49.

Adjacent land uses include retail, quasi-public, and single-family residential. To the west and north of this PDA, the single-family residential uses are suburban in nature while the residential development to the east in the City of North Oaks is residential with larger lot areas and no city services.

This area has begun to transition to other uses given the proximity to the Highway 96 commercial area, improvements to Highway 49 corridor, rising traffic volumes, and the age of many of these residences. If further redevelopment were to occur in this area, it should be coordinated to protect and preserve adjacent residential neighborhoods.

Policies

The east side of this PDA is designated as RM, Medium Density Residential, SR, Senior Residential and O, Office. The City anticipates that the existing single-family homes will transition to these other uses due to the redevelopment of the properties to the north. Higher intensity uses are more appropriate for this area due to the properties proximity to Highway 49 and Highway 96 and commercial services.

The west side of this PDA is designated RL, Low-Density Residential, and RM, Medium-Density Residential. The RL designation recognizes the existing single-family residences in this area as an appropriate use. The existing pattern of development is, however, not conducive to the changes that have occurred in this area or are expected to occur with the recent highway improvements. The City recognizes that there is additional development potential in these areas, especially if lots are consolidated. Therefore, these single-family uses may transition to other low- or medium-density residential development.

General policies have been established for this PDA along with specific policies for the east and west sides of Highway 49.

- A. The City shall not approve any partial or interim redevelopment proposals that will result in the land locking of any parcels or that permanently limit individual parcel access to Hodgson Road.
- B. It is the City's preference to remove existing homes as the area redevelops and to incorporate their parcels into the new development.

- C. Redevelopment proposals that seek to retain existing homes must incorporate these homes and their parcels into the development. Access to these homes must be redirected onto a new internal public street.
- D. Redevelopment shall consolidate and minimize access points onto Hodgson road. Primary access must be provided via an internal public street system. Access points on opposite sides of Hodgson Road shall be aligned wherever possible, or be sufficiently offset to minimize conflicts.
- E. The City prefers parcels be consolidated with one another in order to create a consolidated and integrated redevelopment pattern. Individual parcels may not be redeveloped in isolation without consideration of the redevelopment of this entire area.
- F. Developers are required to prepare and adhere to a redevelopment master plan of sufficient detail to ensure the coordinated and integrated redevelopment of that side of the PDA in which redevelopment is proposed (east or west) This plan must take the entire PDA into consideration. This plan and all phasing requires review and approval by the City.
- G. The City may review and adjust the boundary of the PDA to address redevelopment issues and reflect cooperative changes to the included parcels to ensure the efficient use of the land and appropriate access and buffering.
- H. Open space buffers with appropriate landscaping and preserved existing vegetation shall be required along existing single-family residential neighborhoods and Hodgson Road.
- I. The redevelopment plan shall address pedestrian walkways and connections to the adjacent commercial areas.
- J. Commercial uses are inappropriate for this area.
- K. Senior housing could also be appropriate in this area given its proximity to transit and commercial services. Any high-density senior housing proposal should be reviewed on a project-specific basis for its impact on surrounding uses and would require a plan amendment.

East of Highway 49

- A. Medium-density residential with a density range of 4 to 8 units per acre is an appropriate use in this area.
- B. Residentially scaled office is an appropriate use due to the proximity to residential uses, the fire station and Hodgson Road and commercial services.
- C. Senior housing may also be an appropriate use in the southern section of this area. Any high-density senior housing proposal should be reviewed on a project-specific basis for its impact on surrounding uses and how it meets a community need.

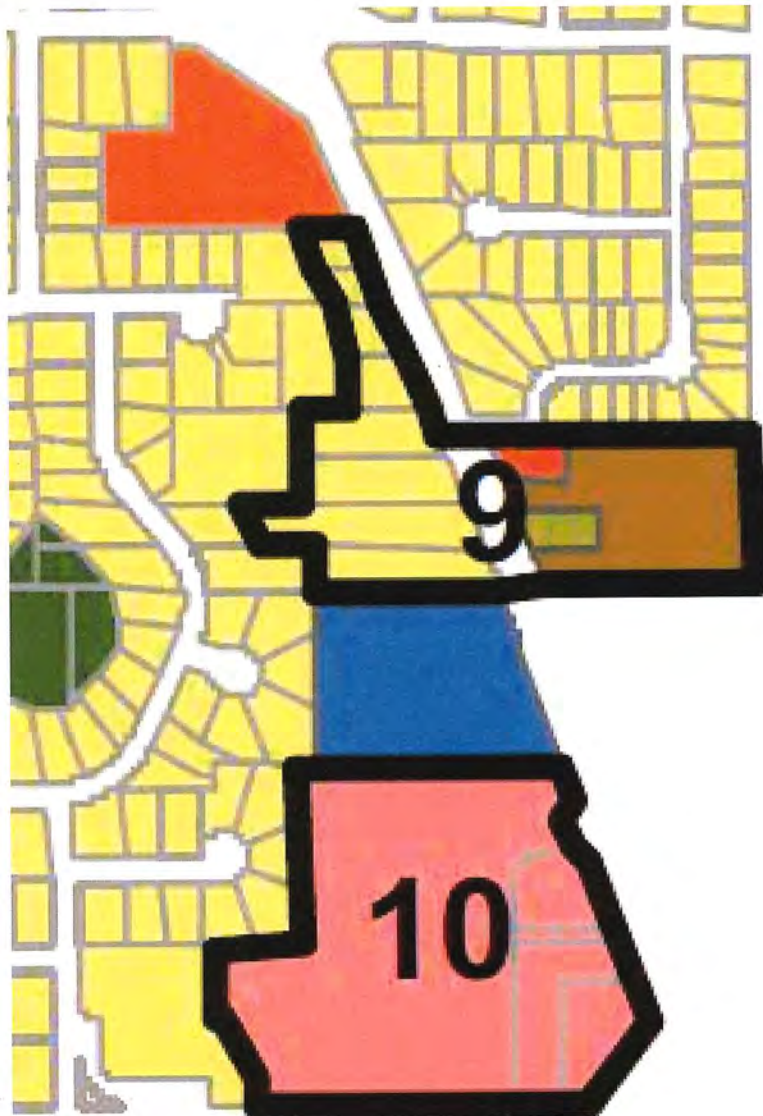
- D. Access to this redevelopment shall be provided via Cumberland Drive and not from Highway 49. Existing access drives off of Highway 49 shall be removed and will not be allowed with a redevelopment proposal.
- E. The feasibility of connecting the redevelopment area to the Village Center Drive via a road or trail should be explored with the City of North Oaks and the affected property owners.

West of Highway 49

Redevelopment with either new single-family residential or medium-density residential will be challenging due to the existing development pattern. Redevelopment proposals should incorporate all residential lots on this side of the highway if possible. Otherwise, a conceptual redevelopment plan for those lots not included in the redevelopment proposal will be required.

- A. Low or medium-density residential area with a density range of 0 to 8 units per acre are appropriate transitional uses adjacent to the existing single-family residential neighborhoods to the west of this area. Residential development may consist of conventional single-family residential to an alternative housing type.
- B. Residentially scaled office may be an appropriate use adjacent to the Montessori School and Hodgson Road in the southern and central parts of the area.
- C. The expansion of the existing private Montessori School Campus may be an appropriate use of the southern part of the area, provided traffic demand management and buffering from the adjoining residential uses are incorporated with this use. Such use would require a Comprehensive Plan amendment.

Excerpt, Map 4-1, Planned Land Use, 2008 Comprehensive Plan



Legend



PDA Boundaries

Planned Land Use



Residential (up to 4 units/acre)



Residential (4 - 8 units/acre)



Residential (8 - 20 units/acre)



High Density Senior Residential



Office



Commercial



Mixed Use



Business Park



Tower



Light Industrial



Institutional



Park



Recreational Open Space



Natural


















Railroad

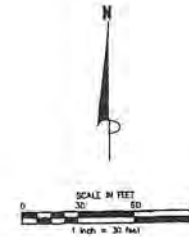
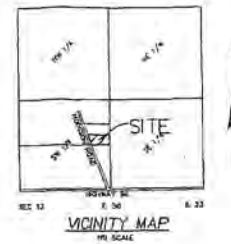
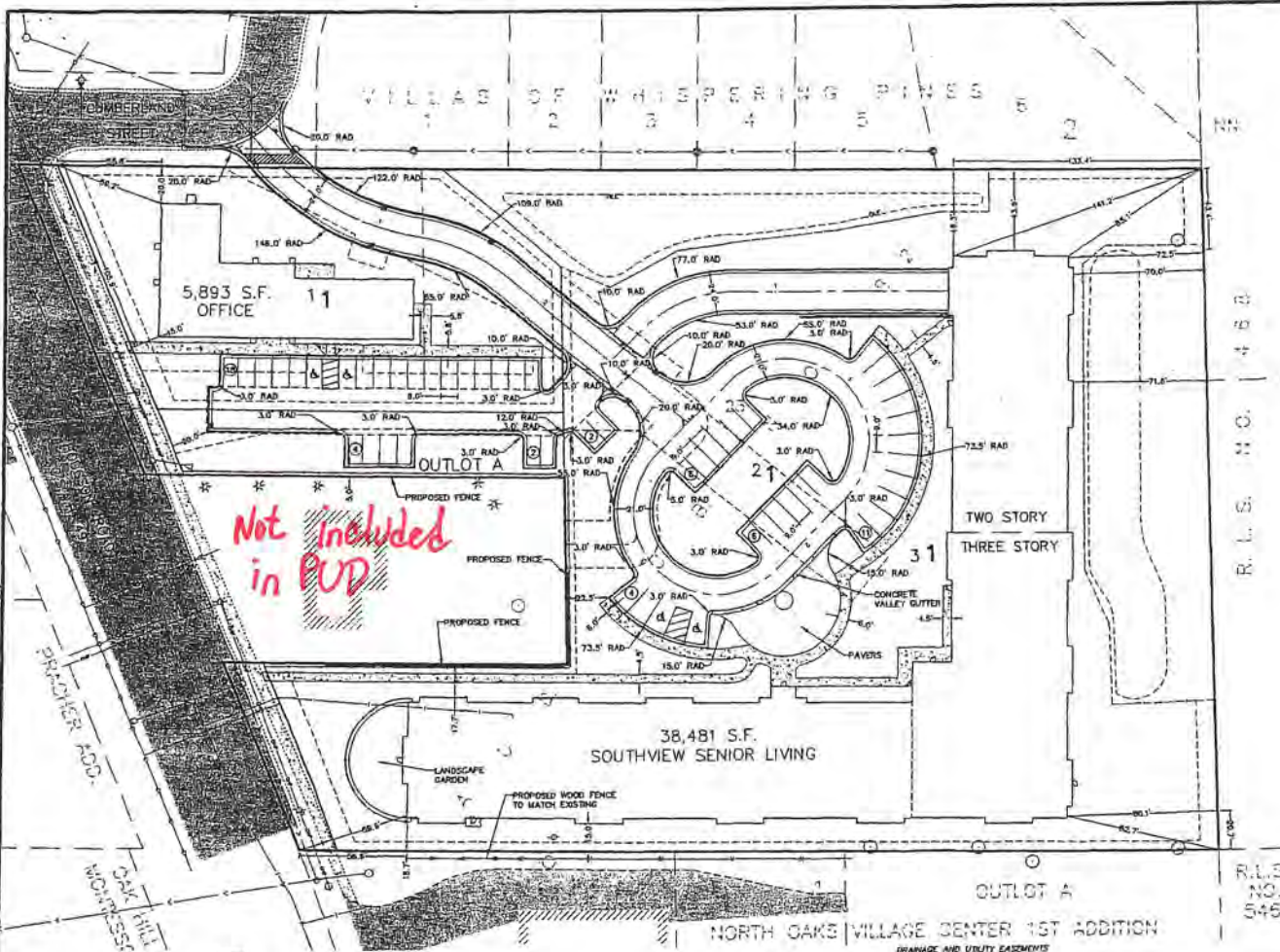


Open Water



Zoning Classifications

-  RE - Residential Estate
-  R1- Detached Residential
-  R2 - Attached Residential
-  R3 - Multi-Dwelling Residential
-  R4 - Mobile Home Residential
-  C1 - Retail Service
-  C2 - General Commercial
-  OFC - Office
-  I - Industrial
-  T - Tower
-  OS - Open Space
-  PUD - Planned Urban Development
-  UND - Urban Under Developed
-  BPK - Business Park
-  Water



NOTES

1. ALL DIMENSIONS SHOWN ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL PARKING STALLS AGAINST CURB ARE 18.5' X 8'
3. ALL HANDICAPPED PARKING STALLS ARE 16.5' X 8'
4. B612 CONCRETE CURBS & CUTTER (TYP.)
5. 50 PARKING STALLS PROVIDED ABOVE GROUND
& HANDICAP PARKING STALLS PROVIDED

NOTES

ORIENTATION OF THIS BEARING SYSTEM ASSUMES THE EAST LINE OF THE SW 1/4 SECTION 13 TO BEAR N00°49'43"W.

THIS SURVEY HAS BEEN PREPARED WITHOUT BENEFIT OF A TITLE COMMITMENT OR TITLE OPINION. A TITLE SEARCH FOR RECORDED OR UNRECORDED EASEMENTS WHICH MAY BENEFIT OR ENCUMBER THIS PROPERTY HAS NOT BEEN COMPLETED BY THE SURVEYOR.

OVERALL GROSS AREA = 184,650 SQUARE FEET OR 4.239 ACRES
 FRONT OF WAY AREA = 5,350 SQUARE FEET OR 0.127 ACRES
 NET AREA = 179,300 SQUARE FEET OR 4.112 ACRES
 LOT 1 AREA = 30,000 SQUARE FEET OR 0.689 ACRES
 LOT 2 AREA = 141,800 SQUARE FEET OR 3.255 ACRES
 OUTLOT A AREA = 7,300 SQUARE FEET OR 0.168 ACRES

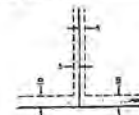
NUMBER OF REGULAR PARKING STALLS = 53
 NUMBER OF PROOF PARKING STALLS = 04
 NUMBER OF HANDICAP PARKING STALLS = 02
 TOTAL = 59

MINIMUM SETBACK REQUIREMENTS

COOPERATIVE BUILDING:	
FRONT (HOOBSON ROAD)	40 FEET
SIDE YARD TO OFFICE PARCEL	10 FEET
SIDE YARD (NORTH AND SOUTH)	30 FEET
REAR (EAST)	40 FEET

REAR BUILDING:	
FRONT (HOOBSON ROAD)	15 FEET
SIDE YARD	27 FEET
SIDE YARD (CUMBERLAND STREET)	20 FEET
REAR (EAST)	10 FEET

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THERE.



BEING 5 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, ADJOINING LOT LINES, AND BEING 10 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, ADJOINING RIGHT OF WAY LINES, AS SHOWN ON THE PLAT.

James R. Hill, Inc.
 PLANNERS / ENGINEERS / SURVEYORS
 200 E. CH. OF COM. ST. SUITE 100, BIRNDALE, WI 53317
 PHONE: (262) 969-6044 FAX: (262) 969-6044

Southview Shoreview
 SHOREVIEW, MINNESOTA
 FINAL SITE PLAN
 FOR
SOUTHWEST SENIOR LIVING
 1854 DARGALE AVE., WEST ST. PAUL, MN 55118-1827

SOUTHWEST SENIOR LIVING
 SHOREVIEW, MINNESOTA
 FINAL SITE PLAN
 FOR
SOUTHWEST SENIOR LIVING
 1854 DARGALE AVE., WEST ST. PAUL, MN 55118-1827

DRAWN BY
 C.K.
DATE
 5/16/08
REVISIONS
 NO. REV. DATE
 1 1 5/16/08
CAD FILE
 22256-11SP
PROJECT NO.
 22256-11
 7/1

2008 - Approved PUD

Date: July 23, 2015
To: Rob Warwick, Senior Planner
From: Tom Wesolowski, City Engineer
Subject: Preliminary Plat & Development Stage PUD Application
Southview Senior Communities
The Villas of Shoreview

The City of Shoreview Engineering staff has reviewed the preliminary plat and engineering plans submittal for the Villas of Shoreview dated June 22, 2015. The Engineering staff has the following comments regarding the proposed development:

1. The proposed project is located within the Grass Lake Watershed, which is managed by the Ramsey-Washington Metro Watershed District (RWMWD). The project will disturb more than 1-acre and will require a permit from the RWMWD. The City requires that all information that is submitted to the RWMWD, as it relates to the proposed development, also be sent to the City of Shoreview.
2. The developer has submitted a preliminary storm water management design that includes information on the existing and proposed drainage. The proposed storm water management system includes infiltration ponds to control the rate and volume of runoff and treat the storm water. The proposed system would reduce the rate and volume of runoff from the site to levels less what currently leaves the site, which exceeds the requirements of the City's SWMP.
3. A pre-construction meeting shall be held before construction begins. This meeting shall include the City and Ramsey County and other contractors as necessary.
4. Preliminary Plat
 - a. Drainage and utility easements are required over the infiltration basins

Sheet C1.0

- b. The plan shows the removal of the sanitary sewer service that is located under Hodgson Avenue (County Highway 49). Hodgson road is under the jurisdiction of Ramsey County and any work that is required to be completed within the Ramsey County right-of-way, requires a permit from Ramsey County.
- c. There are 4 driveway aprons that should be removed between the curb and sidewalk. The concrete sidewalk along Hodgson Road is to be protected where possible and replaced as required due to building construction.

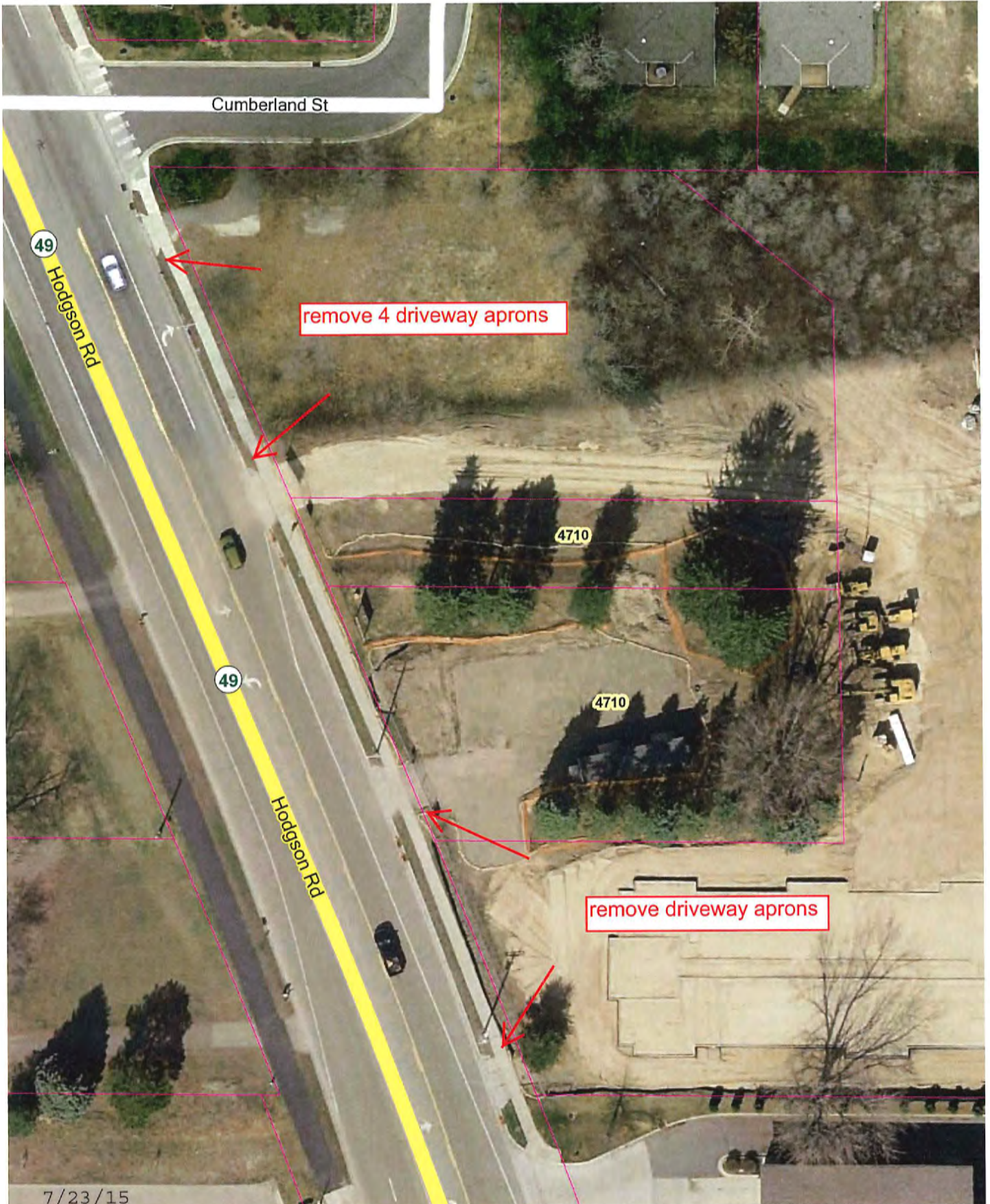
Sheet C4.0

- d. Reduced cover over sanitary sewer and water services in the area of the infiltration basins. Review to see cover is adequate to prevent freeze ups.

- e. CBMH4 is located in the middle of the sidewalk on the south end of the building. Change CBMH of move sidewalk.
- f. Note 20 should include Ramsey County regarding working in Hodgson Rd.

Sheet SW1.0

- g. Erosion control and bio-rolls are shown across Hodgson Road. Correct.
5. Cash Escrows will be required for any utility, trail or driveway work in the public right-of-way. An erosion control cash deposit will be required for the development.
 6. A tree preservation surety shall be included at the time of the Development Agreement to ensure proper tree protection is installed and maintained throughout construction.
 7. Please notate tree species and DBH for trees to be removed to determine replacement number. Tree replacement will be at 3:1 ratio for landmark trees per city code.
 8. The development plans will be presented to the Environmental Quality Committee for comment at their July 27th meeting.



7/23/15

tlh



Robert Warwick <rwarwick@shoreviewmn.gov>

Estimated Traffic Impacts for The Villas

Mark Maloney <mmaloney@shoreviewmn.gov>

Fri, Jul 24, 2015 at 11:48 AM

To: Robert Warwick <rwarwick@shoreviewmn.gov>, KATHLEEN CASTLE <kcastle@shoreviewmn.gov>

Below is are traffic impact estimates relating to the proposed Villas of Shoreview addition/extension of the Southview Shoreview Senior housing facility:

Using ITE trip generation methodology, I estimate that the proposed 34 units represented by the Villas will generate an average of 137 additional trips daily, with about 12 coming during a the weekday AM or PM peak hour period. The proposed 34 units would be expected to generate, on average, 23 trips in a AM peak hour on a Saturday or Sunday. None of these estimates represent a number that would have a measurable impact on either Cumberland Street or Highway 49. In general, senior housing land uses don't create new or exacerbate existing traffic issues as compared to most single family, commercial, industrial, etc. land uses because the overwhelming majority of the occupants aren't in the workforce and/or have any need to drive during weekday rush hour. The area now being proposed for development as the Villas had previously been planned for more intensive trip generators, so I expect that the traffic impacts from the Villas would be measurably less than had been previously modeled.

--

Mark Maloney, Director of Public Works
City of Shoreview
4600 Victoria Street North
Shoreview, MN 55126
(651) 490-4651



LAKE JOHANNA FIRE DEPARTMENT

5545 LEXINGTON AVENUE NORTH • SHOREVIEW, MN 55126
OFFICE (651) 481-7024 • FAX (651) 486-8826

July 13th, 2015

Southview Senior Communities
945 Sibley Memorial Highway
Lilydale, MN 55118

4710 Cumberland St
Shoreview, MN 55126
File No. 2585-15-25

- Verify if alarm and sprinkler systems are independent or tying into current systems
 - If independent system, they would need their own address

Sincerely,

A handwritten signature in black ink, appearing to read "Nate Berg". The signature is fluid and cursive, with a large loop at the end.

Nate Berg
Fire Marshal
Lake Johanna Fire Department



Robert Warwick <rwarwick@shoreviewmn.gov>

meeting: Southview Senior Communities

Nancy Krupa <nancykrupa@comcast.net>

Thu, Jul 23, 2015 at 2:54 PM

To: rwarwick@shoreviewmn.gov

My comment regarding the proposed expansion:

We are living in a world of big buildings. I had hoped that the lovely expanse of green could be developed into something of beauty: pathways, benches, flower gardens, perhaps a fountain and some more trees for beauty and shade. I'm sure the senior residents would find it more mentally and physically comforting and less "institutionalized." I had even hoped that the Shoreview Garden Club might want to pair up with some of the residents who had to leave flower gardens behind and who would enjoy/benefit tending the gardens. But another building is another "for profit" venture. Could it possibly be scaled back to leave more room for nature?

