

**AGENDA
PLANNING COMMISSION MEETING
CITY OF SHOREVIEW**

**DATE: APRIL 26, 2016
TIME: 7:00 PM
PLACE: SHOREVIEW CITY HALL
LOCATION: 4600 NORTH VICTORIA ST.**

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

2. APPROVAL OF MINUTES

March 22, 2016

Brief Description of Meeting Process – Chair John Doan

3. REPORT ON CITY COUNCIL ACTIONS:

Meeting Date: April 4th, 2016 and April 18th, 2016

4. NEW BUSINESS

A. SITE & BUILDING PLAN REVIEW

FILE NO: 2613-16-12

APPLICANT: Midland Terrace / Classic Construction

LOCATION: 3575,3545 Owasso Street

5. MISCELLANEOUS:

*A. City Council Assignments for May 2nd, 2016 and May 16th, 2016 Commission Members
Thompson and McCool*

B. Discussion Items:

i. Beekeeping Ordinance

ii. Building Height

iii. Parking

C. Planning Commission Workshop – May 26th – Before the regular meeting.

6. ADJOURNMENT

**SHOREVIEW PLANNING COMMISSION
MEETING MINUTES
March 22, 2016**

CALL TO ORDER

Vice Chair Brian McCool called the March 22, 2016 Shoreview Planning Commission meeting to order at 7:00 p.m.

ROLL CALL

Vice Chair Brian McCool stated that he will be acting as Chair in the absence of Chair John Doan. The following Commissioners were present: Commissioners Ferrington, Peterson, Solomonson and Wolfe.

Chair Doan and Commissioner Thompson were absent.

APPROVAL OF AGENDA

MOTION: by Commissioner Ferrington, seconded by Commissioner Wolfe to approve the March 22, 2016 Planning Commission meeting agenda as presented.

VOTE: Ayes - 5 Nays - 0

APPROVAL OF MINUTES

MOTION: by Commissioner Solomonson, seconded by Commissioner Wolfe to approve the February 23, 2016 Planning Commission meeting minutes, as presented.

VOTE: Ayes - 4 Nays - 0 Abstain - 1 (Peterson)

Commissioner Peterson abstained, as he did not attend the February 23, 2016 meeting.

REPORT ON CITY COUNCIL ACTIONS

City Planner Kathleen Castle stated that the Elevage development was considered by the Council at its March 7, 2016 meeting. The Council agreed with the Planning Commission on approval but added one condition to the Planned Unit Development (PUD) for additional landscaping to buffer the properties to the north.

The accessory structure ordinance will be considered by the Council at the April 4, 2016 meeting.

NEW BUSINESS

SITE AND BUILDING PLAN REVIEW

FILE NO.: 2607-16-06
APPLICANT: FOURTEEN FOODS - DAIRY QUEEN
LOCATION: 4615 HODGSON ROAD

Presentation by Economic Development and Planning Associate Niki Hill

The application is a proposal to update the existing Dairy Queen building, including a new exterior facade. The property is zoned Planned Unit Development (PUD) with underlying zoning of C2, General Business allowing the restaurant as a permitted use.

Updated improvements include removing the red shake roof and straightening the parapet. The roof top units will be better screened. The straightened walls will be of a maintenance free material. A black band will stretch across the front portion of the building. The existing brick will be painted, and the existing vinyl siding will be replaced with EIFS in the same color as the brick. Colors will be earth tones with a dark brown on the bottom as a wainscot. The main body of the building will be a lighter beige color. The exterior improvements are consistent with the standards outlined in Section 206.050 (B) of the Code.

Existing wall signs will be replaced with two new signs that are smaller in total area. Landscaping will be the same but will be freshened. A fence will be added around the patio area. The proposal also includes updating the lighting with LED lights inside and outside the facility, including the parking lot lights to match the updated lighting on the Kowalski's site.

Staff finds that the commercial use of the property is consistent with the 2008 Comprehensive Plan, which guides the property for PUD use. The Comprehensive Plan encourages redevelopment of improvements to highway frontage properties. The site is part of Policy Development Area (PDA) #10. The proposed improvements are consistent with PDA #10 guidelines and will not impact adjacent properties or conflict with the planned uses in the area.

Property owners within 350 feet were notified of the proposal. One response was received in support of the improvements. Staff recommends that the Planning Commission recommend approval to the City Council.

Commissioner Ferrington asked if there has been a response from Kowalski's, as this property is part of their PUD. Ms. Hill answered that there has been no comment.

Commissioner Peterson asked if there would be a third container in the trash enclosure for food waste, as was done with the Raisin' Cane proposal, or if that is only done for new construction. Ms. Castle stated that there was a change in state law to provide an organic waste container. Staff will check to find out if that provision is retroactive. If it is required, it will be included with the City Council review.

Mr. Paul Schmidt, Vice President for Fourteen Foods/Owner of Dairy Queen, stated that this has been a good location for many years, and they are looking forward to making these improvements in conjunction with the Kowalski Market development. If an organic waste container is required, that would not be a problem, although he is not familiar with specific requirements for such containers.

Commissioners stated their support for the proposal and agreed that the reinvestment for these improvements will be good for the community.

Commissioner Wolfe agreed and stated that he supports the project, although he questioned painting the brick and how that would hold up in weather.