Nancy Krupa
4727 Cumberland St.
Shoreview, MN 55126



Robert Warwick <rwarwick@shoreviewmn.gov>

Concerning 4710 Cumberland Street

Clint Spieler <clintspieler@gmail.com>

Mon, Jul 20, 2015 at 10:48 AM

To: rwarwick@shoreviewmn.gov

Concerning 4710 Cumberland Street

Hello Rob,

I am concerned about this project. It is 40 feet high just 43 feet from Hodgson. When the original plans of this space was issued years ago it was said it should be single story building in that spot. Why are we allowing this change? I own the house directly across the street at 4701 Hodgson Rd. Why do they need more senior housing? I am opposed to a 40 foot building directly across the street. This addition will continue the negatively effect on my property.

Sincerely,

Clint Spieler

847-533-3052



Robert Warwick <rwarwick@shoreviewmn.gov>

Proposed construction at Southview Senior Communities

Terrence Scott <trscott2@hotmail.com>

Mon, Jul 20, 2015 at 8:53 PM

To: "rwarwick@shoreviewmn.gov" <rwarwick@shoreviewmn.gov>

Rob,

My name is Terry Scott and my spouse is Cindy Wiedewitsch. We live at 4715 Hodgson Rd., directly across the street from the proposed addition. We are concerned with this proposed addition of a 3 story 34 room unit 40 ft. from Hodgson Road and directly in our view. The original planning for this property called for an office building of one or two stories where the proposed three story 34 unit senior apartment building is being requested. The issues we have are why the change, why the increase in height (40 plus feet), new usage, increase in parking spaces, overall traffic, noise, and volume of occupancy/usage? Our primary residential location is becoming primarily commercial with a serious current and future loss in residential property value and desirability as a potential sellable property. We are losing value and potential options as we near retirement. This doesn't seem fair. We want to voice our objection to this change and hope there is some consideration for those affected.

Sincerely,

Terry Scott

Sent from my iPad



PROPOSED MOTION

MOVED BY COMMISSION MEMBER: _____

SECONDED BY COMMISSION MEMBER: _____

To recommend the City Council approve the Comprehensive Plan Amendment, Rezoning, Preliminary Plat, and Planned Unit Development – Development Stage requested by Southview Senior Communities for the properties at 4710 Cumberland Street.

Comprehensive Plan Amendment

1. The amendment changes the land use designation from RL, Low Density Residential, RM, Medium Density Residential, and O, Office to HSR, High Density Senior Residential.
2. Review and approval of the amendment by the Metropolitan Council.

Rezoning

1. Approval of the rezoning is contingent upon approval of the Comprehensive Plan Amendment changing the designated land use to HSR, High Density Senior Residential.
2. This approval rezones the property legally described as Lot 23, Auditor's Subdivision No. 82 (previously known as 4696 Hodgson Road) from UND to PUD, Planned Unit Development.
3. The applicant is required to enter into a rezoning/development agreement with the City.
4. Rezoning is not effective until a rezoning/development agreement is executed.

Preliminary Plat

1. The approval permits the development of a multi-dwelling senior residential development with two buildings on the single lot. The existing 105-unit building and associated site improvements will remain. A new 3-story, 34-unit apartment building and associated site improvements will be constructed.
2. A public use dedication fee shall be submitted as required by ordinance prior to release of the final plat by the City.
3. The final plat shall include drainage and utility easements along the property lines and over stormwater management infrastructure areas. Drainage and utility easements along the front and rear lot lines shall be 10 feet wide and along the side lot lines these easements shall be 5 feet wide, and as otherwise required by the Public Works Director.
4. The Final Plat shall be submitted to the City for approval with the Final Stage PUD application.

Planned Unit Development – Development Stage

1. Approval is contingent upon approval of the Comprehensive Plan Amendment and Rezoning of this property for office use.
2. This approval permits the construction of a 3-story, 34 unit senior apartment building in accordance with the plans submitted as part of this application. The plans are subject to revisions as specified in the conditions.

3. The applicant is required to enter into a Site Development Agreement and Erosion Control Agreement with the City. Said agreements shall be executed prior to the issuance of any permits for this project.
4. The tree removal plan shall be updated to reflect current tree diameters. Landmark trees removed shall be replaced at a rate of three replacement trees for each landmark tree removed.
5. The items identified in the memo from the City Engineer must be addressed prior to the City's review of the Final Stage PUD plans and Final Plat.
6. The applicant shall submit a luminaire plan and exterior lighting details with the Final Stage PUD and Final Plat submittal.
7. Approval of the final grading, drainage, utility, and erosion control plans by the Public Works Director, prior to submittal to the City of applications for Final Plat and PUD – Final Stage.
8. This approval shall expire after two months if the Planned Unit Development - Final Stage application has not been submitted for City review and approval, as per Section 203.060 (C)(6).

This approval is based on the following findings:

1. The proposed Comprehensive Plan Amendment and Rezoning are consistent with the policies of the Comprehensive Plan related to land use and recent findings of the Highway Corridors Transition Study.
2. The proposed change in use from low- and medium density-residential, and office to high density senior residential will not adversely impact the planned land use of the surrounding property.
3. The proposal will also diversify the City's housing stock by providing additional housing choice for area seniors.
4. The proposal will not impede or otherwise conflict with the planned use of adjoining property
5. The development will be connected to public water and sanitary sewer.

VOTE:

AYES:

NAYS:

Regular Planning Commission Meeting
July 28, 2015

T:\2015 Planning Cases files\2585-15-28 4710 cumberland southview\pcmotion

TO: Planning Commission
FROM: Kathleen Castle, City Planner
DATE: July 23, 2015

SUBJECT: File No. 2582-15-25, Oak Hill Montessori School, 4685 and 4693 Hodgson Road

INTRODUCTION

Oak Hill Montessori School, 4665 Hodgson Road, owns the adjoining properties at 4685 and 4693 Hodgson Road and is proposing a two-phase project that would provide additional office and parking space for the school. The first phase is the conversion of the existing single family home at 4693 Hodgson Road to office for some of the administrative staff. The second phase is the demolition of the home at 4685 Hodgson Road for the expansion of the existing off-street parking lot. In order to proceed, the following applications have been submitted by Oak Hill:

4685/4693 Hodgson Road

- 1) Comprehensive Plan Amendment – To change the designated RL, Low Density Residential Land Use Designation to INST, Institutional.
- 2) Rezoning – To change the zoning district from R1, Detached Residential to O, Office

4693 Hodgson Road

- 1) Site and Building Plan Review – To convert the existing single-family residential home into office space for the school.

PROJECT DESCRIPTION

Oak Hill's school facility is located at 4665 Hodgson Road, north of Village Center Drive on Hodgson Road and has an area of 4.52 acres. Oak Hill Montessori School is the owner of both the properties immediately to the north (4685 and 4693) and is proposing to change the designated land use and zoning to be consistent with their existing campus and better reflect the proposed use of the property for school purposes. Improvements to the properties are expected to occur in two phases. Phase one consists of converting the existing home at 4693 Hodgson Road into office space for the school. Other than a ramp to the front entrance, no exterior changes are proposed to the structure or site at this time. This change of use requires Site and Building Plan Review through the City. Please see the attached plans.

The second phase consists of demolishing the home at 4685 Hodgson Road for a future parking lot expansion. Plans have not yet been submitted for this phase but are expected within the next few months. Expansion of the parking area does require review by the City through the Site and Building Plan Review process.

SITE CHARACTERISTICS

The property at 4685 Hodgson Road is approximately .95 acres in size and has a width of 101 feet along Hodgson Road and a depth of 411 feet. The property is improved with a single-family

home; two detached accessory structures and has an access to Hodgson Road. Oak Hill has previously used the rear portion of the site for school related activities including field games, gardening and one special event. The single-family home has also been rented out in the past.

4693 Hodgson Road was recently divided with the rear part of this property being combined with the property to the west at 4694 Mackubin Street. This parcel has a lot area of .85 acres, a width of 109 feet along Hodgson Road and a depth of 368 feet. It is also improved with a single-family home including a detached garage and driveway providing access to Hodgson Road.

COMPREHENSIVE PLAN

The properties at 4685 and 4693 Hodgson Road are designated as RL, Low Density Residential (0 to 4 units per acre) and RM, Medium Density Residential (4 to 8 units per acre). Oak Hill is requesting the land use designation be changed to reflect the anticipated school use of the property and have consistency with the INST land use designation of their property at 4665 Hodgson Road.

In accordance with Section 203.053 (D), the Planning Commission and the City Council need to consider the following when reviewing a Plan amendment:

- (1) The site and the characteristics of adjoining planned land uses;
- (2) Probable building mass differences;
- (3) Traffic generation;
- (4) Separation to dissimilar land uses;
- (5) Carrying capacity of the site (sewer, water, access, topography, etc.), and
- (6) Buffering potential of dissimilar but adjoining land uses

The City Council may grant or deny the amendment based on 4/5ths majority vote of the Council.

DEVELOPMENT CODE REQUIREMENTS

The property at 4665 Hodgson Road is zoned O, Office which allows private schools as a permitted use. The properties at 4685 and 4693 are zoned R1, Detached Residential. While private schools are also allowed as a permitted use in this district, and an application to rezone the property to O, Office has been submitted. With this zoning change, the zoning for the school owned properties would be consistent.

In accordance with Section 203.052 (C), the Planning Commission and the City Council needs to consider the following when reviewing a rezoning request:

- (1) Whether the proposed zoning is consistent Comprehensive Plan policies and intent of the Development Code
- (2) The proposed development will not significantly and adversely impact the planned use of the surrounding property
- (3) The applicant is willing to enter into a Development Agreement

Properties in the O, Office District (Section 205.044) are required to have a minimum lot width of 100 feet. Structures must maintain the following minimum setbacks: front yard of 50 feet; side yard of 10 feet, except that on the side yard of a corner lot the setback shall be 30 feet; and rear yard of 20 feet; provided however that in all circumstances where an Office District abuts property planned for residential use, there shall be a minimum setback of 50 feet from the residential property line. The maximum lot coverage cannot exceed 70% but can be increased to 75% if best management practice measures are taken to minimize negative effects on the environment.

The Site and Building Plan review process (Section 203.041) enables the City to publically review the plans and determine the impacts on the planned land use of adjoining properties. The City Council has the authority to approve the proposed use upon the finding that it will not impede or otherwise conflict with the planned use of adjoining property (Section 205.044 (B)). Conditions may be attached to an approval insuring that the use will not interfere with the planned land use of the surrounding property.

STAFF REVIEW

The proposal was reviewed in accordance with the Comprehensive Plan policies and zoning standards.

Comprehensive Plan

Surrounding land uses include commercial to the south, low density single-family residential to the west and north and high density senior residential to the east. Also, east of the property, in the City of North Oaks, are institutional and commercial uses.

The quasi-public school use of the property at 4665 Hodgson Road (the existing school site) is consistent with the 2008 Comprehensive Plan land use plan (weblink - <http://www.shoreviewmn.gov/government/comprehensive-plan-test>) which guides this property as INST, Institutional. The area along Hodgson Road immediately to the north is included in a Policy Development Area, PDA #9 – Hodgson Road Residential Area. PDA's have been established in areas where parcels may be underdeveloped, pose concerns or present opportunities for development/redevelopment. The designated land use for this area is RL, Low Density Residential (0 to 4 units per acre) and RM, Medium Density Residential (4 to 8 units per acre). The RL designation recognizes the existing single-family residences as an appropriate use, however, it is anticipated that these uses will transition to another form of low or medium density residential. Other single-family residential land uses along this section of Hodgson Road have transitioned to low, medium and high density senior residential.

One policy for this PDA states that the expansion of the School campus may be an appropriate use of the southern part of the area, provided traffic demand management and buffering from the adjoining residential uses are incorporated into the expansion plans. Oak Hill has submitted a Plan amendment to change this land use designation for the two properties to INST, Institutional.

Other Planning Efforts

A study recently completed, Highway Corridors Transition Study, addressed the transition of certain residential neighborhoods and uses adjacent to arterial corridors such as Hodgson Road. The Study did analyze the land uses north of Village Center Drive and south of the Applewood Pointe development, 4785 Hodgson Road. The findings indicated that the expansion of Oak Hill Montessori School to the north is an appropriate use due to the characteristics of the transportation corridor and changing land use along this segment of Hodgson Road. Further, the study recognized that the transition of the other single-family uses to a medium density residential use would be appropriate.

Staff believes the proposed INST, Institutional land use designation is suitable for these properties due to the policies of the PDA and recent findings with the Highway Corridors Transition Study. The INST designation has been established for public and quasi-public uses, including public and private schools. The intensity of the proposed use is compatible with the planned use of the surrounding properties, specifically those on Hodgson Road. The overall site does have sufficient land area to buffer the school use from the adjoining single-family homes to the north and west. In addition, the site is served by an arterial roadway and will not have traffic impacts on local residential streets.

Rezoning

The existing school site at 4665 Hodgson Road is zoned O, Office which allows quasi-public uses through Site and Building Plan Review. This designation is proposed for the properties at 4685 and 4693 Hodgson Road, in order to create a consistent zone for the property owned by Oak Hill.

Both of the parcels comply with the minimum lot standards for the Office District. The existing single-family home at 4693 is also setback approximately 60-feet from the adjoining residential property to the north, exceeding the minimum 50-foot structure setback required.

When considering a rezoning request, the City needs to consider the following criteria:

- 1) *That the proposed rezoning is consistent with the policies of the Comprehensive Guide Plan and with the general purpose and intent of the development regulations.*

Oak Hill is seeking a Comprehensive Plan Amendment to change the designated land use to INST, Institutional. The proposed expansion of the school is consistent with the policies of the Policy Development Area #9 and with the recent findings of the Highway Corridor Transition Study.

- 2) *That the development facilitated by the proposed rezoning will not significantly and adversely impact the planned use of the surrounding property.*

The proposed institutional use of the property will not adversely impact the existing adjoining low-density detached residential uses to the north or west. Institutional uses, including schools, are generally located in or adjacent to residential neighborhoods and are

zoned as residential. Access to the property will continue to be provided from Hodgson Road, an arterial roadway and can accommodate the traffic generated by this land use. There will be no impacts on the local residential street system.

The reuse of 4693 Hodgson Road as office will have minimal impact on the nearby residential land uses. No exterior changes are being proposed at this time with the exception of a handicap accessible ramp at the front entryway. Parking for this use will be provided in the main parking area for the school facility. Significant exterior site changes will require public review through the Site and Building Plan review process.

The future use of the property at 4685 Hodgson Road for parking purposes should not significantly impact the nearby residential land uses. This site, in combination with the other two properties, has adequate area and depth to buffer a future parking lot from the adjoining residential uses.

The existing low density single-family residential land uses along this portion of Hodgson Road may transition over time as seen in other areas of elsewhere in this corridor. Land uses along this section of Hodgson Road have intensified with the recent senior housing developments. The proposed use is consistent with the policies of the PDA #9 in the Comprehensive Plan and recent Highway Corridors Transition Study.

3) *The developer is willing to enter into a rezoning/development agreement with the City.*

As a condition of approval, the developer will be required to enter into a rezoning/development agreement with the City. The Commission should note that residential uses are not permitted in the Office District. Oak Hill has stated that they are planning to demolish the existing single-family home at 4685 this fall for the parking lot expansion. While this is the intent, Staff believes it is the City's interest to specify a time period in which this structure(s) needs to be removed. Use restrictions should also be placed on the structure at 4693 to insure that the office use relates to the School use.

SITE AND BUILDING PLAN REVIEW – 4693 HODGSON ROAD

Oak Hill is proposing to convert the existing single-family residential home at 4693 Hodgson Road to office use for their school facility. Interior remodeling of the school is currently underway and intended address their needs for the infant and toddler programs. This remodeling displaces existing office spaces which need to be relocated elsewhere. The conversion of the existing house at 4693 Hodgson Road to office will meet Oak Hill's current needs.

No exterior improvements to the home (with the exception of the accessibility ramp) and site are proposed at this time. Minor remodeling to the interior of the home is proposed in order to comply with the Building Code requirements for this type of occupancy. Three office areas would be provide on the first floor, with a staff break room and an office/storage area will be provided on lower level along with the mechanical room. Oak Hill anticipates that up to 6 employees will utilize this space. Regular office hours are 8 to 4:30 Monday through Friday.

In Staff's opinion, the proposed use will not have an impact on the adjoining properties since the changes are confined to the interior of the structure. Staff is recommending conditions be attached to insure that the office use is for Oak Hill and not other tenants or users. Items that may be addressed in the required rezoning/development agreement include the prohibition of leasing to other users or third parties, specifying permitted occupancies, parking and the use of the accessory structure and exterior of the property.

Phase two may include exterior site improvements such as parking and an access driveway on this property. Staff believes it would be appropriate at that time to require buffering and landscape screening to mitigate impacts on the adjoining residential land uses.

PUBLIC/AGENCY COMMENT

Property owners within 350-feet were notified of the request. Comments received expressed concern and opposition to the proposed use and expansion of the school. These concerns relate to an increase in noise level, traffic, activity levels and impact on property values.

The Lake Johanna Fire Marshal also reviewed the plans and provided comments related to occupancy for the 4693 Hodgson Road property.

Ramsey County Public Works Senior Planner Joe Lux responded and stated the County does not have concerns regarding the conversion but suggests that access onto Hodgson Road be addressed in the future.

RECOMMENDATION

The development plans have been reviewed in accordance with the Comprehensive Plan and Development Code. The proposed institutional use is consistent with the Comprehensive Plan's policies related to PDA #9 for this property and recommendations of the Highway Corridor Transition Study. The rezoning of the property to O, Office for the school use will not have a significant or adverse impact on the adjoining residential properties. In addition, the conversion of the existing home at 4693 Hodgson Road will not impede or otherwise conflict with the planned use of adjoining property. In Staff's opinion, the criteria and findings for the submitted applications have been met. The staff is recommending the Commission recommend approval to the City Council subject to the following conditions:

4685/4693 Hodgson Road

Comprehensive Plan Amendment

1. The amendment changes the land use designation from RL, Low Density Residential to O, Office.
2. Review and approval of the amendment by the Metropolitan Council.

Rezoning

1. Approval of the rezoning is contingent upon approval of the Comprehensive Plan Amendment changing the designated land use to O, Office.
2. This approval rezones the properties from R1, Detached Residential to O, Office.
3. The applicant is required to enter into a rezoning/development agreement with the City. This agreement will address the removal of the residential structures at 4685 Hodgson Road in addition to other items required for the site and building plan approval for 4693 Hodgson Road.
4. Rezoning is not effective until a rezoning/development agreement is executed.

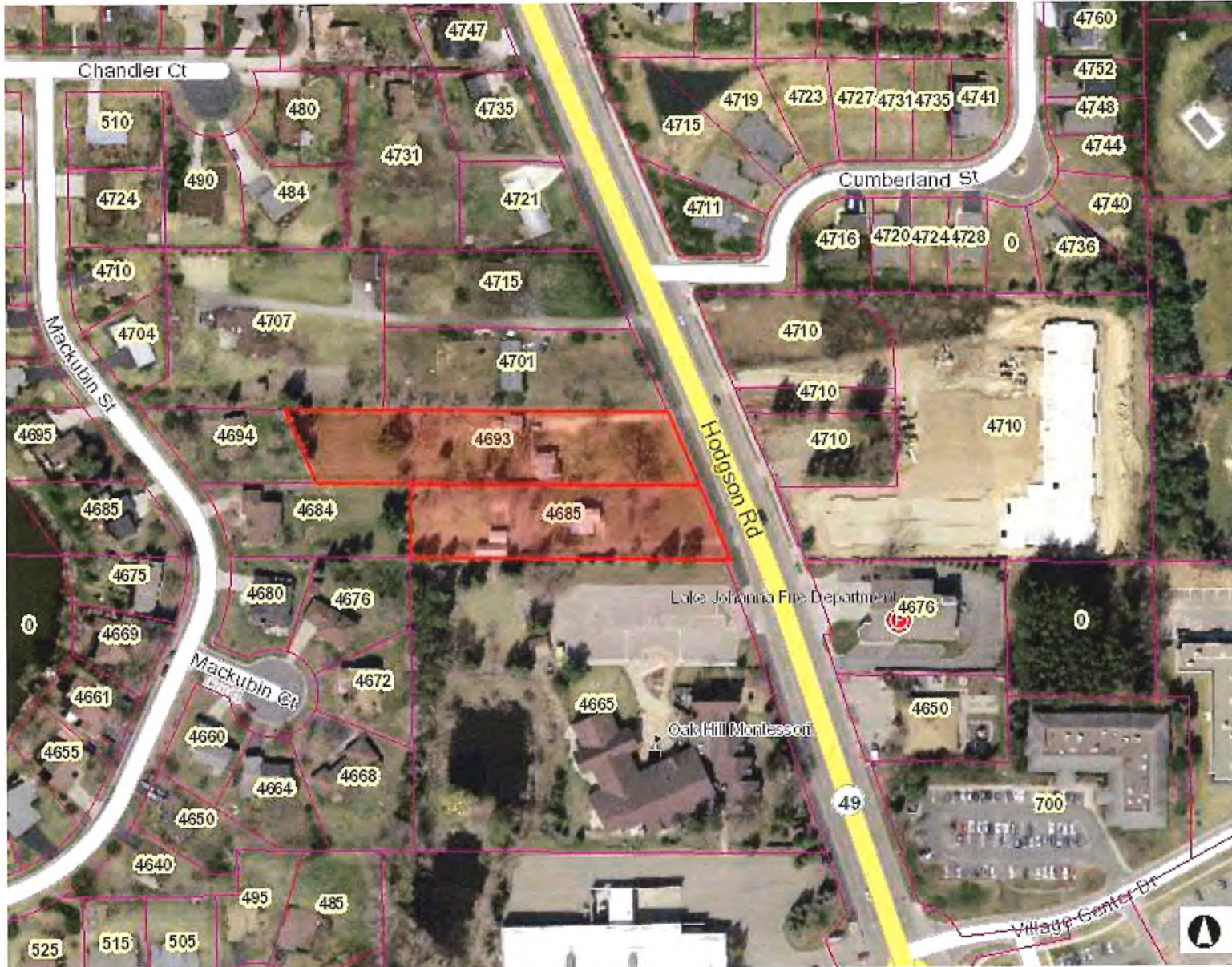
4693 Hodgson Road

Site and Building Plan Review

1. Approval is contingent upon approval of the Comprehensive Plan Amendment and Rezoning of this property for office use.
2. This approval permits the conversion of the single-family residential home, 4693 Hodgson Road, into an office building for Oak Hill Montessori School in accordance with the plans submitted as part of this application dated June 22, 2015. The plans are subject to revisions as specified in the conditions.
3. Office use shall be exclusively for Oak Hill Montessori School and not be leased to another tenant or user, unless the property is sold to another party.
4. The applicant is required to enter into a Use – Development Agreement with the City addressing the following items: leasing to other users or third parties, permitted occupancies, parking, the use of the accessory structure and exterior of the property and future sale of the property.
5. The applicant shall address the comments submitted by the Fire Marshall with the building permit submittal.
6. The Building Official is authorized to issue a building permit for the project, upon satisfaction of the conditions above.

Attachments

- 1) Aerial Location Map
- 2) Pictometry Photos
- 3) Comprehensive Plan/Zoning Map
- 4) Applicant's Statement
- 5) Submitted Plans
- 6) Letter dated July 6, 2015 – Ramsey County Public Works, Joseph Lux
- 7) Letter dated July 13, 2015 – LJFD Fire Marshal, Nate Berg
- 8) Request for Comment
- 9) Motion



Legend



- City Halls
- Schools
- Hospitals
- Fire Stations
- Police Stations
- Recreational Centers
- Parcel Points
- Parcel Boundaries
- County Borders
- Airports

Notes

4693/4685 Hodgson Road

400.0 0 200.00 400.0 Feet

NAD_1983_HARN_Adj_MN_Ramsey_Feet
© Ramsey County Enterprise GIS Division

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



Oak Hill Montessori School

Print Date: 07/02/2015
Image Date: 03/25/2012
Level: Neighborhood

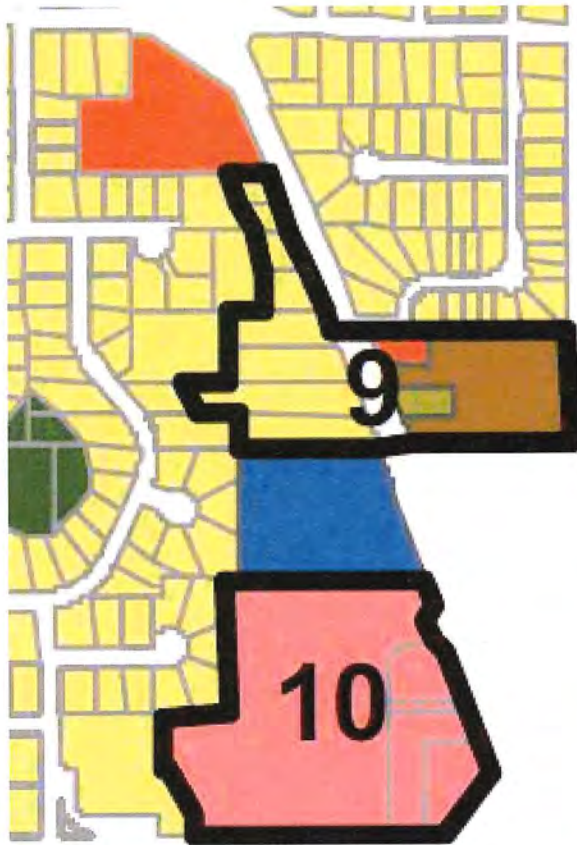


Oak Hill Montessori School

Print Date: 07/02/2015
Image Date: 03/25/2012
Level: Neighborhood

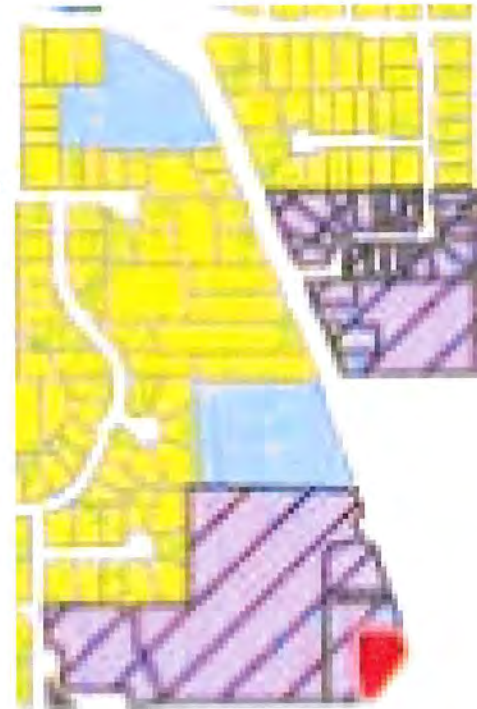
COMPREHENSIVE PLAN – PLANNED LAND USE MAP

ZONING MAP



Legend

- PDA Boundaries
- Planned Land Use**
- Residential (up to 4 units/acre)
- Residential (4 - 8 units/acre)
- Residential (8 - 20 units/acre)
- High Density Senior Residential
- Office
- Commercial
- Mixed Use
- Business Park
- Tower
- Light Industrial
- Institutional
- Park
- Recreational Open Space
- Natural
- Railroad
- Open Water



Zoning Classifications

- RE - Residential Estate
- R1 - Detached Residential
- R2 - Attached Residential
- R3 - Multi-Dwelling Residential
- R4 - Mobile Home Residential
- C1 - Retail Service
- C2 - General Commercial
- OFC - Office
- I - Industrial
- T - Tower
- OS - Open Space
- PUD - Planned Urban Development



MEMORANDUM

Date: June 16, 2015

To: Ms. Kathleen Castle, City of Shoreview

FR: A. Peter Hilger, AIA *A. Peter Hilger*

RE: Rezoning and Comp Plan Amendment, 4685 and 4693 Hodgson Road

This memo is in support of our application to rezone the above referenced property, presently zoned R-1, to an Office use for Oak Hill Montessori School. Further, we request a Comprehensive Plan Amendment to change the land use designation from RL to Institutional. Please consider the following in support of our request:

Proposed Development

Oak Hill Montessori School has been gradually acquiring adjacent residential properties as their Owners were prepared to sell, and has now fully acquired both the above referenced residential properties immediately north of the existing school, and wish now to change their zoning and Guide Plan designation to appropriately reflect planned long range institutional use of the land for the school. 4685 Hodgson will be demolished to make way for an expanded parking lot, and 4693 will be used temporarily as a school office.

Summary:

Based upon the information presented above, we respectfully request the City of Shoreview approve the rezoning and recommend approval of the Comprehensive Plan Amendment as described herein.

If you have further questions, please advise.

cc: Ms. Kathy Anderson, Ms. Jean Melancon

MEMORANDUM

Date: June 16, 2015

To: Ms. Kathleen Castle, City of Shoreview

FR: A. Peter Hilger, AIA

RE: Site and Building Plan Review, 4693 Hodgson Rd (Hipkins)

This memo is in support of our application to rezone the above referenced property, hereby known as the Hipkins property, presently zoned R-1, to an Office use for Oak Hill Montessori School. Please consider the following:

Proposed Development

Oak Hill Montessori School is planning to perform some interior remodeling this summer that will adjust age groups in various classrooms to accommodate a growing demand for their infant and Toddler programs. Recently, the City of Shoreview approved an addition of a pre-school Children's House classroom annexed to the south. This addition was postponed in favor of lesser cost internal shuffling. This remodeling will necessarily displace existing office uses, and since Oak Hill will have obtained fee title ownership to the Hipkins property, the plan is to use the existing residential structure for offices. Expansion off the existing Oak Hill parking lot is currently being completed and will be the subject of a separate application, to include the Hipkins property as well.

In the meantime, we wish to accelerate minor remodeling to the Hipkins property to accommodate the office use, and will make code improvements, primarily for handicap accessibility. Other than a ramp to the front entrance, no other site or building additions are contemplated - the house will essentially remain "as is" for planning purposes.

We hereby request approval; of the Hipkins R-1 zoning to Office.

Development Impacts:

Per the requirements of the municipal site plan approval, we are not planning any improvements that would affect:

1. Existing drainage patterns, grades and thus erosion control measures are not necessary with this application
2. Existing landscaping (no new landscaping is proposed with this application, but will be undertaken with the parking lot expansion)
3. Site lighting, other than to possibly replace existing house mounted convenience lighting.
4. Existing utilities
5. Existing exterior finishes to remain "as is"
6. No signage other than possibly a 16" X 16" plaque sign indicating "Oak Hill Administrative Offices" mounted adjacent the entrance.

7. Traffic patterns, which will be addressed by the parking lott expansion under a separate application

Summary:

Please note, a subsequent application for Final Plat and approval of the Parking Lot Expansion will render this interim decision moot, which will combine all three Oak Hill parcels into once lot with an expanded parking lot servicing this property and the existing school.

Based upon the information presented above, we respectfully request approval of the Hipkins property from R-1 to Office.

cc: Ms. Kathy Anderson, Ms. Jean Melancon
incl: Site plan, Remodel plan

Project Name:

Oak Hill Montessori

Shoreview, Minnesota

Owner/Developer:

Rylaur, LLC

752 Stillwater Road
Mahtomedi, MN 55115

Professional Services:

LOUCKS ASSOCIATES

Planning • Civil Engineering • Land Surveying
Landscape Architecture • Environmental

7200 Hemlock Lane - Suite 300
Maple Grove, MN 55369
Telephone: (763) 424-5505
www.LoucksAssociates.com

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CADD Qualification:

CADD files prepared by the Consultant for this project are instruments of the Consultant professional services. It is the responsibility of the Consultant to ensure that all instruments are accurate and complete. The Consultant shall not be held responsible for any errors or omissions in the instruments or for any damage or loss of instruments or data. The Consultant shall not be held responsible for any damage or loss of instruments or data caused by fire, theft, or other causes beyond the Consultant's control. The Consultant shall not be held responsible for any damage or loss of instruments or data caused by the client or any third party. The Consultant shall not be held responsible for any damage or loss of instruments or data caused by the client or any third party.

500230C-MASTER/DWG/TPO

Revisions:

6-17-15 Drawing Issued

Professional Signature:

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Henry D. Nelson - PLS

17255 License No. 6-17-15 Date

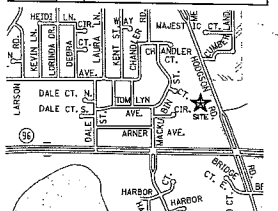
Quality Control:

MJA/TMB

Project Lead: RLL Drawn By: RLL

Checked by: RLL Review Date:

Vicinity Map:



Sheet Title:

Partial Boundary & Topographic Survey

Project No.:

00-230D

Sheet No.:

1 of 1

SURVEY LEGEND

- CATCH BASIN
- STORM MANHOLE
- SANITARY MANHOLE
- WATER MANHOLE
- ◇ HYDRANT
- ⊗ GATE VALVE
- ⊗ POWER POLE
- ⊗ LIGHT POLE
- ⊗ YARD LIGHT
- GUY WIRE
- 972.5 SPOT ELEVATION
- UTILITY PEDESTAL
- ⊗ POST INDICATOR VALVE
- ⊗ SOIL BORING
- MA MAPLE
- PI PINE
- SP SPRUCE
- TR TREE (GEN)
- STORM SEWER
- SANITARY SEWER
- WATERMAIN
- SANITARY SEWER SERVICE
- WATER SERVICE
- UNDERGROUND CABLE TV
- OVERHEAD UTILITY
- CHAIN LINK FENCE
- WOOD FENCE
- CONCRETE CURB
- CONCRETE
- CONTOUR
- ⊗ CONIFEROUS TREE
- ⊗ DECIDUOUS TREE
- THSD THRESHOLD ELEVATION



0 40
SCALE IN FEET

○ DENOTES 1/2 INCH X 14 INCH IRON MONUMENT SET, MARKED "RLS 26724"
● DENOTES IRON MONUMENT FOUND

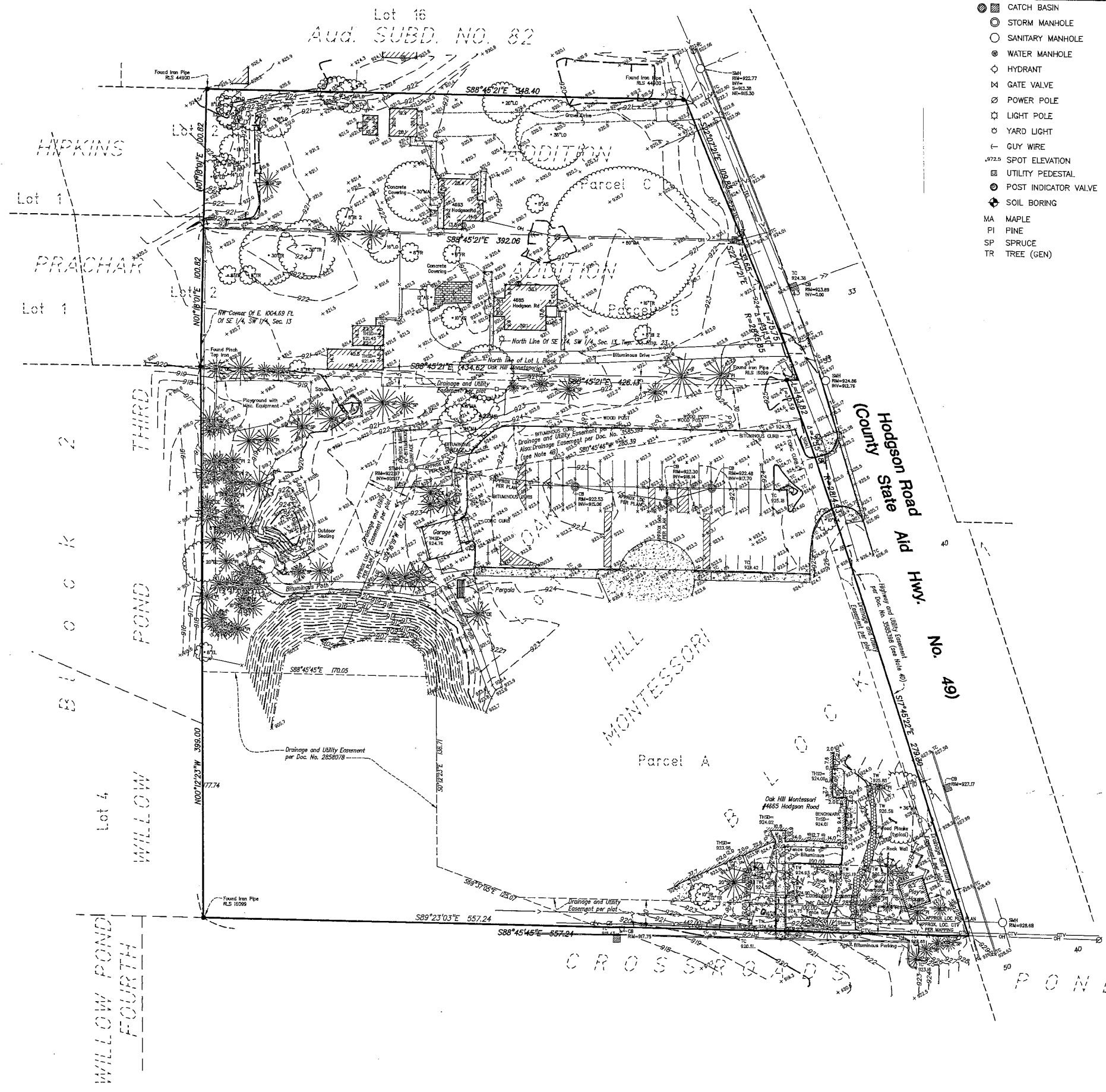
DESCRIPTION OF PROPERTY SURVEYED
(per the hereinafter referenced title commitment)

- Parcel A
Lot 1, Block 1, OAK HILL MONTESSORI, Ramsey County, Minnesota.
- Parcel B
Part of Lot 2, Block 1, Prachar Addition.
- Parcel C
Part of Lot 2, Block 1, Hopkins Addition.

NOTES

- 1) Benchmark: Threshold elevation at the easterly entrance of the Oak Hill Montessori. Elevation = 924.01 feet (City of Shoreview Datum).
- 2) We have shown buried structures and utilities on and/or serving the site Per Gopher State One-Call Ticket No.'s 15041080, 150410582, 150410587 and 150410600. The following utilities and municipalities were notified:

ARVIG	(218) 298-1025
CITY OF NORTH OAKS	(763) 476-6010
COMCAST	(612) 522-8141
CITY OF SHOREVIEW	(651) 490-4661
METRO WASTE COMMISSION	(651) 502-4511
RAMSEY CO PUBLIC WORKS	(651) 266-7100
XCEL ENERGY	(651) 228-2427
CENTURYLINK	(651) 742-6062
ZAYO GROUP	(952) 230-9430
- 3) Utility operators do not consistently respond to locate requests through the Gopher State One Call service for boundary purposes such as this. Those utility operators that do respond often will not locate services from their main line to the customer's structure or facility - they consider those segments private installations that are outside their jurisdiction. If a private service to an adjoining site crosses this site or a service to this site crosses an adjoining site, it may not be located since most operators will not mark such "private" services.
- 4) Snow and ice conditions during winter months may obscure otherwise visible evidence of a buried structure or utility.
- 5) Maps provided by operators, either along with a field location or in lieu of such a location, are very often inaccurate or inconclusive. EXTREME CAUTION MUST BE EXERCISED BEFORE AN EXCAVATION TAKES PLACE ON OR NEAR THIS SITE. BEFORE DIGGING, YOU ARE REQUIRED BY LAW TO NOTIFY GOPHER STATE ONE CALL AT LEAST 48 HOURS IN ADVANCE AT 651/454-0002.
- 6) The property depicted on this survey and the easements of record shown hereon are the same as the property and the easements described in the Commitment for Title Insurance issued by Land Title, Inc. as agent for First American Title Insurance Company, LT File No. 515598 dated March 6, 2015.
- 7) The following remarks reference items in Schedule B, Part II - Exceptions of the herein referenced Title Commitment:
 - a) Item no.'s 1 - 10, 13, 14, 16 and 19 - 23 are not survey related items.
 - b) Item no. 11 is a drainage easement in favor of Ramsey County per Doc. No. 3585399. The description for the location of this easement is non-surveyable, but it appears by the graphic portion of the document, that the easement is within the drainage and utility easement as dedicated on the plat of Oak Hill Montessori across the northerly portion of the site. The client's counsel may wish to pursue this matter further, so as to clear any title issues that may have been created by this document.
 - c) Item no. 12 references the drainage and utility easements as dedicated on the plat of Oak Hill Montessori. These easements are shown hereon along the southerly, the easterly and the northerly sides of the site.
 - d) Item no. 15 is a highway easement in favor of Ramsey County per Doc. No. 3585398. The description for the location of this easement is non-surveyable, but it appears by the graphic portion of the document, that the easement is within the area dedicated as Hodgson Road on the plat of Oak Hill Montessori. The client's counsel may wish to pursue this matter further, so as to clear any title issues that may have been created by this document.
 - e) Item no. 17 is a landscape easement in favor of the City of Shoreview per Document no. 2858077. This easement is shown hereon at the southeast corner of the site.
 - f) Item no. 18 is a drainage and utility easement in favor of the City of Shoreview per Document no. 2858078. This easement lies westerly of, and does not encumber, the area included in this survey.
 - g) This survey was prepared without the benefit of Title Commitment for Parcels B & C.



REMODELING FOR:

HIPKINS HOUSE

OAK HILL MONTESSORI SCHOOL
4665 HODGSON ROAD
SHOREVIEW, MN 55126

NUMBER SHEET NAME

GENERAL

G100 TITLE SHEET

CIVIL

C100 OVERALL SITE PLAN

ARCHITECTURAL

A101 EXISTING LOWER LEVEL DEMOLITION GROUND FLOOR

A102 REMODEL PLANS

A103 TOILET ROOM TYPICALS

DIRECTORY

OWNER

OAK HILL MONTESSORI
4665 HODGSON ROAD
SHOREVIEW, MN 55126
PHONE: 651-484-8242
FAX: 651-484-4130
CONTACT: KATHY ANDERSON
E-MAIL: kathy@oakhillmontessori.org

COMMUNITY DEVELOPMENT

CITY OF SHOREVIEW
4600 VICTORIA STREET NORTH
SHOREVIEW, MN 55126
PHONE: 651.490.4600
CONTACT: KATHLEEN CASTLE
E-MAIL: kcastle@shoreviewmn.gov

ARCHITECT

RYLAUR, LLC
14 PHEASANT LANE
NORTH OAKS, MN 55127
PHONE: (612) 868-3636
CONTACT: A. PETER HILGER, AIA
E-MAIL: philger@rylaur.com

GENERAL CONTRACTOR

SULLIVAN - DAY CONSTRUCTION
3030 HARBOR LANE N.
SUITE 100
PLYMOUTH, MN 55447
PHONE: (763) 231-2411, x11
FAX: (763) 231-7414
CONTACT: STEVE DAY
E-MAIL: sday@sullivanaday.com



RYLAUR, LLC.
P: 612.868.3636
philger@rylaur.com
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PROJECT:

SCHOOL REMODELING
OAK HILL MONTESSORI
SHOREVIEW, MN 55126

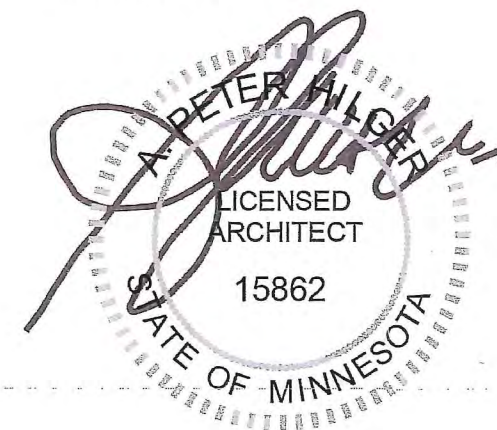
CLIENT:

OAK HILL MONTESSORI
4665 HODGSON ROAD
SHOREVIEW, MN 55126

PERMIT SET

A. PETER HILGER
REG. NO. 15862

I HEREBY CERTIFY THAT THIS PLAN,
SPECIFICATION OR REPORT WAS PREPARED BY
ME OR UNDER MY SUPERVISION AND THAT I AM
A DULY LICENSED ARCHITECT UNDER THE LAWS
OF THE STATE OF MINNESOTA



VIEW OF BACK (WEST SIDE) OF HOUSE



VIEW OF FRONT (EAST SIDE) OF HOUSE

DATE: 7/1/2015

DRAFTED: Author

REVIEWED: Checker

SHEET TITLE:

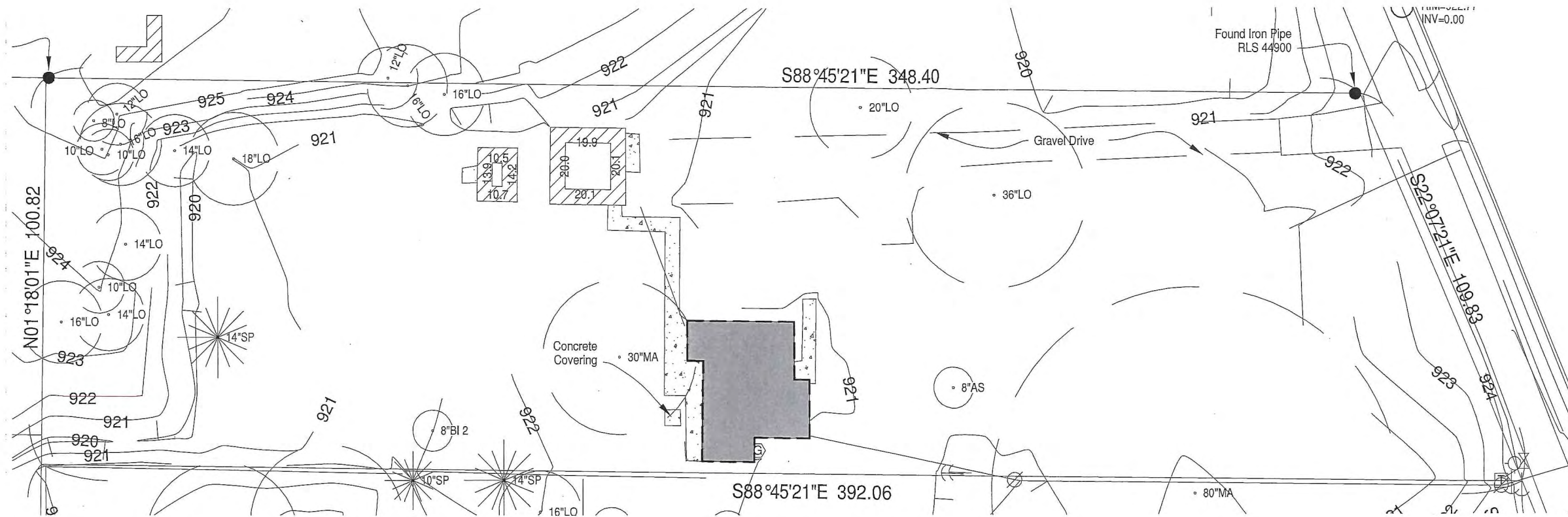
TITLE SHEET

G100

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P: 612.868.3636
philger@rylaur.com
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PROJECT:
SCHOOL REMODELING
OAK HILL MONTESSORI
SHOREVIEW, MN 55126

CLIENT:
OAK HILL MONTESSORI
4665 HODGSON ROAD
SHOREVIEW, MN 55126



AS-BUILT CONDITIONS
HIPKINS ADDITION
4693 HODGSON ROAD
SHOREVIEW, MN 55126



PERMIT SET

DATE: 7/1/2015

DRAFTED: Author

REVIEWED: Checker

SHEET TITLE:
OVERALL SITE PLAN

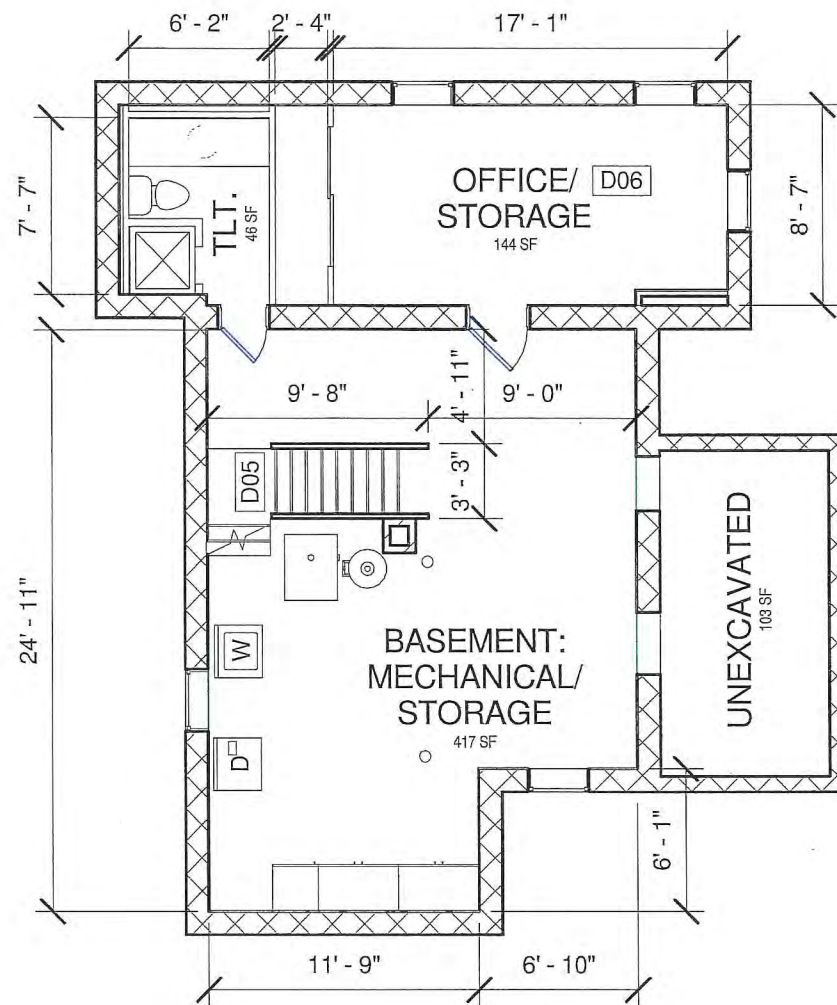
C100

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philger@rylaur.com
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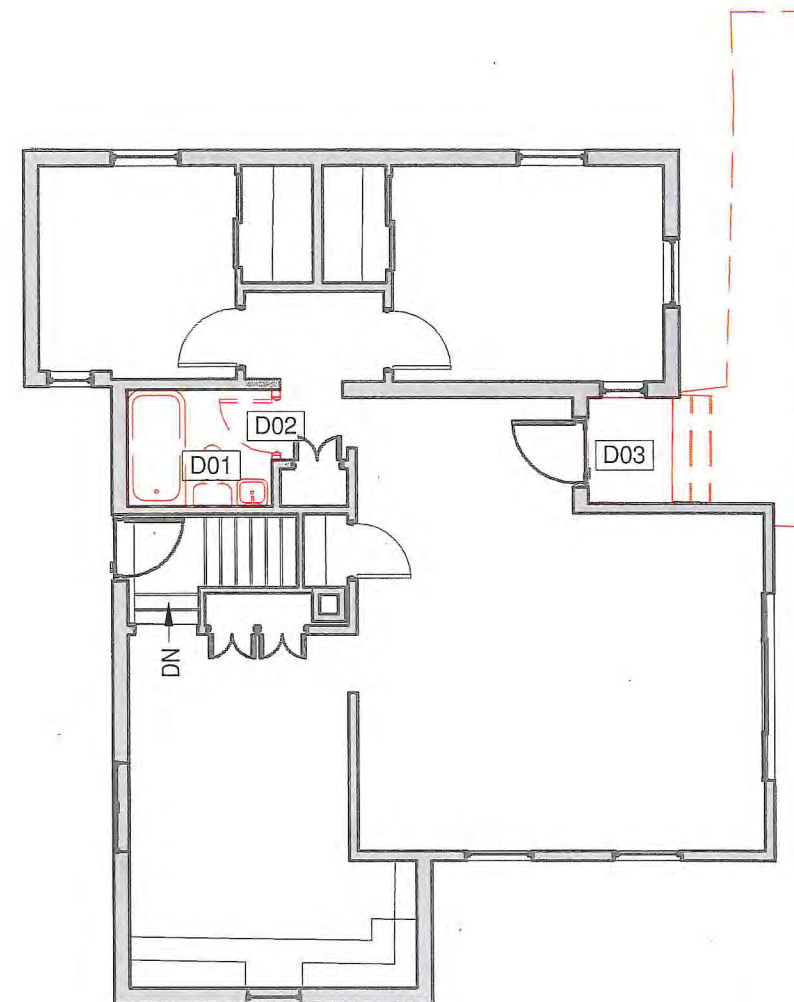
PROJECT:
SCHOOL REMODELING
OAK HILL MONTESSORI
SHOREVIEW, MN 55126

CLIENT:
OAK HILL MONTESSORI
4665 HODGSON ROAD
SHOREVIEW, MN 55126

PERMIT SET



1 HIPKINS HOUSE, LOWER LEVEL
1/8" = 1'-0"



2 MAIN FLOOR DEMOLITION PLAN
1/8" = 1'-0"

A. PETER HILGER
REG. NO. 15862

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ME OR UNDER MY SUPERVISION AND THAT I AM
A DULY LICENSED ARCHIECT UNDER THE LAWS
OF THE STATE OF MINNESOTA



DEMOLITION KEYNOTES	
D01	DEMOLISH BATHTUB, TOILET, AND SINK.
D02	REMOVE EXISTING DOOR AND TURN OVER TO OWNER. DEMOLISH FRAME AND WALLS AS INDICATED
D03	DEOMLISH EXISTING PORCH, LANDING, STAIRS, AND WALKWAY
D05	EXISTING BASEM3ENT STAIRS, NOT CODE COMPLIANT
D06	FUTURE PART-TIME OFFICE

GENERAL NOTES:

- DIMENSIONS ARE ROUNDED TO THE NEAREST INCH.
- AREA CALCULATIONS ARE ROUNDED TO THE NEAREST FOOT.

DATE: 7/1/2015

DRAFTED: APH

REVIEWED: PRG

SHEET TITLE:

EXISTING LOWER LEVEL
DEMOLITION GROUND FLOOR

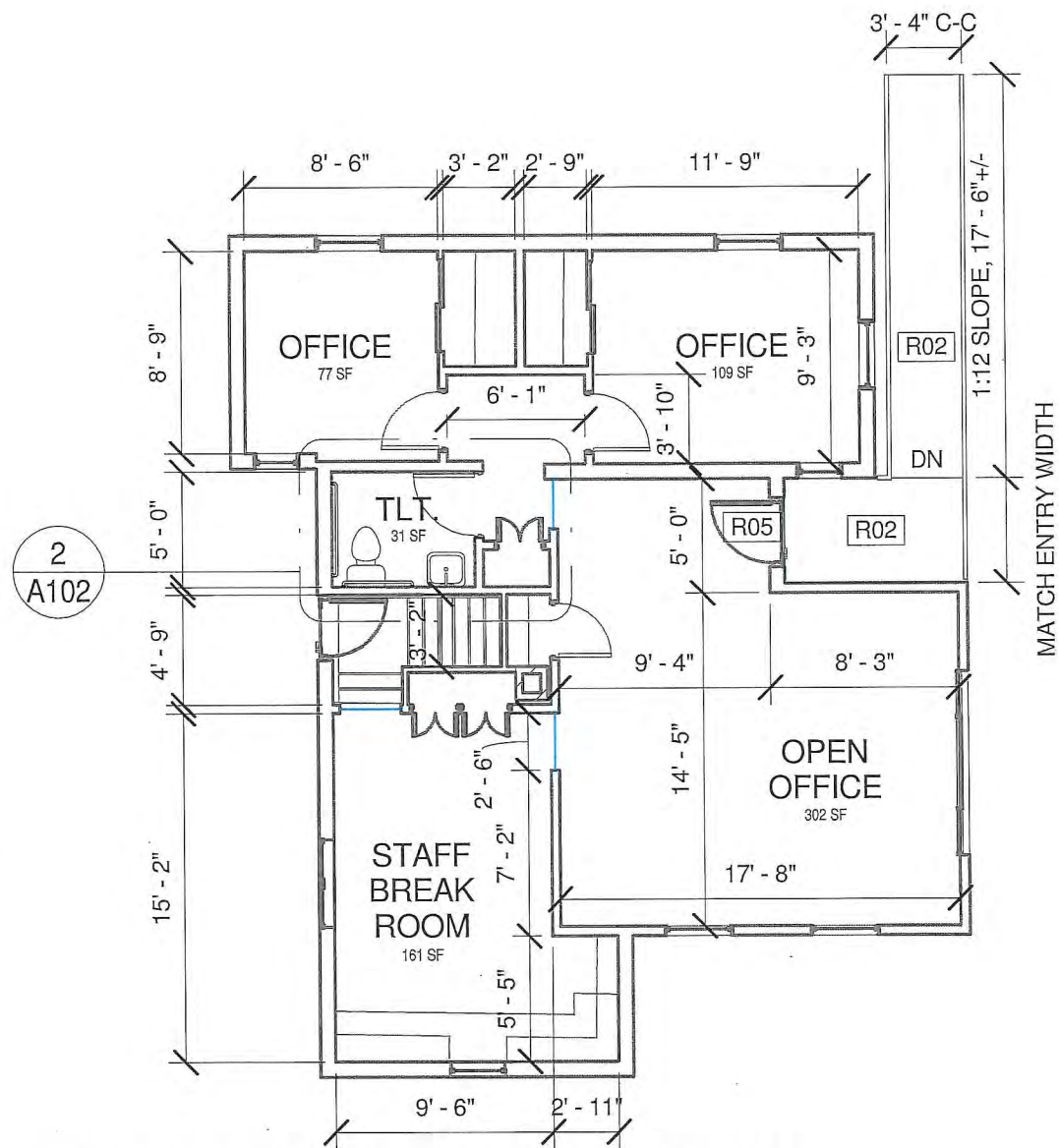
A101

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philger@rylaur.com
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PROJECT:
SCHOOL REMODELING
OAK HILL MONTESSORI
SHOREVIEW, MN 55126

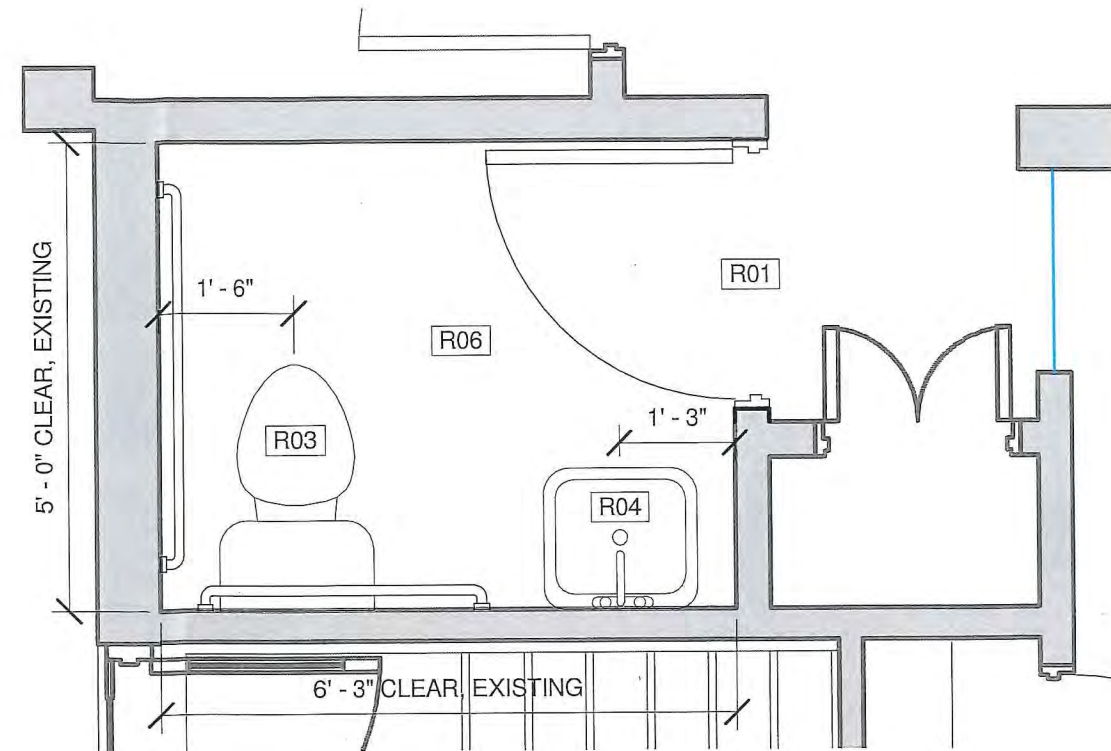
CLIENT:
OAK HILL MONTESSORI
4665 HODGSON ROAD
SHOREVIEW, MN 55126

PERMIT SET



1 MAIN FLOOR REMODEL PLAN
1/8" = 1'-0"

REMODEL KEYNOTES	
R01	INSTALL NEW FLUSH WOOD DOOR AND FRAME, MAX FEASIBLE WIDTH UP TO 34" CLEAR PASSAGE (W/NO CLOSER) X 6'-8" HIGH IN NEW WALL
R02	WOOD RAMP W/SINGLE HANDRAIL, DESIGNED AND BUILT BY CONTRACTOR.
R03	INSTALL NEW TOILET
R04	INSTALL NEW WALL-HUNG LAVATORY AND FAUCET
R05	EXISTING 32" WIDE ENTRY DOOR TO REMAIN
R06	SEE SHEET A103 FOR TOILET ROOM FIXTURE AND EQUIPMENT MOUNTING HEIGHTS



2 ENLARGED BATHROOM PLAN
1/2" = 1'-0"

GENERAL NOTES:

- FINISHES BY OWNER, CONTRACTOR TO COORDINATE.

A. PETER HILGER
REG. NO. 15862

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY SUPERVISION AND THAT I AM A DULY LICENSED ARCHIECT UNDER THE LAWS OF THE STATE OF MINNESOTA



DATE: 7/1/2015

DRAFTED: PRG

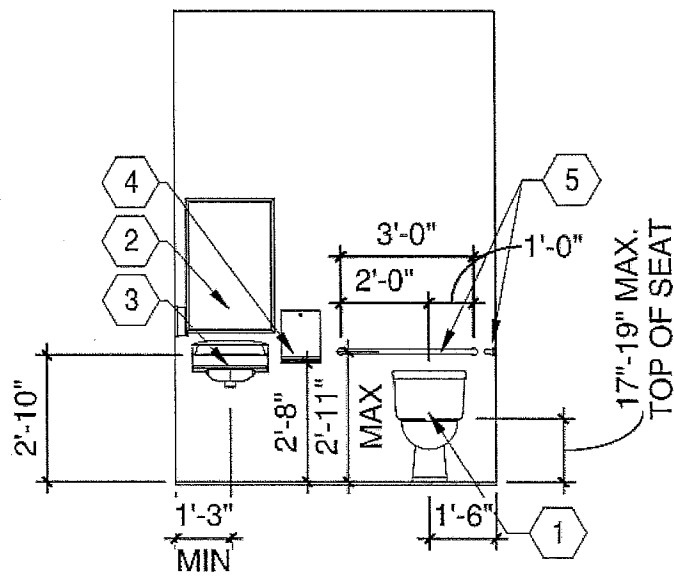
REVIEWED: APH

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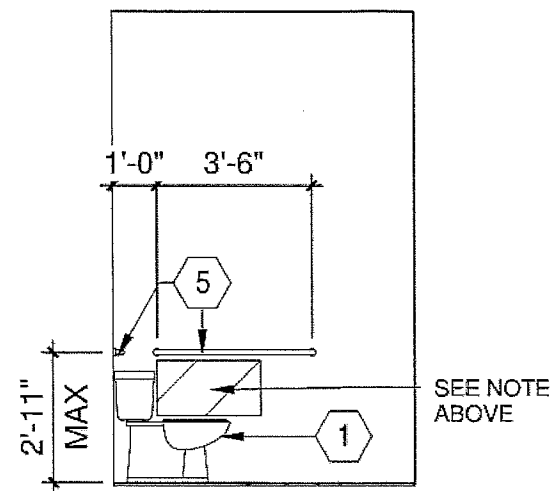
REMODEL PLANS

A102

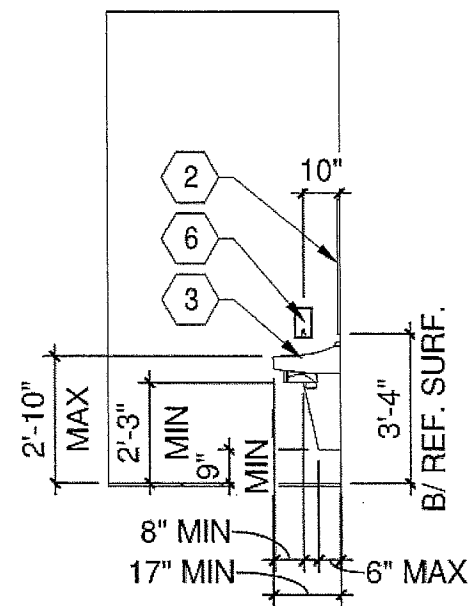
TYPICAL ADULT TOILET ROOM



FRONT ELEVATION



SIDE ELEVATION



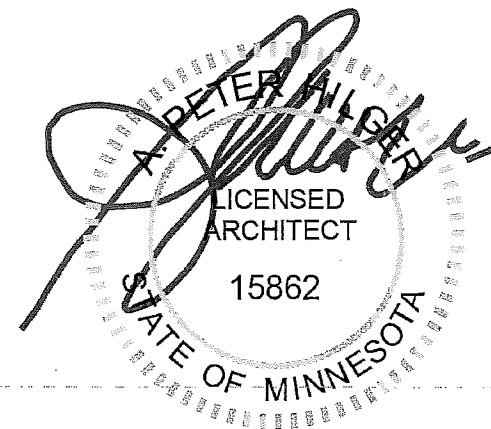
SIDE ELEVATION

KEY TO TOILET ROOM ELEVATIONS

- 1. WATER CLOSET**
- 2. MIRROR/REFLECTIVE SURFACE**
- 3. LAVATORY & FAUCET**
- 4. PAPER TOWEL DISPENSER**
- 5. ADA GRAB BARS**
- 6. LIQUID SOAP DISPENSER**

A. PETER HILGER
REG. NO. 15862

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY SUPERVISION AND THAT I AM A DULY LICENSED ARCHIECT UNDER THE LAWS OF THE STATE OF MINNESOTA



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philger@rylaur.com
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PROJECT:
SCHOOL REMODELING
OAK HILL MONTESSORI
SHOREVIEW, MN 55126

CLIENT:
OAK HILL MONTESSORI
4665 HODGSON ROAD
SHOREVIEW, MN 55126

PERMIT SET

DATE: 7/1/2015

DRAFTED: Author
REVIEWED: Checker

SHEET TITLE:
TOILET ROOM TYPICALS

A103

July 6, 2015

Kathleen Castle
City Planner
City of Shoreview
4600 N. Victoria St.
Shoreview, MN 55126

**OAK HILL MONTESSORI SCHOOL- CONVERSION OF HOME AT 4693 HODGSON ROAD
(RAMSEY COUNTY STATE AID HIGHWAY 49) TO OFFICE**

Dear Kathleen:

We have reviewed the drawings you sent for the conversion of the home at 4693 Hodgson Road to be converted to an office for the Oak Hill Montessori School. Ramsey County Public Works has no objections to this proposal. We do suggest that at some point, it may make sense for the accesses for this unit, the school, and the property owned by Oak Hill Montessori between the two to be combined for safer ingress and egress from Hodgson Road, should further redevelopment occur.

Please let me know if there are any questions or concerns.

Sincerely,



Joseph Lux
Senior Planner

C: Tom Wesolowski, Shoreview City Engineer
Erin Laberee, Ramsey County Traffic Engineer



LAKE JOHANNA FIRE DEPARTMENT

5545 LEXINGTON AVENUE NORTH • SHOREVIEW, MN 55126
OFFICE (651) 481-7024 • FAX (651) 486-8826

July 13th, 2015

Oak Hill Montessori School
4685/4693 Hodgson Rd
Shoreview, MN 55126

File No. 2582-15-25

- 4685 Hodgson Rd
 - No comments
- 4693 Hodgson Rd
 - Verify square footage of the house
 - Verify an occupancy of 49 or less
 - ADA – determined by building official
 - What is long term plan with the property?

Sincerely,

A handwritten signature in black ink, appearing to read "Nate Berg". The signature is fluid and cursive, with a large loop at the end.

Nate Berg
Fire Marshal
Lake Johanna Fire Department



Kathleen Castle <kcastle@shoreviewmn.gov>

Proposed Oak Hill Montessori Expansion

Terrence Scott <trscott2@hotmail.com>

Mon, Jul 20, 2015 at 9:52 PM

To: kcastle@shoreviewmn.gov

My name is Terry Scott and my spouse is Cindy Wiedewitsch and we live at 4715 Hodgson Road (two properties north of the proposed expansion). We are concerned with their parking lot expansion and conversion of house (4693 Hodgson Rd) to office space as it could significantly increase the noise level, traffic, and loss of value of our residential property now potentially only two doors away. This conversion of residential to commercial property in the middle of Shoreview neighborhoods is becoming a big concern as it relates to our residential property values (and ability to sell at a reasonable value as we near retirement) going forward. We also understand the movement of the main entrance to the school may also move to the 4693 location further encroaching on our property. None of this seems fair or reasonable without further input. We have concerns with this expansion and the potential detriments it creates to our property at 4715 Hodgson Rd. We look forward to further discussion and consideration on this proposal.

Terry Scott & Cindy Wiedewitsch

Sent from my iPad

Oak Hill Montessori School

4685/4693 Hodgson Road

Comprehensive Plan Amendment, Rezoning, Site and Building Plan Review

File No. 2582-15-25



Hello Kathleen,

My name is Clint Spieler and I own the property at 4701 Hodgson Rd. I stopped into the Montessori School and talked with Kathy. She told me that the new entrance to the School will be at 4693. Therefore I will eventually have an entrance to the school that will see hundreds or more of cars each day adjacent to my property. My property is a very nice single family home on a nearly 1 acre lot. It is a beautiful lot and home and nicely pushed back away from the busy road. This School expansion is killing my property value and causing all sort of commotion and noise. It is my belief that they should have to protect my property from the commotion and the noise. I encourage you to come over and listen to the sounds of screaming kids while they are at play. I would like to see the School put up a fence, shrubs, trees and help with soundproofing my windows. Currently even with windows closed you can hear the children.

I am opposed to changing the property zoning to Institutional without a road in between my property which is zoned residential. If this goes through I will have a busy institution as my neighbor. How will I ever be able to sell this house now? This is not fair and I believe that my property needs to be thought about by the School. They need to think about keeping my privacy important. Under the current plan thousand of people will be looking into my yard and house as they drive into the school every day! Within the last year I have had 1 theft from a car and vandalism to my exterior shed. I am not looking forward to having all the additional people exposed to my property without a fence, shrubs and trees blocking views.

I am asking that the City do what is fair and stand up for me. Please make the School put up a privacy fence, trees, shrubs, and sound proof my windows.

Sincerely,

Clint Spieler



Kathleen Castle <kcastle@shoreviewmn.gov>

Oak Hill Montessori School

Greg Mikre <gmikre@yahoo.com>

Mon, Jul 13, 2015 at 10:07 AM

To: "kcastle@shoreviewmn.gov" <kcastle@shoreviewmn.gov>

I am the home Owner at 4707 Hodgson Road .

My issues with the future expansion are as follows

1. Noise annoyance level in my home especially in daytime hours as I sleep (due to evening work shifts) have become a nuisance preventing sleep

Requesting noise reduction program similar to what is done for homes by the Airport by MAC .This includes and not limited to noise reducing windows ,insulation and siding material shown to aid noise levels

2. Request a professional landscape project for appearance and noise reduction improvement

Items such as a composite wood fence (for reduced future maintenance)on the south and east side of my property with Pine trees in front of fence which would aid in year around noise reduction as well as help privacy and security issues on my property

Noise level is already a issue and will only increase as the increase of students and expansion of the school goes forward

I will attempt to put together estimates from licensed contractors for these changes to my home .I can be reached at [gmikre@ yahoo.com](mailto:gmikre@yahoo.com)

Sincerely Greg Mikre
4707 Hodgson resident

Sent from my iPhone

MOTION

MOVED BY COMMISSION MEMBER: _____

SECONDED BY COMMISSION MEMBER: _____

To recommend the City Council approve the Comprehensive Plan Amendment, Rezoning and Site and Building Plan Review as requested by Oak Hill Montessori School for the properties at 4685 and 4693 Hodgson Road.

4685/4693 Hodgson Road

Comprehensive Plan Amendment

1. The amendment changes the land use designation from RL, Low Density Residential to O, Office.
2. Review and approval of the amendment by the Metropolitan Council.

Rezoning

1. Approval of the rezoning is contingent upon approval of the Comprehensive Plan Amendment changing the designated land use to O, Office.
2. This approval rezones the properties from R1, Detached Residential to O, Office.
3. The applicant is required to enter into a rezoning/development agreement with the City. This agreement will address the removal of the residential structures at 4685 Hodgson Road in addition to other items required for the site and building plan approval for 4693 Hodgson Road.
4. Rezoning is not effective until a rezoning/development agreement is executed.

4693 Hodgson Road

Site and Building Plan Review

1. Approval is contingent upon approval of the Comprehensive Plan Amendment and Rezoning of this property for office use.
2. This approval permits the conversion of the single-family residential home, 4693 Hodgson Road, into an office building for Oak Hill Montessori School in accordance with the plans submitted as part of this application dated June 22, 2015. The plans are subject to revisions as specified in the conditions.
3. Office use shall be exclusively for Oak Hill Montessori School and not be leased to another tenant or user, unless the property is sold to another party.
4. The applicant is required to enter into a Use – Development Agreement with the City addressing the following items: leasing to other users or third parties, permitted occupancies, parking, the use of the accessory structure and exterior of the property and future sale of the property.

5. The applicant shall address the comments submitted by the Fire Marshall with the building permit submittal.
6. The Building Official is authorized to issue a building permit for the project, upon satisfaction of the conditions above.

This approval is based on the following findings:

1. The proposed Comprehensive Plan Amendment and Rezoning are consistent with the policies of the Comprehensive Plan related to land use and recent findings of the Highway Corridors Transition Study.
2. The proposed change in use from residential to office will not adversely impact the planned land use of the surrounding property.
3. The proposal will not impede or otherwise conflict with the planned use of adjoining property
4. The proposed parcels and use of the 4693 Hodgson Road property for school purposes comply with the standards of the Development Code.

VOTE:

AYES:

NAYS:

Regular Planning Commission Meeting
July 28, 2015

T:\2015 Planning Cases files\2582-15-25 4693 Hodgson Rd-OakHill Montessori\pcmotion

TO: Planning Commission
FROM: Kathleen Castle, City Planner
DATE: July 23, 2015
SUBJECT: Case File 2584-15-27, Planned Unit Development – Concept Stage, Elevage Development Group, LLC

Introduction

Elevage Development Group, LLC (EDG) has submitted a Planned Unit Development – Concept Stage application for the redevelopment of the following properties: 157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place. The existing site improvements, including the shopping center and 3 single-family homes, will be demolished and the property redeveloped with a multi-family residential and commercial land uses. The multi-family residential building is an apartment building that will provide approximately 100 market rate and luxury units. The proposed structure is also designed as a 4 and 5 story building with an upper level atrium and underground parking.

The commercial land uses include a 1,868 square foot retail building and a 6,576 square foot restaurant.

Project Summary

The redevelopment site includes four properties located at the intersection of Rice Street and Country Road E, north of Interstate 694. Existing land uses include a one-story 34,887 square foot shopping center built in 1957, and three small single-family residences that were built in 1939 and 1940. The redevelopment site has approximately 4.14 acres with frontage on Rice Street and County Road E. The existing commercial and residential land uses will be replaced with a mixed-use development consisting of a high-density market rate apartment building, a 1,868 square foot retail building and a 6,576 square foot restaurant.

The proposed apartment building is located on the western half of the property and is designed as a 5 and 4 story “L” shaped – building with an upper-floor atrium. Parking will be provided in a below grade parking structure as well as a surface parking lot. Sustainable features will be incorporated into the design including a green roof to reduce stormwater run-off. Access will be provided off Rice Street and County Road E. Please see the attached statement and submitted plans.

A detailed site plan has not been submitted due to the conceptual nature of this first step in the review process. Based on the conceptual plan submitted, it appears flexibility from the City’s Development Standards will be needed for the following:

Apartment Building

1. Building Height– Maximum building height of 35-feet permitted; this height may be exceed if for every foot of height there is one additional foot of setback on all sides.
2. Building Setbacks - Minimum structure setback of 30-feet required from all property lines; however, larger setbacks are required if the structure exceeds the maximum 35-foot building height permitted.
3. Parking lot design regarding landscape islands

Commercial Land Uses

1. Building Setbacks – Minimum structure setback of 50-feet required when adjacent to land planned for residential use.
2. Parking Lot Setback – Minimum setback of 20-feet when adjacent to a residential use

Planned Unit Development

Development of this site will be reviewed via the Planned Unit Development process. Planned Unit Development (PUD) process is used to encourage or provide flexibility, creativity, and innovation in the planning and design of development to achieve a variety of objectives related to the Development Code and the City’s land use and housing goals.

The PUD Concept Stage application is designed to address the appropriateness of a development proposal from the perspective of general land use compatibility and provides the applicant with an opportunity to submit a general plan showing the basic intent and nature of the development. This process incorporates public review; thereby allowing the applicant to receive comments regarding the proposed development from the City and nearby property owners. It also provides a forum in which more specific development issues and potential concerns can be identified requiring further information and additional analysis during the subsequent Planned Unit Development - Development Stage application review. No formal action is taken on the concept stage application by the City Council or Planning Commission.

Staff Review

The conceptual plans have been reviewed by staff in accordance with the PUD review criteria, Shoreview’s land use and housing goals (Comprehensive Plan) and general land use compatibility. In addition, the key issues associated with this plan are also addressed.

Planned Unit Development Review Criteria

The proposed development needs to satisfy certain objectives in order to be approved through the PUD process. Objectives met by this proposal includes; Comprehensive Plan consistency, high-quality building design, enhancement of public infrastructure, innovative stormwater management, sustainable design, housing choice, elimination of a blighted structure, land use compatibility and natural resource preservation.

Comprehensive Plan Consistency

The Comprehensive Plan (weblink - <http://www.shoreviewmn.gov/government/comprehensive-plan-test>) designates the majority of this property as C, Commercial and the existing residential parcels as RL, Low Density Residential. The proposal does require an amendment to the Comprehensive Plan changing the existing land use designations. Due to the mixed use nature of the development, the relationship of the proposed uses and density of the apartment building, the staff believes a MU, Mixed Use land use designation is appropriate. The MU designation permits a variety of land uses, including horizontally mixed residential and commercial land uses.

The planned land use of this property (Chapter 4) is C, Commercial and this property is also included in Policy Development Area #18, Rice Street Crossings and Vicinity. Policy Development Areas (PDA's) present opportunities or pose significant concerns for development or redevelopment. Through the use of the PDA concept, the City has established more specific land use policies that address the individual circumstances found within the PDA. In accordance with the PDA #18, the commercial parcel has a land use designation of Commercial and O, Office. The C designation recognizes and allows for commercial uses while the O designation, suggests this area may also be suitable for office use due to the proximity to the highway and adjoining residential neighborhood. The Plan does recognize that the large residential lots adjacent to this should retain the RL, Low Density Residential Designation until a redevelopment application is received. An amendment would then be required to change the land use.

Chapter 6, Economic Development, also identifies the commercial property as a Targeted Redevelopment Area, TRA #2. One of the key issues identified relates to the appropriate land use for this property because it adjoins a low density residential neighborhood.

Chapter 7, Housing, include goals that address redevelopment and housing. Since there are limited opportunities for development, the plan recognizes that redevelopment is vital to meet the life-cycle housing needs of the community and diversify the housing supply. The Plan also recognizes that existing conditions and neighborhood character need to be considered when reviewing infill and redevelopment proposals.

Other Planning Efforts

Since the Rice Street/I694 interchange area was identified as both a PDA and TRA, this area was included in the Highway Corridor Transition Study which was completed earlier this year. The recommendations of this study include updating the PDA and expanding potential uses to include high density residential as well as buffer requirements for the adjacent single-family neighborhood. In addition, the creation of a Mixed Use district was recommended to allow a mixture of uses within a development project including commercial, office, high-density residential and live-work units.

The Economic Development Authority has also included the Rice Street/I694 interchange area in their 2015/2016 workplan. This plan calls for continued efforts to address the transportation

infrastructure issues for the interchange area as well as looking at options for the redevelopment of the commercial center.

Shoreview's Housing Action Plan also recognizes that new rental housing opportunities are needed to expand housing choice and attract younger households (weblink - <http://www.shoreviewmn.gov/home/showdocument?id=1294>).

General Land Use Compatibility

To the west and north of the development site are low density residential land uses and to the south is a commercial use and Interstate 694. The City of Vadnais Heights is located east of Rice Street. Land uses in Vadnais Heights include single-family residential, office and commercial.

In staff's opinion, the proposed use of the property as high density residential and commercial may be compatible with the adjoining land uses and should not have an adverse impact on the adjoining land uses provided redevelopment incorporates design strategies that minimize and mitigate impacts on the adjoining residential neighborhood. The impact on this residential neighborhood is a primary concern. Commercial uses are currently permitted and established on the property. While the proposed development reduces the amount of commercial space, the commercial land uses (including the restaurant) are configured differently. The Staff's primary concern with the proposed location of the commercial uses is the impact the restaurant may have on the adjoining residential properties located on Rice Street. An increased setback, enhanced buffer or relocation elsewhere on the property is recommended to address this concern.

Residential uses, regardless of the housing type, occupancy or density, are generally considered compatible land uses. While Staff believes the proposed use is compatible, concerns are present regarding the impact of the structure on the adjoining residential properties due to the proposed height. Again, site design strategies should be employed to minimize these impacts.

Land Use and Development Issues

EDG has submitted the conceptual site development plans for review and comment by the Planning Commission, City Council and public. While it is difficult at the concept level to determine the extent of flexibility that will be needed from the development code standards, code flexibility is essential for this project to move forward. The project has been reviewed in accordance with the R3, Multiple Dwelling Residential District and C1, Retail Service District which will be the underlying zoning districts for the PUD.

Placement of the Commercial and Residential Structures

The location of the proposed land uses and structures was influenced by the needs of those uses, site characteristics, proximity to adjoining land uses and the transportation corridor. The commercial land uses are located on the eastern portion of the site and oriented towards Rice Street, an arterial roadway. The intent is to enhance the visibility of these uses and focus commercial activity adjacent to the Rice Street corridor and nearby interchange. The multi-

family residential structure is located on the western portion of the property closer in proximity to the adjoining low-density residential neighborhood and buffered slightly from the transportation network and other commercial land uses along Rice Street. This structure also provides a buffer between the commercial land uses and the arterial highway and interstate for the established residential neighborhood. In Staff's opinion, the location of these uses on the property is logical based on the needs of the proposed uses, site characteristics, proximity to the transportation corridor and low-density residential neighborhood.

Building Height

The proposed apartment building is designed as a 5 and 4-story building with a flat roof. In the R3 district, the maximum building height permitted is 35 feet (Section 205.084 (C3)). This height, however, can be exceeded provided: 1) It does not exceed the firefighting capabilities of the Fire Department (Section 206.040 (A)) and 2) An additional 1-foot of setback is provided for every additional foot in height over 35' (Section 205.084 (C3)).

Lake Johanna Fire Department has reviewed the proposed concept and indicated that the proposed height is not a concern as the Department has trained staff and the equipment needed to respond to a fire in a taller building. The building is also required to have a fire suppression system. Comments from Lake Johanna Fire Department are attached.

As identified above, flexibility for the structure will be needed from the minimum building setbacks required. The primary issue pertaining to height relates to the visual impact, specifically on those single-family residential uses north and west of the development site. Further, the proximity of the structure to these residential properties will have a shadow impact due to the proposed height. This is a concern that should be addressed. While Staff believes the western portion of the site is suitable for a higher density residential land use, the location and design of the structure should be re-evaluated to minimize the visual impacts, including shadow cast on the nearby single-family land uses.

Residential Density

In the MU land use designation, a density up to 45 units per acre is permitted. Density is calculated by using the gross site area of the property. While the parcel lines for the development have not yet been determined, it is estimated that the apartment complex will be located on a parcel that is approximately 2.4 acres in size. Using this lot area, the proposed density is 41 units per acre falling within the maximum 45 units per acre permitted in the MU land use designation.

One issue that has been raised relates to the impact higher density developments can have on lower density residential neighborhoods. The proposed location is on the edge of a lower density neighborhood but also adjacent to an arterial roadway, Interstate 694 and commercial land uses. This type of development pattern is not unique and other examples include Southview Senior Living, The Shores, Summerhouse and Applewood Pointe. Although the densities of the two residential land uses have a large variation, these densities can co-exist provided site and building design strategies are used to minimize and mitigate impacts on the lower density residential neighborhood.

Traffic Impacts

Currently, access to the development site is gained by driveways off both Rice Street and County Road E. The conceptual plan submitted consolidates and reduces the number of access points to one on both Rice Street and County Road E. Ramsey County Staff has reviewed the plan and indicated that access would be restricted to County Road E.

A traffic impact study will be required with the PUD - Development Stage application. Concerns have been voiced regarding the traffic impacts on Rice Street, the County Road E/Rice Street/Vadnais Boulevard intersection and Rustic Place. This impact study will need to show trip generation as well as trip distribution. There should also be a comparison to the existing land use. The County has indicated that this study is needed and modifications to the traffic signal timing at the County Road E/Rice Street/Vadnais Boulevard intersection may be needed.

Parking

The development plan includes surface parking for the commercial land uses with surface and underground parking for the apartment building. The surface parking area is designed with 162 stalls that can be shared between the different uses on the property. Shared parking and maintenance agreements will be required.

Additional information will be needed regarding the parking provided in the underground garage for the apartment complex and parking demand for the development as a whole.

The City's Development Code requires a minimum 2.5 stalls per unit in the R3 zoning district with one stall fully enclosed (Section 206.020 (B1g)) and 5.5 stalls per 1,000 square feet of net floor area in the C1 district (Section 206.020 (B1a)). Restaurants require 1 stall per 3 seats based on the maximum design capacity of the building (Section 206.020 (B2f)).

The Development Code does provide some flexibility with respect to parking standards. The number of parking stalls constructed may be reduced to a number less than the minimum provided parking management techniques are used. Techniques that may be considered include proximity to transit (transit is provided on Rice Street), shared parking and proof of parking (Section 206.020 (C)).

Parking lots also need to maintain a minimum 20-foot setback from a street right-of-way and residential property line. Landscaping is also required to screen the parking areas, provide visual relief and shade (Section 206.060 (A)). The developer is encouraged to increase the setback of parking areas from the adjoining residential properties and increase landscaping within the parking lot. Setback reductions adjacent to Rice Street and County Road E may be supported provided enough space is retained for landscape screening.

Public Comment

Property owners within 350-feet of the developments were notified of the request. A development notification sign was also placed on the property.

The City has received comments from a number of property owners expressing opposition and concerns regarding the proposed development. These concerns generally relate to land use compatibility with the adjoining single-family residential neighborhood, density, public safety, traffic, visual impact, architectural design/scale, and environmental impacts. These comments are attached.

Joe Lux, Ramsey County Public Works Department, provided comments regarding impacts on the transportation network. The County has indicated that access would be restricted to County Road E and a traffic impact report is needed to assess the impacts on the roadway system.

Michael Corbett, Minnesota Department of Transportation, also provided comments regarding traffic, permitting requirements and noise.

Nate Berg, Lake Johanna Fire Marshall, also provided comments regarding Fire Code requirements and access.

Recommendation

EDG is seeking comments regarding the proposed redevelopment from the City and nearby property owners. The Commission is being asked to facilitate the review of the proposed redevelopment, obtain public comment and identify any issues or concerns regarding that may require further attention as the developer prepares plans for the subsequent Development Stage PUD application. No formal action is taken on this application.

Attachments

1. Memo dated July 20, 2015 Tom Wesolowski, City Engineer
2. Location Map
3. Aerial
4. Pictometry photos
5. Zoning Map
6. Planned Land Use Map
7. Applicant's Statement and Submitted Plans
8. Letter dated July 6, 2015 – Joe Lux, Ramsey County Public Works
9. Letter date July 13, 2015 - Nate Berg, Fire Marshall, LJFD
10. Letter dated July 21, 2015 – Michael Corbett, MNDOT
11. Public Comment

Date: July 20, 2015

To: Kathleen Castle, City Planner

From: Tom Wesolowski, City Engineer

Subject: Redevelopment of Existing Shopping Center Rice Street & County Road E
Planned Unit Development – Concept Stage

The City of Shoreview Engineering staff has reviewed the planned unit development – concept stage application for the redevelopment of the existing shopping center located at the NW corner of Rice Street and County Road E and has the following comments:

1. The proposed project is located within the jurisdiction of the Ramsey-Washington Metro Watershed District (RWMWD). The proposed project will disturb more than 1-acre, and a permit from the RWMWD is required. The City requires that all information that is submitted to the RWMWD, as it relates to the proposed development, also be sent to the City of Shoreview.
2. Rice Street is under the jurisdiction of Ramsey County. The Developer will need to contact the County concerning the access point onto Rice Street and any work that may be required in the Rice Street right-of-way.
3. The access point onto County Road E should align with the existing cut through the median.
4. The concept plan will be presented to the Environmental Quality Committee for review at their July 27th meeting.



Elevage Development Group, LLC



Legend



- City Halls
- Schools
- Hospitals
- Fire Stations
- Police Stations
- Recreational Centers
- Parcel Points
- Parcel Boundaries
- County Borders
- Airports

Notes

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
 THIS MAP IS NOT TO BE USED FOR NAVIGATION





Print Date: 07/23/2015
Image Date: 03/25/2012
Level: Neighborhood

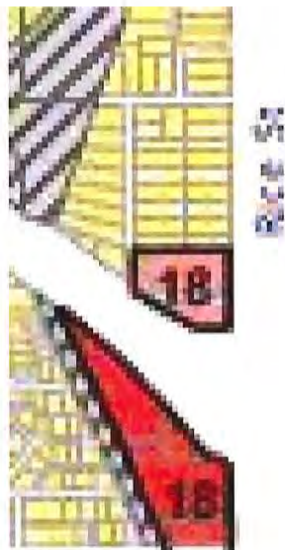
Zoning Map




Zoning Classifications

-  RE - Residential Estate
-  R1 - Detached Residential
-  R2 - Attached Residential
-  R3 - Multi-Dwelling Residential
-  R4 - Mobile Home Residential
-  C1 - Retail Service
-  C2 - General Commercial
-  OFC - Office
-  I - Industrial
-  T - Tower
-  OS - Open Space
-  PUD - Planned Urban Developme
-  UND - Urban Under Developed
-  BPK - Business Park
-  Water

Planned Land Use - 2008



Legend

-  PDA Boundaries
- Planned Land Use**
-  Residential (up to 4 units/acre)
-  Residential (4 - 8 units/acre)
-  Residential (8 - 20 units/acre)
-  High Density Senior Residential
-  Office
-  Commercial
-  Mixed Use
-  Business Park
-  Tower
-  Light Industrial
-  Institutional
-  Park
-  Recreational Open Space
-  Natural
-  Railroad
-  Open Water

July 10, 2015

VIA E-MAIL Only

Kathleen Castle
City Planner
City of Shoreview
4600 Victoria Street North
Shoreview, MN 55126

Dear Kathleen:

Thank you for your letter of June 30, 2015. Enclosed are 5 additional documents prepared by Wilkus Architects to respond to your requests.

On your specific question of height, we have spent considerable time over the last 10 days analyzing different height options. As you will see on the enclosed sheets, we are proposing the north-south wing, which is closest to existing residences, at 4 stories with the north-south wing at 5 stories. A key amenity is the center atrium, which will extend slightly above the north-south wing apartments.

As for unit count, the exact count will determine on the unit mix in the final plan, but it will be approximately 100 units. If the City approves the Concept Plan, we will perform additional studies to determine the market needs for unit sizes, but expect a mix of 2 bedrooms, 2 bedrooms with den, one bedrooms and alcove units.

We are very excited about this project. We have pursued, and will continue to pursue, all efforts to ensure that the final project is a not only a vibrant gateway into northern Shoreview, but also a project that is a valued part of the community and the City's long-term goals. We look forward to sharing more about the project with the Planning Commission on July 28th and will be hosting a neighborhood open house on July 23rd.

If you have any further questions regarding this matter, please do not hesitate to contact me.

Sincerely,

Michael J. Mergens



June 22, 2015

Kathleen Castle
City Manager
City of Shoreview
4600 Victoria Street North
Shoreview, MN 55126

RE: Planned Unit Development at 694 and Rice Street

Kathleen:

I submit this letter on behalf of Elevage Development Group, LLC ("EDG") as the applicant on PUD Concept Plan application for redevelopment of four parcels of real estate that sit at the northwest corner of County Road E and Rice Street (immediately north of I-694).¹ The properties are currently an existing shopping center property located at 153-171 County Road E, Shoreview Minnesota ("Shopping Center"), and three single family residential parcels commonly known, respectively, as 185 County Road E, 3500 Rustic Place, and 3521 (the "Residential Lots"). EDG has fully executed purchase agreements for all four properties.

Two of the residential lots lie to the west of the Shopping Center; the third is immediately north along Rice Street. The combination of a single development on the four lots covers the southern end of the entire block between Rice Street and Rustic Place. Immediately across County Road E to the south is an existing gas station, which abuts the entrance ramp to Interstate 694. The combined corner sits as a gateway to northern Shoreview, one that is presently burdened with significant functional obsolescence.

By developing the four parcels as a single campus, EDG is able to replace multiple, aged structures with a coordinated mixed-use development that maximizes the use the property and creates the greatest compatibility with surrounding uses. The development consists of a market-rate apartment building, an approximately 2,000 square-foot convenience oriented retail building, and a 6,500 square-foot premium restaurant. EDG intends to maintain common ownership, control, or management over all three components.

The apartment building will be located on the western half of the combined properties creating space between the building and Rice Street. Its location close to Interstate 694 makes it a prime location for the additional height of an apartment complex and an appropriate transition from the commercial uses to the south. The building will be constructed with two "wings" configured in a L-shape with underground parking. It will be

¹ In addition to being one of the Members of EDG, Michael Mergens is a "partner" in EntrePartner Law Firm, PLLC.



constructed with a modern exterior that ties in with the other proposed buildings. The entire building will include four stories of market-rate apartments in a mix of unit sizes to provide a range of housing options. The true innovation is what sits above. The east-west wing, will house a modern green roof. That pervious roof will be complimented by an atrium extending east from the center. Both features will work harmoniously to reduce storm-water runoff.

On the north-south wing, EDG will construct two additional floors of premium apartments that will be geared towards supporting the multitude of corporate headquarters in the surrounding area. The greater density in the north-south wing will alleviate the impact of the sustainability features. With its north-south orientation, the impact to surrounding properties is minimized.

The significant glass exterior and roof-top atrium will turn the building into a stunning cornerstone for northern Shoreview. In addition, the project will feature many sustainability features. EDG intends to recycle storm-water onsite in underground storage areas, which will then be used to meet the sites irrigation needs. It will be designed to be bike-friendly and incorporate solar-ready features. EDG will also be planting a tree line to provide screening along the northern border.

The eastern half will be divided into two commercial parcels. The southern portion directly abuts the intersection corner ("Corner Lot") and sits directly across from an existing gas station to the south and one to the east. Given the surrounding uses and the near immediate access to Interstate 694, this is an ideal location for a convenience-oriented retail establishment. The building will be constructed with at least one drive-through window with an eye towards the commuter needs such as coffee or other service needs.

The northern portion of this commercial portion will house an upscale restaurant. Based on all available information, it seems unquestioned that this area of Shoreview is in need of such a use. By including the one residential property to the north of the Shopping Center, EDG is able to locate the restaurant building closest to the existing homes and push the parking to the south, reducing the impact of parking lot noise. A berm and a tree line will further reduce impacts to the neighboring homes. Given the uses to the south, the planned widening of Rice Street, and the proximity to Interstate 694, this layout and design is an appropriate transition.

In addition, developing the four properties as a PUD, EDG is able to coordinate the parking needs for all uses in a manner that reduces the impacts of impervious surfaces while providing a coordinated landscape plan for the combined land. It also allows for coordinated points for access. Along Rice Street, a residential driveway is eliminated and the entire site is served by one access point off of Rice Street. In addition, access to County Road E is reduced to one location, which not only reduces access points, but also generates a more efficient traffic pattern into and out of the entire site. Further, designed as a PUD, this project can be constructed as a coordinated mixed-use campus where the benefits of



nearby retail can be captured while simultaneously allowing spacing of the uses to reduce the complications that often arise when retail and residential uses are combined into a single building.

The proposed development is also in-line with the City's Comprehensive Plan. The Shopping Center and two residential lots to the east are guided "Commercial"; while the one residential lot to the north is guided low density residential. It should also be noted that the Comp Plan appropriately guides the property on the south side of Interstate 694 as "Mixed Use."

While the PUD is a slight deviation in the placement of the components within the combined land, the layout accomplishes the Comp Plan goals and because multiple parcels are involved, the particular uses can be more appropriately placed. The Comp Plan calls for a sizeable commercial footprint at the corner of Rice Street and County Road E, encompassing three existing lots. EDG agrees that this corner is a premium commercial corner and a bigger commercial footprint is the proper long-term planning. Developing all four parcels as a PUD, though, allows commercial uses to front Rice Street, which is a key for retail viability. It also allows the land away from Rice Street to be put to its maximal use. Given the visibility and proximity to Interstate 694, the western portion is not well-positioned for single family homes, as evident from its guiding as commercial. High density residential as part of a mixed-use development; however, will not only benefit from the visibility, it is an appropriate transition from the commercial district to the single-family homes to the north. It is also the type of development that the Comp Plan suggests is currently lacking in the City.

We look forward to working with the City to bring a valuable redevelopment to a gateway corner.

Regards,

A handwritten signature in black ink, appearing to read "Michael J. Mergens", written over a horizontal line.

Michael J. Mergens
ELEVAGE DEVELOPMENT GROUP, LLC



500'-0" LIMIT BEYOND
PROPERTY LINE

1
A1.1
AREA PLAN
1/220



11841 Valley View Pk., Eden Prairie, MN 55554
Telephone: 612.491.5100 www.wilkus.com

CLIENT:

PROJECT INFORMATION:
**ELEVAGE DEVELOPMENT
SHOREVIEW, MINNESOTA**

SCALE:

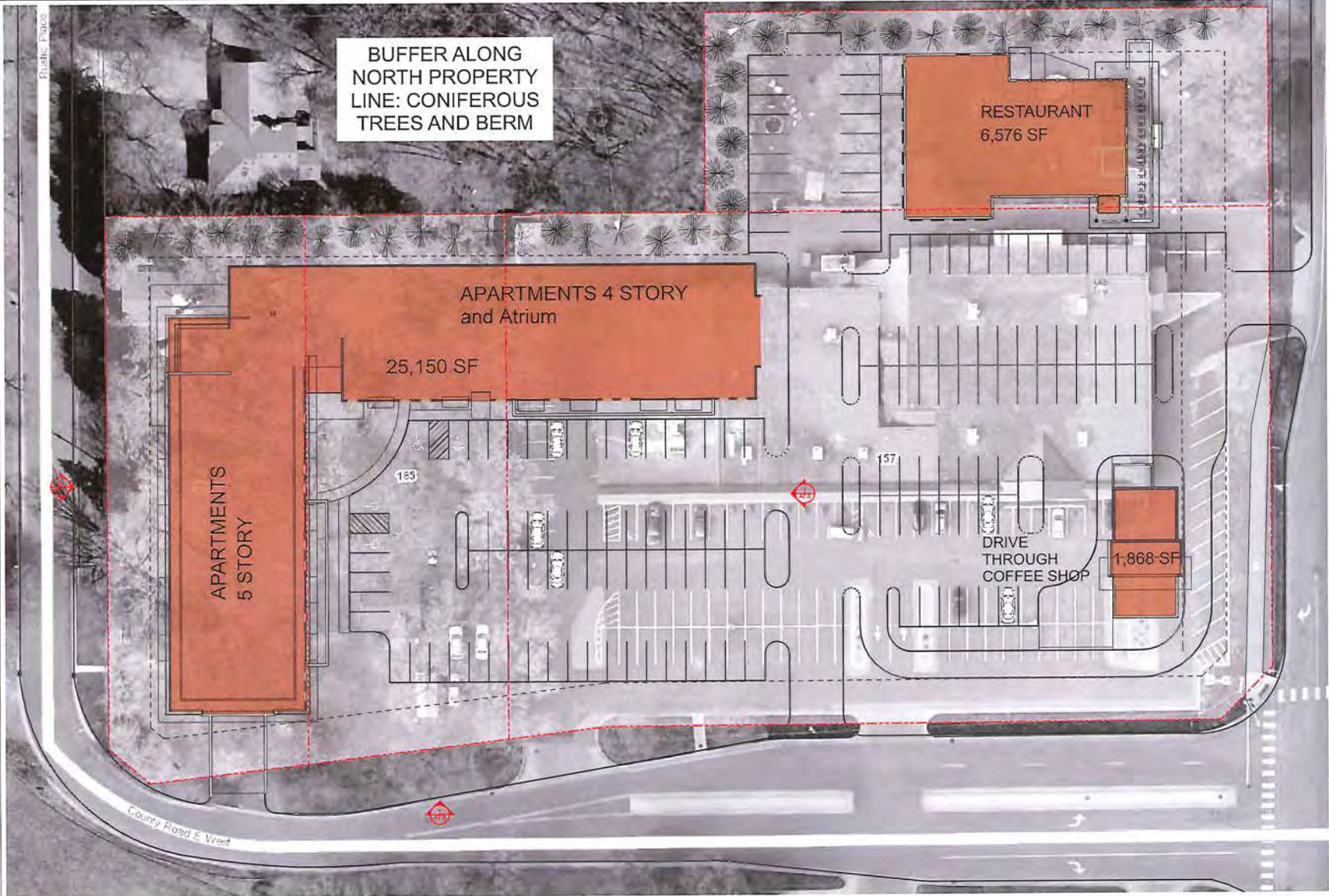
PROJECT NO.	2014-1143
DRAWN BY	ELP
CHECKED BY	ELP
DATE	
PRELIMINARY REVIEW	2/10/14-ELP
Planning Department & Admin	2/10/14-ELP
Plan. Dir. John W. Huns	2/10/14-ELP

REVISION	DATE

PROJECT LOCATION:
SHOREVIEW, MN

BRIEF NUMBER/TITLE:
A1.1
AREA PLAN

ESSENTIAL PROJECT ARCHITECT



BUFFER ALONG
NORTH PROPERTY
LINE: CONIFEROUS
TREES AND BERM

APARTMENTS 4 STORY
and Atrium
25,150 SF

APARTMENTS
5 STORY

RESTAURANT
6,576 SF

DRIVE
THROUGH
COFFEE SHOP
1,868 SF

County Road E West

Public Road

SITE PLAN
1" = 20'



1187 Valley View Rd., Eden Prairie, MN 55324
Telephone: 952.437.2822 www.wilkusarch.com

CLIENT:

PROJECT INFORMATION:
ELEVAGE DEVELOPMENT
SHOREVIEW, MINNESOTA

PROJECT NO:	2018-112
DESIGNED BY:	SLP
CHECKED BY:	SLP
DRAWN:	SLP
PRELIMINARY REVIEW:	2018-06-04
Parking Department Schedule:	2018-06-02
Plan Book Summary:	2018-07-07

REVISIONS	DATE

PROJECT LOCATION:
SHOREVIEW, MN

SHEET NUMBER/ TOTAL:
A1.0

SITE PLAN



SHOREVIEW APARTMENTS SITE DEVELOPMENT
 SHOREVIEW, MINNESOTA
 2015-06-01



11457 Valley View Rd., East Phalen, MN 55124
 Telephone: 612.831.5810 www.wilkusarch.com

CLIENT:

PROJECT INFORMATION:

ELEVAGE DEVELOPMENT
 SHOREVIEW, MINNESOTA

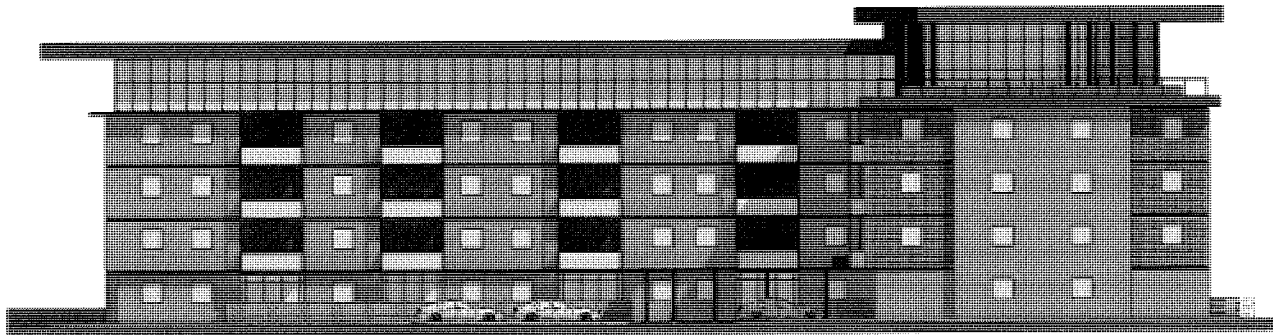
PROJECT NO.	2015-010
DESIGNED BY	WJK
CHECKED BY	WJK
DATE	06/01/15
PRELIMINARY REVIEW	2015/06/01
Finalty Submittal Review	2015/06/01
Plan Book Submittal	2015/06/01

REVISION	DATE

PROJECT LOCATION:
 SHOREVIEW, MN

SHEET NUMBER/TITLE:
A7.1
 EXTERIOR RENDERINGS

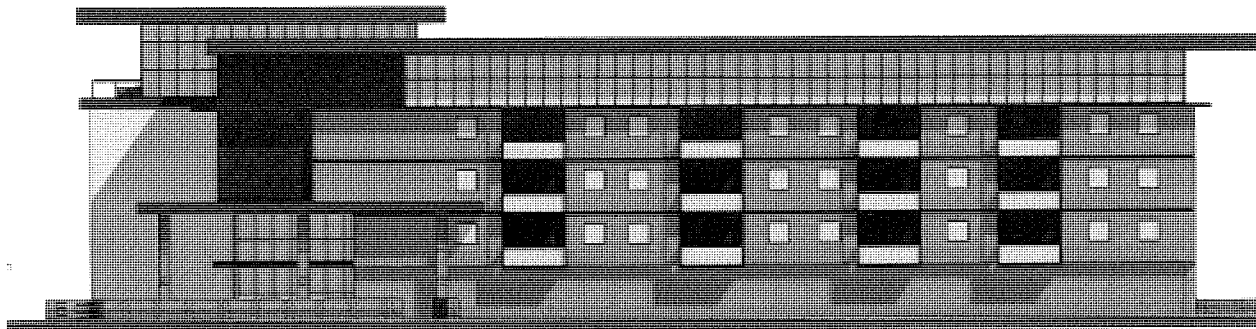
EXTERIOR RENDERINGS



1 EAST ELEVATION
3/32" = 1'-0"



2 SOUTH ELEVATION
3/32" = 1'-0"



3 WEST ELEVATION
3/32" = 1'-0"



11487 Valley View Rd., Eden Prairie, MN 55324
Telephone: 952.941.8800 www.wilkusarch.com

CLIENT:

PROJECT INFORMATION:

ELEVAGE DEVELOPMENT
SHOREVIEW, MINNESOTA

SCALE:

PROJECT NO.	2016-1412
DRAWN BY	JKP
REVIEWED BY	JKP
DATE	04/27
PROJECT LOCATION	2016-04-01
Issuing Department & Contact	2016-04-01
Print Dept. & Contact	2016-04-01

REVISION:	DATE:

PROJECT LOCATION:
SHOREVIEW, MN

SHEET NUMBER: 1 OF 1
A7.0

EXTERIOR ELEVATIONS

July 6, 2015

Kathleen Castle
City Planner
City of Shoreview
4600 N. Victoria St.
Shoreview, MN 55126

ELEVAGE DEVELOPMENT GROUP, LLC- PROPOSED OF SHOPPING CENTER, NORTHWEST QUADRANT OF COUNTY ROAD E WEST AND RICE STREET 9(RAMSEY COUNTY STATE AID HIGHWAY 49)

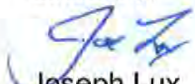
Dear Kathleen:

We have reviewed the drawings you sent of the proposed redevelopment plans for the shopping center in the northwest quadrant of Rice Street and County Road E and have the following comments:

- Since 49.5 feet of right of way exist along Rice Street, no additional right of way dedication is requested.
- Access to the site will be restricted to County Road E and the existing driveway at the northeast corner of the parcel must be closed
- The developer should be required to submit a simple traffic impact report, showing trip generation and distribution for the planned development to assist us in making any necessary modifications to the traffic signal timing at the Rice Street/County Road E/Vadnais Boulevard.
- Any work within Ramsey County right of way will require the appropriate permits. Please refer the developer to Doug Heidemann, 651-266-7186 (office) or 651-755-7747 (cell) for assistance with permit requirements.

Please let me know if there are any questions or comments.

Sincerely,



Joseph Lux
Senior Planner

C: Tom Wesolowski, Shoreview City Engineer
Erin Laberee, Ramsey County Traffic Engineer



LAKE JOHANNA FIRE DEPARTMENT

5545 LEXINGTON AVENUE NORTH • SHOREVIEW, MN 55126
OFFICE (651) 481-7024 • FAX (651) 486-8826

July 13th, 2015

Elevage Development Group, LLC
10901 Baltimore St NE
Blaine, MN 55449

File No. 2584-15-27

- Comment for all three properties
 - Verify proposed and current hydrant locations
 - FDC will be on the address side near the main entrances
 - Hydrants will be less than 150' from FDC's
- Verify no more than 150' from fire department access point to any point on the north side of the 4 story apartment.

Sincerely,

Nate Berg
Fire Marshal
Lake Johanna Fire Department



Minnesota Department of Transportation

Metropolitan District

Waters Edge Building
1500 County Road B2 West
Roseville, MN 55113

July 21, 2015

Kathleen Castle
City Planner
4600 North Victoria St
Shoreview, MN 55126

SUBJECT: PUD15-001 Elevage Development
North of I-694, west of Rice Street
Vadnais Heights, Ramsey County
Control Section: 62285

Dear Ms. Castle:

Thank you for the opportunity to review the Elevage Development Planned Unit Development (PUD). MnDOT has reviewed the PUD and has the following comments:

Traffic:

Given the anticipated number of trips that may be generated from this development, it is recommended that a traffic impact study be undertaken to determine the impacts to MnDOT's I-694 ramp terminals and Rice Street (County Road 49).

For questions on these comments, please contact Gayle Gedstad (gayle.gedstad@state.mn.us or 651-234-7815) in MnDOT's Metro Traffic Section.

Permits:

Any use of or work within or affecting MnDOT right of way requires a permit. Permit forms are available from MnDOT's utility website at <http://www.dot.state.mn.us/metro/maintenance/permits.html>. Include one 11 x 17 plan set and one full size plan set with each permit application.

Direct questions regarding permit requirements to Buck Craig, MnDOT Metro Permits (651-234-7911 or buck.craig@state.mn.us).

Noise:

MnDOT's policy is to assist local governments in promoting compatibility between land use and highways. Residential uses located adjacent to highways often result in complaints about traffic noise. Traffic noise from this highway could exceed noise standards established by the Minnesota Pollution Control Agency (MPCA), the U.S. Department of Housing and Urban Development, and the U.S. Department of Transportation. Minnesota Rule 7030.0030 states that municipalities having the authority

to regulate land use shall take all reasonable measures to prevent the establishment of land use activities, listed in the MPCA's Noise Area Classification (NAC), anywhere that the establishment of the land use would result in immediate violations of established State noise standards.

MnDOT policy regarding development adjacent to existing highways prohibits the expenditure of highway funds for noise mitigation measures in such developed areas. The project proposer is required to assess the existing noise situation and take the action deemed necessary to minimize the impact to the proposed development from any highway noise. If you have any questions regarding MnDOT's noise policy please contact Peter Wasko in Metro District's Noise and Air Quality Unit at 651-234-7681 or Peter.Wasko@state.mn.us.

Review Submittal Options:

MnDOT's goal is to complete the review of plans within 30 days. Submittals sent in electronically can usually be turned around faster. There are four submittal options. Please submit either:

1. One (1) electronic pdf. version of the plans. MnDOT can accept the plans via e-mail at metrodevreviews.dot@state.mn.us provided that each separate e-mail is under 20 megabytes.
2. Three (3) sets of full size plans. Although submitting seven sets of full size plans will expedite the review process. Plans can be sent to:

MnDOT – Metro District Planning Section
Development Reviews Coordinator
1500 West County Road B-2
Roseville, MN 55113

3. One (1) compact disc.
4. Plans can also be submitted to MnDOT's External FTP Site. Please send files to: <ftp://ftp2.dot.state.mn.us/pub/incoming/MetroWatersEdge/Planning> Internet Explorer doesn't work using ftp so please use an FTP Client or your Windows Explorer (My Computer). Also, please send a note to metrodevreviews.dot@state.mn.us indicating that the plans have been submitted on the FTP site.

If you have any questions concerning this review, please contact me at (651) 234-7793.

Sincerely,



Michael J. Corbett, PE
Senior Planner

Copy sent via E-Mail:

Buck Craig, Permits

Jeff Dierberger, Permits

Bryce Fossand, Water Resources

Bruce Irish, Water Resources

Matt Aguirre, Right of Way

Gayle Gedstad, Traffic

Clare Lackey, Traffic

Pete Wasko, Noise

Rodney Koehn, Design

Mark Lindeberg, Area Engineer

Russ Owen, Metropolitan Council

July 19, 2015

Response to Proposed Rice Street Crossings Planned Unit Development (PUD)

Mayor Sandy Martin, Councilmember Emy Johnson, Councilmember Terry Quigley, Councilmember Ady Wickstrom, Councilmember Cory Springhorn, City Planner Kathleen Castle.

Madams and Sirs,

Each time I am called to review the ground work laid out by the City of Shoreview I am impressed. With our Cities planning and your familiarity with the standards, plans and codes I am confident you will continue to preserve the high quality of life for our community's residence. That said, I hope my observation are helpful in this current review process.

Overwhelming, evidence exists to **unconditionally reject** the Planned Unit Development (PUD) Concept proposed by Elevage Development, LLC for Rice Street Crossings.

For an accurate perspective; this plan aims to construct a high density complex **twice the size** as the Hilton Garden Inn and Green Mill Complex at I 694 & Lexington on a parcel of land approximately **half the size**. An overpopulated multi-use development of this magnitude is highly inappropriate in our "open ended, cul-du-sac" type residential neighborhood. This plan disrupts the adjoining residential homes and diminishes the high standard of living by introducing a non-compliant 100 unit rental apartment complex and bar.

You will find the following, binding and legal regulations stipulated by the City of Shoreview, in direct opposition to the proposed PUD.

City of Shoreview Municipal Code

Development Regulations (200)

Purpose and Intent (201)

201.010... "The City's Development Regulations are adopted to protect and promote the public health, safety and welfare of its residents and are intended to implement the policies of the City's Comprehensive Guide Plan are intended to help achieve the following objectives."

Items A-L represents some of the standards set forth by the City. Elevage, LLC's absolute disregard of this entire development regulation is unsettling.

This PUD will reduce the quality of life within the local community. It will destabilize the existing land use. Any proposal that contains any residential rental usage will create instability, inflict inharmonious influence and harmful intrusion to the adjoining residential neighborhood. The excessive height will deprive several properties of adequate light. The density transition pattern creates an abrupt, undue concentration of population. A bar/restaurant will generate odors and unsafe conditions from alcohol influenced patrons. Non-stakeholder residents create higher crime rates. The aesthetics and use are incompatible with existing adjoining properties and uses. These are just a cursory justification of why I am opposed to the proposed PUD.

In addition:

Shoreview Comprehensive Plan

Chapter 4. Land Use

The City outlines planned land use by succinctly addressing the use of Rice Street Crossings North of Interstate 694. "The city prefers this area retain its residential designation until a redevelopment proposal is submitted for this area."

The PUD does not address any redevelopment of the residential area. The devaluation and decimation of the residential area is *de facto* redevelopment beyond the scope of the proposal. It is absolutely contradictory to the Shoreview Comprehensive Plan. The inappropriateness of this plan is obvious.

Lack of Compliance

The density proposed is non-compliant, the setbacks are non-compliant, the height is non-compliant, the land use is non-compliant, access to parks and walkways is non-compliant, public safety is compromised. It is difficult to comprehend the magnitude in which this proposal violates virtually every conceivable land use set forth by the City of Shoreview. It is insulting to the laws and rules that our city have prepared and presented.

Any interpretation of this PUD as being even remotely compliant or beneficial is, at the very least, a wishful interpretation. Approval would unquestionably be arbitrary and contrary to law. Negotiating conditions would be absurd. Several residents have already contacted legal counsel. It is without a doubt that should the Planning Commission and City Council chose to pursue this illegal project it will be met with resistance. The neighborhood will fight any approval of any residential rental building with every available option including appeal, legal action, extensive media coverage, flyers, social media and organized demonstration.

In anticipation that the building owner may declare any level of hardship condition, please consider that the empty storefronts have been reportedly unoccupied as a result of the actions of the property owner, thus any hardship is self-imposed. It has been said by a variety of sources on several different occasions

that the building owner has elevated rents above market value in an effort to capitalize on said hardship. Additionally, hearsay is that the building owner collects compensation for the unoccupied space from unspecified governmental entity. While I personally do not have access to such private and damning information, I would expect that a plea of hardship would be thoroughly investigated to identify what is fabricated, falsified, self-imposed or exaggerated.

Elevage Development, LLC was established in January of 2015. It would appear the entity was created for the purposes of this PUD. This *ad hoc* business has no record or historical context to instill trust, accountability or qualify to execute an invasive design with care and discretion. It is with *willful intent* that Elevage, LLC has instructed Wilkus Architects to create a maligned plan that flagrantly disregards Shoreview's Codes, Ordinances, Citizens, Elected and Appointed Officials.

In my professional opinion, they are "fishing" with the intention of developing a rental complex at any size allowable. It is a typical development tactic to lead out with an excessive request only to negotiate down to a seemingly more plausible and less offensive middle ground. This game of poker is distasteful and again, I plan to oppose in any fashion. **Any multi-unit residential rental complex is not appropriate for this location.** While this request is not illegal, Elevage LLC's Concept Stage Application and their attempt to override government policy is both unethical and dishonest. Any future variation of a PUD from Elevage Development or its stakeholders should be reviewed by the City of Shoreview, its officials and residents with extreme scrutiny.

Sincerely,

Nathan Anderson & Jane Calvin
Cardigan Junction Steering Committee
3565 Rustic Place



Kathleen Castle <kcastle@shoreviewmn.gov>

Elevage Dev Gp LLC Proposal

2 messages

flipltcret@comcast.net <flipltcret@comcast.net>

Fri, Jul 17, 2015 at 1:19 PM

To: kcastle@shoreviewmn.gov

Cc: sandymartin444@gmail.com, emyjohnson26.2@gmail.com, marciafigus@hotmail.com, cory@coryspringhorn.com

The proposed 100 unit apartment bldg is clearly an inappropriate incursion that would wreak havoc on our isolated and close knit neighborhood. We are adamantly opposed to approval of this proposal. Philip S. & Dona M. Andrews, 3762 Rustic Place, Shoreview, MN 55126.

Kathleen Castle <kcastle@shoreviewmn.gov>

Fri, Jul 17, 2015 at 2:39 PM

To: flipltcret@comcast.net

Thank you for the comment. I did receive this and will include your response in the Planning Commission packet.

Kathleen

Kathleen Castle
City Planner
City of Shoreview
651-490-4682
kcastle@shoreviewmn.gov

On Fri, Jul 17, 2015 at 1:19 PM, <flipltcret@comcast.net> wrote:

The proposed 100 unit apartment bldg is clearly an inappropriate incursion that would wreak havoc on our isolated and close knit neighborhood. We are adamantly opposed to approval of this proposal. Philip S. & Dona M. Andrews, 3762 Rustic Place, Shoreview, MN 55126.

July 22, 2015

Dear Members of the Planning Commission and City Council,

My name is Diane Andrews and I have lived 35 of my 47 years right here on Rustic Place. Ever since I found out about the Planned Unit Development in our neighborhood I have been heart sick. I pray that you will listen to our neighborhood as we cry out to you to protect what we all feel is precious and worth preserving.

I was reading through the Shoreview Comprehensive Plan and the vision statement includes these words "to provide a better quality of life for present and future citizens". This PUD would surely contradict this vision statement.

In the Guiding Principles of the Shoreview Comprehensive Plan it states, "Build on Existing Strengths". Our neighborhood is already strong in caring for each other and caring for our community. A PUD would destroy the safe feeling we have in this neighborhood. We know one another, we support one another and we like to be with our neighbors because they are our friends. The PUD would add far too many individuals and families to our already densely populated neighborhood.

In the comprehensive plan it also states, "Participation and Inclusiveness. Encourage broad citizen participation to benefit from the knowledge, insights, and support of all local residents." Our neighborhood is united in our passion to preserve our community. If you do not work with us to find a suitable use for the property, you are working in direct opposition to Shoreview's guiding principles.

Another guiding principle states, "Responsibility. Accept responsibility for the health and quality of the community". It would be irresponsible to our community if you approved any part of this PUD. Our quality of life would be forever compromised by allowing such a great influx of renters and restaurant guests. A PUD offers no place for the proposed renters to be, except spilling out into our neighborhood. The added motor and foot traffic would be 200 times what it is now. Our feeling of security would be gone.

How has our neighborhood been able to preserve the strong feeling of community? It is because the people who live here care about each other and care about Shoreview.

When we purchased our home in 1995, I felt like this was our forever home (and still do). The home where we would bring home new born babies and watch them grow (we have three children). Where my husband and I would live out our promise of for better or for worse. Where my grandchildren would come and spend the night in the bed that their mom or dad used to sleep in. When I saw the plans for the PUD, my vision for our home on Rustic Place felt like it was in immediate jeopardy.

Please do not let any of the plans for the PUD become a reality and our ruin.

Sincerely, Diane Andrews
3700 Rustic Place, Shoreview MN 55126
651-415-0891



Kathleen Castle <kcastle@shoreviewmn.gov>

Proposed Apartment Complex

1 message

SHARON BRAUN RICHARD H BRAUN <braunrs3535@q.com>

Thu, Jul 16, 2015 at 1:47 PM

To: Kathleen Castle <kcastle@shoreviewmn.gov>

Ms. Castle,

Regarding the Public Notice and Request for Comment, we list the following:

1. Commercializing 3 of the residential properties which will impact the make-up of our residential community.

2. We have 52 families in our community. This multi-family proposed apartment residential property houses 100 market rate and luxury units with underground parking--for how many vehicles? Since most families have more than one vehicle, there would not be enough parking space. They will end up parking on our street. In addition to the lack of parking facilities, where will visitors park?

3. There is congestion on Rice St. during rush hours. It is difficult to get onto Rice St. now, with only one controlled entrance with a traffic light. With an additional 100 or more vehicles trying to get on, we will have a major traffic jam.

4. In the proposal there is no designated space for children to play and there are no parks or paths within walking distance from the apartments. Since there is no place for them to go they will end up playing on our street.

5. How will sewer and water needs for the two proposed large apartment buildings be handles? Will additional fees be added on to our taxes because of sewer and water upgrades? How will sewer and water impact the water quality of Lake Vadnais, which is the water supply for St. Paul?

6. The proposal directly affects the homeowners whose property is along side of, or across

from the apartment buildings.

7. Also the proposal includes a 6,576 ft. restaurant, to be built on the property. How many parking spaces have been set aside specifically for the restaurant patrons? In reviewing the proposal of the buildings and the parking spaces, it does not seem feasible that with 100 apartment family residences, there would be enough room to accommodate restaurant patrons also.

8. Lastly, and the most important observation of this proposal, the current residential neighborhood cannot accommodate the amount of traffic from the 100 multi-family residences and the traffic from the restaurant. In addition, this proposed change impacts the dynamics of our neighborhood and could significantly affect the current residents' property values. Our properties are larger than a normal city lot (around an acre or more per lot). Cramming in these large apartment buildings in a low density neighborhood would directly affect our way of life. This is why we bought into this area, because we wanted the space and the privacy.

Richard and Sharon Braun

We are writing to let you know we oppose the Planned Unit Development by Elevage Development Group, LLC. This development may be a good plan but would be developed in the wrong place.

We have traffic concerns, impact on existing businesses and residents, and railroad issues. This proposal has me puzzled as to the owners vision of individuals/families that would be interested in living with the noise of 694, the traffic tie ups on Rice St., confined area of apartment buildings, and the rumble of the train traffic through the area.

Overload of traffic should be one of the main concerns to deny this development. During rush hour traffic is backed up for blocks. We live on Rustic Place and try to avoid exits from Rustic Place and Ste Marie to Rice St. because of the volume of traffic on Rice St. Going to the light at Cty E and Rice Street has its own problems but, at least, we have traffic lights to help. Rush hour in the morning is already long waits for commuters and it is difficult to turn from County Road E onto Rice St going South because of the distance to 694 freeway lights. We have witnessed this most mornings. This intersection of 694, County Rd E, and Rice St is already congested and adding more traffic will only make it extremely difficult for commuters. Was there a development that was denied on Rice St and Gramsie because of traffic concerns?

The environment of our area would drastically change with the dynamics of a four to five story building. Trees help clean the air of carbon dioxide, is a noise reduction for the neighbors, and is a shelter for negative impact to the surrounding area. This impact would be lost with a four to five story apartment building, restaurant, and coffee drive thru. There would be no privacy for the homes near the building. The residents on Rustic Place would see a drastic change in traffic through our neighborhood.

This area is an island of railroad trains, freeway, and highway. With 100 apartments available, a certain percentage would be families with children. With Cardigan Junction and the railroad being so close, it could be a negative attraction for children looking for adventure and exploring. With the changeover of occupants there may always be a new group that would be looking for an attraction to keep them occupied. This could be a continuous problem and difficult area to control for Shoreview and the railroad for security purpose, possible injury, and vandalism.

We cannot see any positive reason for this proposal but see a lot of negative issues that would only create more problems for the City of Shoreview, commuters, residents of the area, and the railroad. Shoreview has always prided itself on making this City a family friendly community. Let's continue with that vision and deny the proposal.

Don and Jan Bunde
3681 Rustic Place
Shoreview MN 55126
651 483 1876



Kathleen Castle <kcastle@shoreviewmn.gov>

RE: Proposed 100 unit apt. & restaurant & retail space on Co Rd E

2 messages

Kathleen Cunningham <kcunningham@nwarctic.org>
To: "kcastle@shoreviewmn.gov" <kcastle@shoreviewmn.gov>

Tue, Jul 14, 2015 at 6:47 PM

Dear Kathleen,

I am a resident of 3651 Rustic Place in Shoreview and have been recently made aware of a proposal before the planning commission regarding a 100 unit apartment, retail facility, and restaurant to be built on Co. Rd. E and Rice Street.

As you can imagine, this is a very disturbing and troublesome proposal. How would you feel if this was being done in your neighborhood? Shoreview is unique in it's beautiful neighborhoods, parks, lakes, and retail outlets. Recently the city seems to be caving in to the "Density Creep" agenda. Kozlaks is gone and in its' place a huge monstrosity of a complex as well as across the street from there. There is another huge complex down by Island Lake School. I am aware of the politics of trying to crowd more people into our metropolitan areas but I would hope that Shoreview would take a stand against such measures helping to keep Shoreview the wonderful place to live that it is.

There are more than just a few problems with this proposal which include, traffic congestion, a very poor view for those residents, parking, and the impact of that many more people on water resources. As a taxpaying citizens of Shoreview my husband and I are letting you know that we are 100% against this proposal. I hope you will take all the comments and public outcry against this proposal.

Sincerely,
Tim & Katie Cunningham

Kathleen Castle <kcastle@shoreviewmn.gov>
To: Kathleen Cunningham <kcunningham@nwarctic.org>

Wed, Jul 15, 2015 at 8:33 AM

Thank you for the email. I will include this in the Commission's agenda packet.

Kathleen

Kathleen Castle
City Planner
City of Shoreview
651-490-4682
kcastle@shoreviewmn.gov

[Quoted text hidden]

July 21, 2015

Mary Ann DeMay

3654 Rustic Place

Shoreview, MN 55127

RE: Planned development on Retail/Apartment Complex at Rice and County Road E

Dear Shoreview Planning Commission:

I am writing to oppose the redevelopment of the property on the corner of Rice Street and County Road E in Shoreview. I have been a homeowner on Rustic Place since 1966.

The complex is much too large for a residential neighborhood. The increase of noise and traffic will be a real problem for our neighborhood.

We continually fight the railroad to the west and north of us on noise issues. We have a constant stream of trains, banging from switching and whistles at all hours of the day.

Rice Street to the east of us has a huge amount of traffic during rush hours. Traffic has hugely increased since the 1980s. We have had Rice Street expand into our yards to accommodate this traffic.

Now to the south of us there might be a 100 plus apartment complex with retail. I do not think this will help with the noise and traffic problems in our small residential neighborhood.

Sincerely,

Mary Ann DeMay

VIA EMAIL TO KCASTLE@SHOREVIEWMN.GOV

July 15, 2015

Kathleen Castle
City Planner
City of Shoreview
4800 Victoria Street North
Shoreview, MN 55126

Re: Elevage Development Group PUD for Rice Street/Rustic Place/County Road E
File No. 2584-15-27

Dear Ms. Castle:

Please accept this letter as my vehement objection to the above-referenced proposal.

My husband and I are some of the “new kids on the block,” having moved into the Rustic Place neighborhood in March 2014. We initially fell in love with our beautifully restored 1952 home, the large, heavily-treed lots, and quiet street. Since moving in, we have grown to know and love our wonderful neighbors. Ours is a small, isolated community and one where kids can safely ride their bikes down the street; where our many residents in their 70s and 80s can safely take their evening walks, and where everyone takes special care to keep a safe lookout for our several children and adults with developmental disabilities. This is an original Shoreview neighborhood with no sidewalks – all dog-walking and rollerblading takes place on the actual street surface.

So you can imagine my alarm and dismay to learn of a plan to add a gigantic apartment building at the end of the block, complete with a busy restaurant and drive-thru coffee.

This plan must not be allowed to proceed for the following reasons:

1. The proposed apartment building is far too tall. It will put many of the existing properties to the north in day-long shade. Cutting off southern exposure to homes which have stood there since the 1950s and 1960s is unconscionable. My home is a block north, and I have no desire for my southern view to be overtaken by an apartment building.

Kathleen Castle

July 15, 2015

Page 2

2. The proposed apartment building has far too many units. Adding hundreds of residents and vehicles to our tiny hamlet will completely eliminate the sense of safety we currently enjoy.
3. An apartment building is not an appropriate use of the residential space. Adding renters (as opposed to owners) dramatically increases the possibility of adding people who don't care if the neighborhood is safe, because they don't intend to stay long anyway. Apartment renters don't generally invest themselves into a community in the same way owners do.
4. Adding a drive-thru coffee shop just off Rice Street is a terrible idea. I will venture a guess that Corey Burstad has never tried to get through the Rice/694 interchange during morning rush hour. Rice Street already backs up WELL past the northern intersection of Rustic Place in the mornings. It is already extremely difficult to even make a right turn from Rustic Place or County Road E onto southbound Rice. Adding drive-thru traffic will only exacerbate an existing problem. And do we need more drive-thru coffee mere yards from a drive-thru Caribou?
5. A bar/restaurant will again add heavy traffic and noise from patrons who have no interest in being respectful of the neighborhood.

In sum, our neighborhood is the wrong place for this project and it must be quashed.

Sincerely,

Hilary Fox

181 Saint Marie Street, Shoreview

651.226.7310

Elevage Development Group, LLC
157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place
File No. 2584-15-27

Comments:

Qualities that attracted me to move to the Rustic Place neighborhood of Shoreview 27 years ago were the spacious, open-air, treed lots. They give a kind of country feel as well as providing a certain amount of privacy, while still being in the city. Having been raised on a farm in central Minnesota I learned to appreciate open spaces and the sights and sounds of nature around me.

Having a 4 or 5 story apartment complex outside my window is anything but a natural, rustic setting. I'm actually appalled that such a structure would even be considered at this location in our neighborhood. There is reason our street is named "Rustic Place".

Not only would a huge facility such as this be an eye sore, the affects at my location would be major. I'd be deprived of sunlight with the structure blocking out much of the sun as it passes on the south side of my home. I assume little would grow with near full shade conditions. And the air would likely become stagnant with little breeze to cool things and provide fresh air, unless from just the right direction.

Privacy would likely be a thing of the past with apartments rising 4 or 5 stories next to my home, and I would expect the sounds of the apartment residents would be heard as well.

Additional traffic from the apartment residents and business clients would contribute to the already congested area, particularly on Rice Street. Attempting to merge onto Rice Street in the morning is a test of patience at this point.

With careful consideration to those of us already living here it is my hope that this huge project would not go forward. Thank you.

Name: Howard Statz
Address: 3520 Rustic Place, Shoreview, MN 55126
Date: July 17, 2015

Elevage Development Group, LLC
157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place
File No. 2584-1527

Comments:

Does the city planning commission have any idea how congested Rice Street is even during non rush hours? Often traffic is backed up from 694 to the old A & W. Yesterday, around 3 pm the back up went all the way to the bank.

Trying to enter Rice Street from County Road E during the morning rush hour is difficult if you are not the first car in line. Traffic from the north is steady. From the Vadnais Lake area there is always a long line of cars hoping to go south on Rice.

Now, you not only want to add a 100 unit apartment building at E and Rice but a restaurant and a drive through coffee shop. Obviously, you do not know the area and the traffic patterns.

Rustic Place is a quiet neighborhood, a good place to raise children or walk a pet. Where will the children in the apartment play? There is no convenient park nearby. Years ago they could play on the land adjoining the railroad. Today, that's not possible or even safe.

I realize one or more owners of the homes that are to be demolished is probably happy. He apparently bought with strip mall expansion in mind as the property has not been kept up. The rest of the neighborhood keeps up their property.

I drive by the new apartment complex on Victoria and E almost every day. It is billed as a luxury complex, which is most amusing as the north side residents get to look out at the long freight trains mostly with tankers going through at all hours of the day and night. Also, they must get a lot of dust and dirt as we do living along Rustic Place and our trains are hundreds of feet away. Rumor has it that only about 20% of the units are occupied. Now, Shoreview's planning commission wants another badly placed apartment?

The planned development needs further discussion. Yes, a few more businesses could go into the strip mall, but an apartment by the freeway is not the answer.

Ronald Podratz *RP.*
3546 Rustic Place
651-485-7590

Elevage Development Group, LLC
157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place
File No. 2584-1527

Comments:

I am absolutely stunned!

A 4 or 5 story apartment building with 100 units, some of them supposedly luxury units on Rice Street and County Road E? The luxury units get to look out over 694 and the frequent 2 mile trains carrying oil tankers? What is Shoreview's city planning office thinking?

Do the apartment dwellers enter their underground garage via Rustic Place? Surely someone in the office remembers when Rustic Place was repaved. We voted to keep the street narrower than what the city wanted.

You're providing a so-called buffer with trees and a berm on the north side? That you think will keep the Rustic Place neighbors happy? Not to say anything about those on the so called fourth and fifth floors who get to peer into our windows and yards. Oh, the plan sounds absolutely delightful.

Oh, and a 6,500 foot restaurant on Rice Street? Ah, apparently, the planning office does not travel along Rice north of 694 and noticed how narrow it is with a lake to the east. Not to mention busy. By the way, the Rice Street bridge is due to be replaced. Perhaps the planning office has forgotten this.

And we lose Pet Junction, Subway, and the barber and beauty shops. Wonderful idea!

The design is ugly and does not fit in with the neighborhood.

Why not use the land where Rainbow was on 96?

Obviously, I am disappointed and outraged that such an idea as a 100 unit apartment house, coffee shop, and restaurant is being consider for that property. Kindly take your inappropriate ideas somewhere else!

Dorothy LeGault
3546 Rustic Place
651-482-0232





Kathleen Castle <kcastle@shoreviewmn.gov>

Meeting on July 28

1 message

Dorothy Legault <dodylegault@aol.com>

Thu, Jul 23, 2015 at 6:46 AM

To: kcastle@shoreviewmn.gov

My husband, Ronald Podratz, and I will be unable to attend the July 28th Shoreview Planning Commission meeting as my flight from New Mexico does not arrive in time. However, we continue to be opposed to the appropriateness of the Elevage proposal for E and Rice as it is incompatible with the general land use in the area as well as traffic patterns.

Dody LeGault
3546 Rustic Place



Kathleen Castle <kcastle@shoreviewmn.gov>

Feedback on the Proposal to redevelop the land at the corner of Rice and Cty Rd E

1 message

Jeff&Lisa Olson <jeffandlisaolson@gmail.com>

Thu, Jul 16, 2015 at 2:24 PM

To: kcastle@shoreviewmn.gov

Hi Kathleen,

I live at and own the house on 3545 Rustic Place in Shoreview and recently got the letter addressing the potential plans for the redevelopment of the land on the corner of Rice and county Rd E. I have a number of concerns with this project and am writing as requested to share them.

When we moved to Rustic and purchased the home it was because of the low density housing with larger lots that make this area safe for my three young kids to bike and play. The proposed project seems extremely non congruent with the feel of the rest of the neighborhood, its zoning rules and the general density of the surrounding dwellings. The sheer height alone of the proposal is not in scale at all with any of the surrounding structures and will drastically alter the landscape, feel and add to the congestion of a already overly congested series of lights and intersections within our community.

The traffic at that corner is already heavy and often spills into the neighborhood and to add the potential for more then 100 plus cars to that corner and neighborhood seems ill advised and unsafe. Further there is already existing retail space available in the current mall and many other spaces near this intersection so it appears the commercial retail market in this area is a bit soft and likely will not be occupied and thus is not needed for the residents of Shoreview.

I also am concerned that Elevage LLC can undertake and complete such a large and costly project given they have been in operation for less the 5 years and do not have a long term proven track record in their respected industry.

I would like to add my name to the growing list of longtime Shoreview residents who do not wish for this proposal to go forward and do not think this is desirable, wise nor in the best interest of Shoreview or this neighborhood.

I will plan on sending a letter as well and will be present at the meeting on the 28th,

Thank you,
Jeffrey C. Olson



Kathleen Castle <kcastle@shoreviewmn.gov>

RE: New Construction - Rice Street Crossing

1 message

Richard O'Neil <rwo3530@yahoo.com>

Tue, Jul 21, 2015 at 4:41 PM

Reply-To: Richard O'Neil <rwo3530@yahoo.com>

To: "sandymartin444@gmail.com" <sandymartin444@gmail.com>, "\"emyjohnson26 2\""
<emyjohnson26.2@gmail.com>, "tjquig@comcast.net" <tjquig@comcast.net>, "ady@adywickstrom.com"
<ady@adywickstrom.com>, "cory@coryspringhorn.com" <cory@coryspringhorn.com>,
"tschwerm@shoreviewmn.gov" <tschwerm@shoreviewmn.gov>, "kcastle@shoreviewmn.gov"
<kcastle@shoreviewmn.gov>

From: Richard O'Neil, 3530 Rustic Pl

I've lived here at 3530 Rustic for the last 25+ years and raised two children in a neighborhood and community that is indeed God's gift. My neighbors are the best anywhere. I am angry that the the Shoreview governance group(s) would allow this poposal to build TWO apartment buildings and a restaurant and another drive-through coffee shop WITHIN 200+ FEET OF MY HOME.

Is this project economically feasible? Cofee is already available at the Mexcan Drive-in across the street, the gas station on the corner next to it, and Caribou across the freeway. Surely the world doesn't need another coffee shop or the increased traffic congestion that is already here. What will we do with another failed coffee shop on the corner?

Also, the restaurant can only add to the already congested intersection and overflow into our residential neighborhood. And again, if it fails (and most do), we will have another empty building in our neighborhood. I don't even want to ask if it will have a liquor license - I presume so - and activity until 2 AM. Apartment buildings, four and five stories, are planned on a traffic congested corner overlooking the freeway on the south side and our neighborhood (specifically my home) on the north. How many hundred autos will these renters bring in to our neighborhood? We will have people constantly moving in and moving out and no ownership stake in the neighborhood.

Have you considered how this project will effect the value of the investment in our homes? We, who have lived here and raised our kids and kept up our property and faithfully paid our real estate taxes. As we get older, some of us will have to sell our homes which for me is a major asset. I am very concerned that this project will have an adverse effect on re-sale values when its time for me move. This project, coupled with the already challenging railroad issues, will erode resale values.

Please prevent this harm to our neighborhood and our homes by rejecting this proposal.

Respectfully,

Richard O'Neil, Owner - 3530 Rustic Pl.



Kathleen Castle <kcastle@shoreviewmn.gov>

157 County Road E

1 message

Kate O'Neil <kateo3530@gmail.com>

Wed, Jul 15, 2015 at 10:54 AM

To: kcastle@shoreviewmn.gov

Dear Planning Commission,

My name is Kate O'Neil, I'm 28-- I have just purchased my first house, but still call 3530 Rustic Place my home.

I grew up on Rustic Place. I learned how to ride my bike--right out the driveway and onto the street-- with my mom yelling behind me to "be careful"! I remember and still participate in neighborhood events like the 4th of July parade and the neighborhood Halloween Party. We are a community of neighbors that watch out for eachother and take care of eachother. It is a quite neighborhood with little drive-through traffic, little noise (unless the train is honking by) and has a lot of privacy and space to feel free.

Building an apartment building and resturant will take away our little traffic, a little noise and a lot of privacy. The busy complex that is proposed on this corner will destroy our quaint neighborhood character.

In fact, the proposed structure will do much more than destroying our neighborhood character it will:

1. Decrease in safety as there will be an increase in revolving strangers not stationary neighbors. Owners feel a different sense of responsibility to the neighborhood than renters and could bring loitering, littering and crime.
2. Increase congestion on Rice Street and traffic on Rustic Place. Thus, creating an unsafe environment for kids and adults either playing or walking in the street as there are no sidewalks.
3. There will be no play area for apartment building families which is unsafe for everyone as the quite street of Rustic Place will be utilized by the apartment families.
4. Privacy of the neighborhood will be abolished with towering apartments looking down onto our lawns.
5. Disruption to the neighborhood when Ambulance/Police personel may be needed at the restaurant because they are serving alcohol. Which in turn could cause a decrease in safety if a drunk individual chooses to vandalize or break-and-enter into private family homes.

Lastly, I am not sure who would pay for a luxury apartment to hear consecutive train horns at all hours of the night. Once this is realized by the luxury apartment tenants, I would doubt that they would stay and it would become harder for the apartment building to maintain a luxury clientele.

I implore the Planning Commission to reject this proposal as it will unravel the fabric of our family neighborhood and the bond we share. I look forward to meeting you in person at the Tuesday meeting.

Sincerely,

Kate O'Neil
651-808-2454



Kathleen Castle <kcastle@shoreviewmn.gov>

Comments On Elevage development Group Project (File No. 2584-15-27)

2 messages

Thomas Sparrow <tsparrow@usfamily.net>

Fri, Jul 17, 2015 at 10:21 AM

To: kcastle@shoreviewmn.gov

i think approval is a BAD idea when looking at various consequences that are sure to occur if this project proceeds.

But I will focus my comments to the influx of cars. Specifically, I am concerned about where to put them and what havoc they would cause ... especially during commute hours ... say 7am to 9am in the morning and 4pm to 6pm in the late afternoon.

Where To Put Them (the cars)

From the drawing sent to me i count 70 parking slots outside. No one wants to park inside unless it is ten below zero. I have served time at Midland Terrace ... i am speaking from experience.

Anyway, from the architect's drawing i count 70 slots around the apartment complex itself. Let's up the count to 100. In the mix of tenants, most will be couples or families with two or more cars. So we have 100 cars that don't have parking slots ... where to put them ? ... i know ... they can park in the slots around the restaurant and the coffee shop ... there is nothing that delineates which parking slots belong to which business.

Traffic Congestion

The main artery for North Eastern Shoreview into the Twin Cities is Rice Street. The stoplight at County Road E is timed to allow Rice Street traffic to flow unimpeded through it. Over time this traffic has built up quite a bit. Things work well most of the time because there is little cross traffic to interrupt the flow. This project will change that.

Neither of the problems described above is addressed by the Elevage Developemnt proposal. It is like they will build it, make their money, and disappear into the sunset.

The costs Shoreview will incur to keep police at the intersection to handle accidents and keep frayed tempers in check are not in the proposal. Oh ... they will be close enough to handle the parking disputes that will arise because Shoreview allowed someone to try and fit a whale into a tin can.

Kathleen Castle <kcastle@shoreviewmn.gov>

Fri, Jul 17, 2015 at 2:34 PM

To: Thomas Sparrow <tsparrow@usfamily.net>

Thank you for the comment. I did receive this and will include your response in the Planning Commission packet.

Kathleen

Kathleen Castle
City Planner
City of Shoreview
651-490-4682
kcastle@shoreviewmn.gov

[Quoted text hidden]

In response to the Public Notice for a Planned Unit Development at 157 County Rd E. July 14, 2015

This area of Shoreview is a unique area bordered by 694, Vadnais Lake and the railroad. We are approximately 52 homes isolated from other communities. The traffic flow along Rice is significant to the point of a "bottle neck" during rush hour. Even with the planned improvement of the Rice & 694 interchange there will still be a heavy traffic pattern. To introduce an apartment complex of 100 family units is unbelievable. To begin with the increase of traffic of the inhabitants and their guests will be a 24 hour circus. Since the residents will likely be families, there will probably be teenagers with cars to add to the congestion.

Family units mean children of different ages will be living there. Where will the children play? At Cardigan Junction on the railroad tracks? There is no accessible park for them. Even if there is a walking path made across 694, only older children will be able to cross and head to Owasso Lake and its play area.

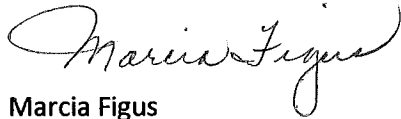
The entire dynamics of this community will be dramatically altered by introducing this apartment complex. The structure being 4 or 5 stories high will shade out the homes to the north. Putting in a "berm and coniferous trees" will hardly solve the problem. They are on the north side of the building growing in the shade of the building so any plant will not grow. The residence on the floors will be looking into our homes and our back yards. There will be no privacy what so ever. When we bought into this neighborhood we bought into large yards and privacy. This will be taken away from us with this structure. Also, who wants to look at a wall to the south! Our neighborhood already lived with a 5 story wall when the railroad stored container cars 5 high and 5 deep behind our homes. We know what that was like! It wasn't nice at all. It was an "eye-sore!"

A restaurant on Rice Street of 6,576 sq ft is too close to the residential homes. The traffic in and out will be unacceptable. If the restaurant is serving alcohol other issues such as intoxicated drivers and possible altercations in parking lots. The presence of the Taco Bell already causes significant traffic issues with the flow of people. A drive through coffee shop again has continuous moving traffic.

The residential homes to be acquired are homes the owners are probably happy for someone to take them off their hands. I have kept up my home. I take care of my home and my land as have others in this neighborhood. I feel that the residential listing of those 3 properties should remain residential.

I am upset that Shoreview would even consider this proposal for this area. It is a one of a kind area in Shoreview. We have a neighborhood Halloween party, a neighborhood 4th of July parade and picnic, and an annual block party. With the city's permission, we also beautified the city's property along Cty E and Rustic Place by planting flowers that bloom through the summer. Consequently, we know each other and watch out for each other. Introducing this Planned Unit Development into this area is unconscionable.

This is not the location for the Planned Unit Development from Elevage Development Group. The Shoreview Planning Commission needs to do the "RIGHT" thing for its tax payers who have been there for Shoreview.



Marcia Figus

3538 Rustic Place

Shoreview, MN 55126

651-483-3306

As a (almost) life-long resident of this neighborhood, I am totally opposed to the thought of a high-rise apartment building. The first two owners of property in this block were my grandfather (Victor Nisswandt), who owned 209 St. Marie Street and Jacci Krebsbach's grandfather who owned the property at 3500 Rustic Place. When they built their homes, there was nothing between the two of them but a dirt road. We have come a long way from those dirt road days, but some things have not changed. The pride in living in such a great place, close to both downtowns, the interstate, but yet hidden away from the world, have always made this a great place to live.

My father bought the lot at 205 St. Marie Street from his dad (my grandfather), and built the house that is currently there. This is where I grew up (and actually) came home as a newborn, in 1953. After my grandparents died, my uncle bought 209 St. Marie. That house is still in the family, since it owned by his daughter, my cousin. When the house we currently live in at 3566 Rustic Place came up for sale in 1989, we bought it from someone who also grew up on Rustic Place, at that time her parents still lived where she grew up, at 3577 Rustic Place. So in a nutshell, I have lived in this neighborhood for 51 of my 62 years.

My husband and I bought the house next door to us, 3574 Rustic Place in 1997, so that our parents could be close to us as they aged, and we could help care for them. Since then we have lost both of our fathers, but my mom is still here in her old neighborhood.

I have watched generations of children grow up in a neighborhood that is just like it was when I was growing up here, and I don't want to see that change. Neighbors watch out for each other, there are many people that have lived here anywhere from 30-50 years. New families have joined the neighborhood and have quickly learned what a great small community we are; only a block or two from the freeway, but away from the hustle and bustle of big city life. Most people, who have never been to our block say, I didn't even know there were houses back here.

The chaos that will occur if this proposed plan is approved is beyond my comprehension. The traffic, both foot and vehicular will increase, the congestion at Rice, County Rd. E. and the freeway is almost unbelievable and will only get worse. I can only imagine that crime, will increase with a multi-family/retail space moving in. Our property values have just started to come back after the 2008 real estate downturn. What will happen when we are surrounded by a building much too large, and built to accommodate more people than the infrastructure can accommodate. What happens to the value of our homes if this goes forward?

As a taxpayer on two properties on this block, and a lifelong resident, I oppose this project. This neighborhood cannot sustain the traffic, congestion, and disorder that will come if this is approved.

Karen and Rob Earhuff

3566 Rustic Place

Shoreview, MN 55126

651 482 7901



Elevage Development Group, LLC

157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place

File No. 2584-15-27

Dear Shoreview Planning Commission:

Below are comments re: the Public Notice for the July 28 meeting at 7pm at the City Council Chambers:

- I. **Apartments:** We are totally opposed to the proposed transitory multi-family units set for the western and southern areas due to the following concerns:
 - a) High-end renters will not rent on marginal land near a freeway and train yard.
 - b) High-end renters also will not rent without garages due to hail, ice, snow and, especially, the easy access to the freeway by thieves of their Toyotas and Hondas.
 - c) New apartment buildings are required by the Metropolitan Council to have 10 percent occupancy of low income renters: Section 8 and other vouchers.
 - d) Apartment buildings deteriorate quickly and then will bring a bad element to the town.
 - e) High volume of people and traffic bring negative effects to the Snail Lake Park Reserve and to the West Vadnais Lake Watershed District, a water source for St Paul's water.
 - f) High volume of people and traffic already ensnare commuters on Rice Street and 694's on and off ramps. Rice Street is not adaptable to such high volume during rush hour commutes of six or more hours daily, especially during 35E construction.
 - g) The skyline for commuters returning home will be ruined – no tree line but ugly 4 and 5 story apartment buildings.
- II. **Drive-through coffee shop on the corner of Rice and E:**
 - a) The drive-through will create similar havoc with traffic on Rice Street from 6-9am and 3-7pm weekdays and all of Saturday.
 - b) We have a Caribou across the freeway and this is a residential area.
 - c) A better use of the corner would be a welcoming landscaped Shoreview rock similar to Lexington and 96. This is the gateway to home and to the lakes for many families.
- III. **Restaurant at 3521 Rice:**
 - a) Any restaurant built should be at the western edge of the development near the marginal land, not on Rice Street, to divert traffic more suitably in a residential neighborhood, with Rice Street already so busy.
 - b) The development should not have access directly from Rice.
 - c) This idea would keep the sightlines low to keep a visible tree line, manage traffic better and avoid the imminent domain seizure of a young family on Rice Street with small children that just spent tens of thousands of dollars upgrading their home with a double garage. It would be highly unlike Shoreview's family values to seize that home.
- IV. **Recommend:**
 - a) Have restaurant at E and Rustic corner.
 - b) This area is not like Victoria and 694 or Lexington and 694. Completely different.
 - c) Have high end strip mall like those at White Bear Lake near the City Hall, that would include family friendly stores and shops that accommodate the commuters returning to North Oaks, Shoreview and Vadnais Heights.

Name: ^{DR.} Ron and Becky Hoschouer
Address: 3562 Rice Street, 55126



Kathleen Castle <kcastle@shoreviewmn.gov>

Rice Street Traffic Nightmare Increasing

Curtis Leavitt <curtleav@msn.com>

Thu, Jul 16, 2015 at 5:01 PM

To: "sandymartin444@gmail.com" <sandymartin444@gmail.com>, "emyjohnson26.2@gmail.com" <emyjohnson26.2@gmail.com>, "tjquig@comcast.net" <tjquig@comcast.net>, "ady@adywickstrom.com" <ady@adywickstrom.com>, "cory@coryspringhorn.com" <cory@coryspringhorn.com>, "kcastle@shoreviewmn.gov" <kcastle@shoreviewmn.gov>, "blake.huffman@co.ramsey.mn.us" <blake.huffman@co.ramsey.mn.us>, Denise Hamilton <sedeni@msn.com>, lengel@tsi.com, jaccikrebsbach@icloud.com, tony@enrichinc.com, Helen Moreland <hmoreland@msn.com>, fliplcret@excite.com, Susan Deno <susandeno@gmail.com>, robkaren@q.com, Curtis Leavitt <curtleav@msn.com>, Katie Cunningham <frog99752@yahoo.com>, Kelly Kasel <kaselkm0@msn.com>, donamra@excite.com, bobbi@casadearte.net, Elsa Keeler <enk@nisswandt.com>, Jan Bunde <donjanbunde@q.com>, keithjohnson3034@msn.com, Anna Schaberg <ajschaberg@gmail.com>, Wendy Rossi <wendyjr49@gmail.com>, Sharon Richard BRAUN <braunrs3535@q.com>, toro342000@yahoo.com, cadesign@gmx.com, Tom Sparrow <tsparrow@usfamily.net>, ladittberner@bremer.com, Steve Hamburger <steve@franchisetimes.com>, dhfcvf29@comcast.net, Sarah VanLaningham <todderv@hotmail.com>, mpeterson270@comcast.net, sunnie55126@q.com, Diane Andrews <jaydiane12@gmail.com>, Dody LeGault <dodylegault@aol.com>, Kristi Tomas <kristi@tomascompanies.com>, marciafigus@hotmail.com, Richard O'Neil <rwo3530@yahoo.com>, capitalcityhtgstpaul@yahoo.com, conceptualcarpentry@gmail.com, howard@thecaulkersco.com, lottecan@yahoo.com, Bobby O'Rourke <rorourke@cbburnet.com>, book club Kay Rooney <kayr@bitstream.net>, caroljohnson@clbensen.com, Megan yoga Gangl <gangl@comcast.net>, Michelle Hamburger <mmhamburger@gmail.com>, patrick foley <waltistheonewhoknocks@gmail.com>

Rice Street Traffic Nightmare Increasing With New 5-Story Apartment Bldg

From: Curt & Suzie Leavitt, 3636 Rustic Place, Shoreview 55126 (curtleav@msn.com)

Date: Thur. July 16, 2015

To Neighbors: (sedeni@msn.com); (lengel@tsi.com); (jaccikrebsbach@icloud.com); (tony@enrichinc.com); Helen Moreland (hmoreland@msn.com); (fliplcret@excite.com); (susandeno@gmail.com); (robkaren@q.com); (curtleav@msn.com); (frog99752@yahoo.com); (kaselkm0@msn.com); (donamra@excite.com); (bobbi@casadearte.net); (enk@nisswandt.com); Jan Bunde (donjanbunde@q.com); (keithjohnson3034@msn.com); Anna Schaberg (ajschaberg@gmail.com); Wendy Rossi (wendyjr49@gmail.com); Sharon/ Richard BRAUN (braunrs3535@q.com); (toro342000@yahoo.com); (cadesign@gmx.com); Tom Sparrow (tsparrow@usfamily.net); (ladittberner@bremer.com); Steve Hamburger (steve@franchisetimes.com); (dhfcvf29@comcast.net); (todderv@hotmail.com); (mpeterson270@comcast.net); (sunnie55126@q.com); Diane Francisco Andrews (jaydiane12@gmail.com); (dodylegault@aol.com); (kristi@tomascompanies.com); (marciafigus@hotmail.com); Richard O'Neil (rwo3530@yahoo.com); (capitalcityhtgstpaul@yahoo.com); (conceptualcarpentry@gmail.com); (howard@thecaulkersco.com); (lottecan@yahoo.com); Bobby O'Rourke (rorourke@cbburnet.com); book club Kay Rooney (kayr@bitstream.net); (caroljohnson@clbensen.com); Megan yoga Gangl (gangl@comcast.net); Michelle Hamburger (mmhamburger@gmail.com); patrick foley (waltistheonewhoknocks@gmail.com)

To City of Shoreview Officials- Mayor Sandy Martin, Council members: Emy Johnson, Terry Quigley, Ady Wickstrom, Cory Springhorn, and City Planner Kathleen Castle <sandymartin444@gmail.com>; <emyjohnson26.2@gmail.com>; <tjquig@comcast.net>; <ady@adywickstrom.com>; <cory@coryspringhorn.com>; <kcastle@shoreviewmn.gov>

To Ramsey County Officials - Blake Huffman blake.huffman@co.ramsey.mn.us

Blake, will you see this gets to appropriate Ramsey County officials that need to be involved in the "Increase in Traffic Congestion Assessment".

Folks in the Rustic Place/Rice Street area of Shoreview (North of Hwy 694) have been informed by the city that a 4 to 5 story apartment building and restaurant (that will serve liquor) is being planned at what is already a traffic bottleneck at Rice St, County Road E, and Hwy 694.

In the last few days, we have read the concerns that 18 of our neighbors have sent to Shoreview city officials. Some are understandably angry.

The bottleneck - Marcia Figus points out that the terrible traffic problems that already exists on Rice Street during rush-hours will become a nightmare. Currently, the traffic stretches back bumper to bumper sometimes over a mile morning and night.

A **map is attached** showing the "bottleneck" along Rice St consists of: Co Rd E entrance/exit; Vadnais Blvd entrance/exit; Kath gas station entrance/exit; Taco Bell entrance/exit; Gas station E. side Rice entrance/exit; On ramp to Hwy 694 W. Off ramp from Hwy 694 W; Off ramp from Hwy 694 E; On ramp to Hwy 694 E. And, there are four stop lights here on Rice a short distance apart (again see map):


- Co Rd E / Vadnais Blvd intersection with Rice
- The on ramp & off ramp 694 west
- The on ramp & off ramp 694 east
- Owasso Blvd

Note that Co. Rd E. provides no escape from the bottleneck pressure, as Co Rd E ends about 800 ft west at the Soo Line Railroad. Also, Vadnais Blvd provides no escape, as it is a narrow winding road around Lake Vadnais that does not meet a relief artery until it gets miles to the east at Freeway 35E (heading north to Duluth).

Increase in Traffic Congestion Assessment needed from County - So far, neighbors have been directing their concerns to city officials, but since the main traffic congestion is on Rice Street (which is County Hwy. 49), county officials should be involved - for example, to do an "Increase In Traffic Congestion Assessment".

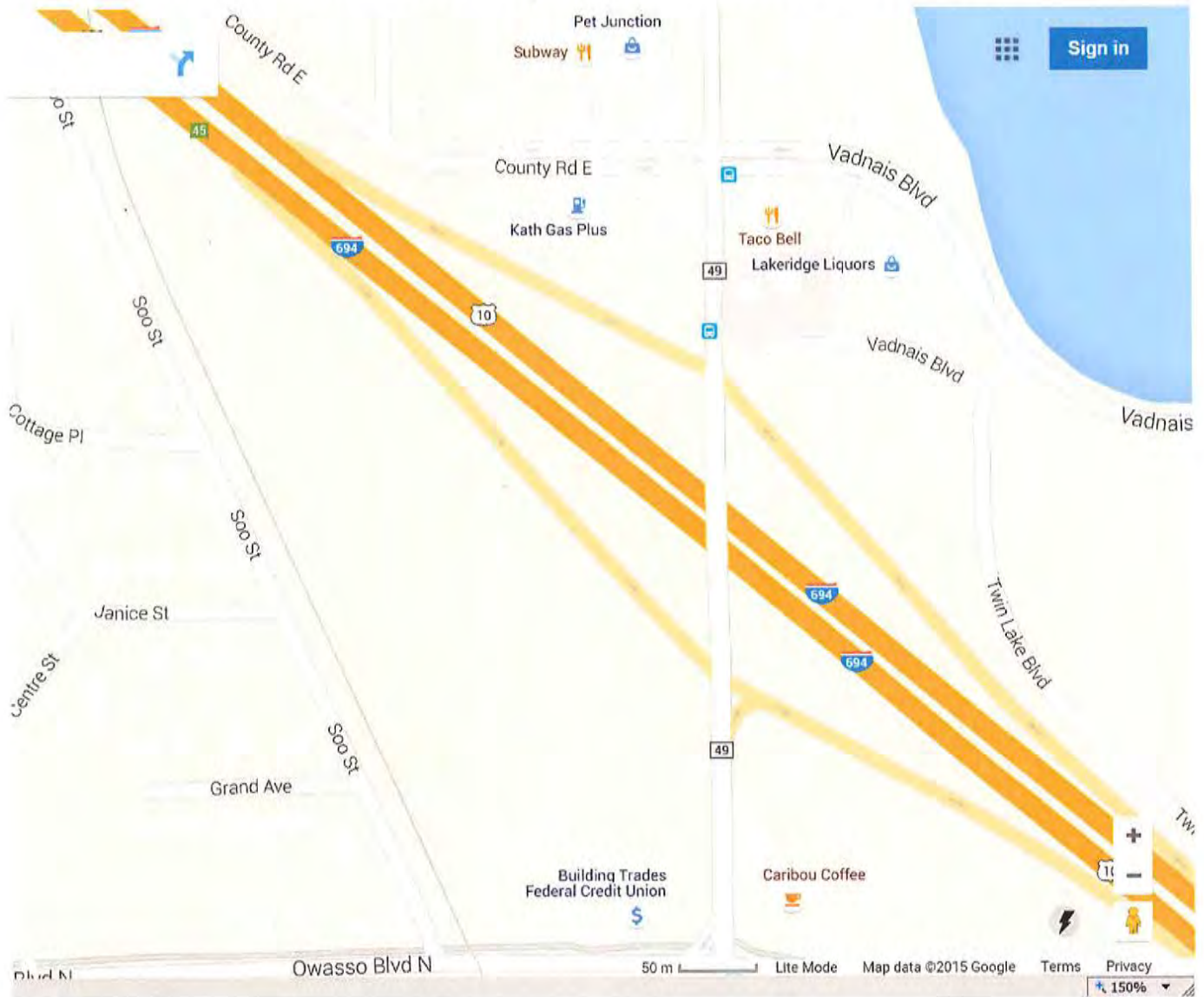
Our Ramsey County Commissioner for this area is Blake Huffman. He knows our city, as he served us well as Shoreview Councilman for 16 years (from 1996 to 2012). Blake can be reached at: Email (blake.huffman@co.ramsey.mn.us) or Phone [651-266-8362](tel:651-266-8362).

Curt & Suzie Leavitt, 3636 Rustic Place, Shoreview, MN 55126

 **Rice Street S. of County Rd E - MAP.docx**
523K

Rice Street S. of County Rd E Crossing over Hwy 694

Approximate Map Scale: 0.95 inch = 100 meters = 300 ft





Kathleen Castle <kcastle@shoreviewmn.gov>

Rice Street Traffic Nightmare Increasing

MEGAN <gangl@comcast.net>

Thu, Jul 16, 2015 at 10:07 PM

To: Curtis Leavitt <curtleav@msn.com>

Cc: sandymartin444@gmail.com, emyjohnson26 2 <emyjohnson26.2@gmail.com>, tjquig@comcast.net, ady@adywickstrom.com, cory@coryspringhorn.com, kcastle@shoreviewmn.gov, blake huffman <blake.huffman@co.ramsey.mn.us>, Denise Hamilton <sedeni@msn.com>, lengel@tsi.com, jaccikrebsbach@icloud.com, tony@enrichinc.com, Helen Moreland <hjmoreland@msn.com>, flipltcret@excite.com, Susan Deno <susandeno@gmail.com>, robkaren@q.com, Katie Cunningham <frog99752@yahoo.com>, Kelly Kasel <kaselkm0@msn.com>, donamra@excite.com, "Blilie, Bobbi Haasl & Jon" <bobbi@casadearte.net>, Elsa Keeler <enk@nisswandt.com>, Jan Bunde <donjanbunde@q.com>, keithjohnson3034@msn.com, Anna Schaberg <ajschaberg@gmail.com>, Wendy Rossi <wendyjr49@gmail.com>, Sharon Richard BRAUN <braunrs3535@q.com>, toro342000@yahoo.com, cadesign@gmx.com, Tom Sparrow <tsparrow@usfamily.net>, ladittberner@bremer.com, Steve Hamburger <steve@franchisetimes.com>, dhfcvf29@comcast.net, Sarah VanLaningham <todderv@hotmail.com>, mpeterson270@comcast.net, sunnie55126@q.com, Diane Andrews <jaydiane12@gmail.com>, Dody LeGault <dodylegault@aol.com>, Kristi Tomas <kristi@tomascompanies.com>, "Ficus, Marcia" <marciafigus@hotmail.com>, Richard O'Neil <rwo3530@yahoo.com>, capitalcityhtgstpaul@yahoo.com, conceptualcarpentry@gmail.com, howard@thecaulkersco.com, lottecan@yahoo.com, Bobby O'Rourke <rorourke@cbburnet.com>, book club Kay Rooney <kayr@bitstream.net>, caroljohnson@clbensen.com, Michelle Hamburger <mmhamburger@gmail.com>, patrick foley <waltistheonewhoknocks@gmail.com>

Hello,

I am a neighbor from the Horseshoe neighborhood south of 694 off of No Owasso Blvd. I am also concerned about this construction project and want to add a couple of comments that could be added to the discussion and the map. One thing that isn't mentioned in the traffic discussion is the backups that are caused by the train crossing on No Owasso Blvd.

As you all know that has created significant traffic congestion. In addition, there is a proposed development of 10 single family homes that will feed directly onto No Owasso Blvd (4) and Grand Avenue (6 more), and all will be using No Owasso Blvd and Rice Street.

Megan Gangl

From: "Curtis Leavitt" <curtleav@msn.com>

To: sandymartin444@gmail.com, "emyjohnson26 2" <emyjohnson26.2@gmail.com>, tjquig@comcast.net, ady@adywickstrom.com, cory@coryspringhorn.com, kcastle@shoreviewmn.gov, "blake huffman" <blake.huffman@co.ramsey.mn.us>, "Denise Hamilton" <sedeni@msn.com>, lengel@tsi.com, jaccikrebsbach@icloud.com, tony@enrichinc.com, "Helen Moreland" <hjmoreland@msn.com>, flipltcret@excite.com, "Susan Deno" <susandeno@gmail.com>, robkaren@q.com, "Curtis Leavitt" <curtleav@msn.com>, "Katie Cunningham" <frog99752@yahoo.com>, "Kelly Kasel" <kaselkm0@msn.com>, donamra@excite.com, bobbi@casadearte.net, "Elsa Keeler" <enk@nisswandt.com>, "Jan Bunde" <donjanbunde@q.com>, keithjohnson3034@msn.com, "Anna Schaberg" <ajschaberg@gmail.com>, "Wendy Rossi" <wendyjr49@gmail.com>, "Sharon Richard BRAUN" <braunrs3535@q.com>, toro342000@yahoo.com, cadesign@gmx.com, "Tom Sparrow" <tsparrow@usfamily.net>, ladittberner@bremer.com, "Steve Hamburger" <steve@franchisetimes.com>, dhfcvf29@comcast.net, "Sarah VanLaningham" <todderv@hotmail.com>, mpeterson270@comcast.net, sunnie55126@q.com, "Diane Andrews"



Kathleen Castle <kcastle@shoreviewmn.gov>

Planned Re-Development submitted by Elevage Development Group LLC: Rice and 694 File # 2584-15-27

Laurie Otte <lottecan@yahoo.com>

Fri, Jul 17, 2015 at 7:42 AM

Reply-To: Laurie Otte <lottecan@yahoo.com>

To: "kcastle@shoreviewmn.gov" <kcastle@shoreviewmn.gov>

To: Shoreview Planning Commission: Kathleen Castle: City Planner

Planned Re-Development submitted by Elevage Development Group: File # 2584-15-27

The Plans submitted would actually revitalize the area, and bring it into 21st Century.

The area currently looks like it is stuck in the 60's:

Looking at the other corners: NE corner of Rice and Vadnais Blvd. is a vacant run down shack. The SE corner of Rice and 694 is a relic of a bar, and the SW corner vacated by Ramsey County is an open pile of dirt and weeds.

The Steering committee (formed when the Ramsey County Maintenance Facility closed) consisting of residents of Shoreview, (Including this neighborhood), Little Canada and Vadnais Heights agreed that the NW corner of Rice and 694 would be re-developed. At that time the Shoreview Mall, the homes of Jim Johnson and Edward and Laurie Otte were not included in that plan. That has prevented any of us from doing any upgrades or enhancements to our property for over 10 years.

The mostly empty Shoreview Mall (which has been that way for most of 2 decades), has become a haven for drug deals, causing excess resources from Ramsey County Sheriff to patrol the lot and the area.

This area could become the next Brooklyn Center, if revitalization is not done.

The alternative to these plans could be a row of fast food restaurants, strip malls with liquor stores and tobacco shops.

Shouldn't this area be the first area to have the nicest development, instead of the leftover businesses nobody wants or needs?

Thank you,

Laurie Otte

185 West County Road E

Shoreview, MN 55126

Respected Mayor and Council Members,

July 18, 2015

I know that you have received an outpouring of responses to the Planned Unit Development on Rice St. and County E and I simply wanted to add our family to your growing list of residents who oppose this construction.

We do so for all the reasons my neighbors have already so eloquently stated - the traffic nightmare, the ostentatiously monolith nature of the proposed project for the proposed area, the influx of hundreds of residents to an encapsulated neighborhood, etc. etc. etc.

My main reason for opposition however, is this:



As residents of this neighborhood for 12 years, we know every kid here. These are ours, but we speak for all. Although we have no sidewalks, they know that they can safely get on their bikes and ride all the way down the street, unsupervised, to play with a neighbor. They know that they can test out a pair of roller blades for the first time or take the dog for a walk without having to worry about a thousand cars or strangers coming through. The adults in the neighborhood know who they are and all of the kids know they can get a piece of candy if they stop at "Gramma Betty's" down the street. We take care of our land and one another.

If this PUD goes in, if there are even 100 more people here – or unthinkable, 100 UNITS of people and cars here - this neighborhood, and our kids that live here, will suffer. Our space and streets will have to absorb the 100 units of people because there is nowhere else to go. We bought in this neighborhood BECAUSE it was encapsulated with huge residential lots, so our kids could grow up kids and so we could look out for one another. That is why your inboxes were flooded. Because we would like our community to stay community

See, this is what our neighborhood looks like when you turn into the proposed corner:



And this is what it looks like when you round the corner:





Kathleen Castle <kcastle@shoreviewmn.gov>

letter re PUD

1 message

Helen J Moreland <hjmoreland@msn.com>

Fri, Jul 24, 2015 at 12:21 PM

To: KCastle@shoreviewmn.gov

This is to oppose the Planned Unit Development by Elevage Development Group, LLC proposed for County Road E between Rice Street and Rustic Place.

You have received several letters from others in opposition to this proposal that have clearly identifying the concerns of the citizens:

1. Increased traffic congestion, noise and carbon emissions on Rice Street and Rustic Place. Rice Street is already backed up in the morning and evening traffic. The residents of Rustic Place requested something to stop the heavy traffic in the morning (people trying to avoid Rice Street traffic) so Shoreview placed a highway sign at the north end of the street making it an offense to turn there between 7-9 a.m. It wasn't safe for children to play on Rustic Place before that time.
2. This area has wetlands on one side and Lake Vadnais, the St Paul water supply, on the other. The increase in traffic and people will affect the environmental safety of these area. I'm quite concerned the impact this will have on Lake Vadnais and the wetlands. More people and cars can't be good for this environment.
3. The designated site has Rice Street on one side, Hwy 694 and railroad on another then there's our island of homes. Not an ideal spot for anyone to live there or for us who live in these homes. So sad.

No matter how I look at this, I cannot see any positive points for building the complex in this location. It seems there are other places that would work better such as where Rainbow was located before it closed with more access roads.

Helen J Moreland
3672 Rustic Place
Shoreview MN 55126
[651-483-4180](tel:651-483-4180)