MOTION: by Commissioner Solomonson, seconded by Commissioner Ferrington to recommend the City Council approve the Site and Building Plan review application submitted by Fourteen Foods on behalf of Fraunshuh Hospitality Group, 4615 Hodgson Road. Said approval is subject to the following:

1. The property shall be developed in accordance with the plans submitted.
2. Final lighting plan shall be approved by staff prior to the replacement of the existing.
3. A landscaping plan shall be submitted showing proposed changes/enhancements.

This approval is based on the following findings of fact:

1. The proposed land use is consistent with the designated C2 – General Business land use in the Comprehensive Plan.
2. The proposed development complies with the standards of the City’s Development Code.
3. The proposed improvements will not conflict with or impede the planned use of adjoining property.

VOTE: Ayes - 5 Nays - 0

VARIANCE/RESIDENTIAL DESIGN REVIEW

FILE NO: **2608-16-07**
APPLICANT: **Karin Hamerston**
LOCATION: **771 Larson Lane**

Presentation by Senior Planner Rob Warwick

The property is a riparian lot on the south shore of Turtle Lake. The lot is substandard with a width of 75 feet; the standard is 100 feet. Lot area is 12,519 square feet; the standard is 15,000 square feet. The lot slopes to the lake with a drop of approximately 25 feet from the street to the lakeshore with several retaining walls. The house was originally a seasonal cabin that was constructed in 1928. A number of additions have been made.

The proposal is to enlarge the existing home and detached garage. The existing house is 1.5 stories with a foundation area of 1,500 square feet. The existing garage is 621 square feet. There is also a boathouse that is 207 square feet. The house would be expanded on the second floor by raising the roof with side walls to increase head room and provide a living space. The height of the house would increase by 5 feet to 31 feet, which will comply with the maximum height of 35 feet. The floor area of the house is uneven with steps up and down across the home. The planned remodeling will address that problem and make the floor even.

The proposal also includes two foundation area expansions: 1) a front porch that would be 5.5 feet by 26 feet to extend the width of the house; and 2) an addition to the rear of the detached garage of 11.3 feet by 11.3 feet. A variance is needed to increase the foundation area by 273 square feet, which is the total for the porch and garage addition. The existing foundation of 2,328 square feet or 18% of lot area, is allowed by Code. To further increase the foundation area to 2,601 square feet (20.8% of lot area) requires a variance. The applicant has identified impervious surfaces on the property that can be removed to comply with the requirement that the existing lot area of 30% not be increased.

The applicant states that practical difficulty is her recent inheritance of the property. The garage addition will allow storage of vehicles and yard equipment. The porch will create a single finished floor level on the main living area of the house. The additions will modernize the home, improve accessibility and provide life-cycle housing on one level.

Staff finds that the improvements are consistent with the Housing and Land Use Chapters of the City's Comprehensive Plan. Practical difficulty is present to grant the variance. The unique circumstances are the age of the house and the fragmented, varying floor levels. The planned improvements will also improve the aesthetic appeal of the house.

The applicant has chosen infiltration and architectural mass as the two mitigation practices that will be used. Mitigation is required to reduce the impact of the development on lake quality. An infiltration area will be created at the southeast corner of the property, between the house and the street. This is appropriate because of the sandy soils on the site. Runoff to the lake will be reduced. Architectural mass will reduce the visual impact when viewed from the lake. Natural colors of brown, green and gray will be used on the house.

Notices were sent to property owners within 150 feet of the applicant's property. No comments have been received. Rice Creek Watershed District will not require a permit. The Department of Natural Resources (DNR) recommends infiltration as appropriate for the site. Both agencies noted the steep slope and need for erosion control and revegetation of disturbed areas.

Staff recommends approval of both the variance and residential design review, subject to the conditions listed in the motion sheet.

Commissioner Solomonson asked the reason for the reduction of the width of the porch from 6 feet to 5.5 feet. Mr. Warwick explained that the reduction complies with the 25-foot front setback for the house. Commissioner Solomonson asked if runoff from the porch would drain to the street. Mr. Warwick stated that the porch will slope toward the street. The runoff water from

the front will be directed to the southeast corner infiltration area. Commissioner Solomonson noted that the garage is closer to the street at 22 feet. He does not see any problem with a 6-foot porch, but acknowledged it would require another variance from the street setback.

Commissioner Ferrington noted that a statement from Jennifer Sorenson, East Metro Area Hydrologists, requires the OHW for this lot be established in order to determine whether the water structure is in the water impact zone. Mr. Warwick responded that the water oriented structure is a legal nonconforming structure. A copy of the recent survey of the property has been sent to Ms. Sorenson.

Commissioner Peterson asked if the infiltration area is shown on the plan. Mr. Warwick explained that while not yet shown on the plan, it was staff's recommendation that mitigation include an infiltration plan for approval. Commissioner Peterson asked why the porch is necessary to raise the level of the main floor.

Acting Chair McCool asked what impervious surface area is being removed in order for lot coverage to comply with 30%. Mr. Warwick stated that there are several sidewalks on the property that the applicant has identified to be eliminated. There is also a large patio on the back of the house that could be reduced.

Ms. Karin Hamerston, Applicant, explained that the difficulty with the uneven floor is accessibility and movement in the house. It will be leveled in the construction process.

Commissioner Ferrington suggested looking at other areas on the property for a possible rain garden because of the steep slope. Ms. Hamerston stated that she is open to looking at other possible locations for rain gardens.

MOTION: by Commissioner Solomonson, seconded by Commissioner Peterson to adopt Resolution No. 16-24, approving the variance request to increase the allowed foundation area from 2,252 sq. ft. to 2,601 sq. ft. and the residential design review application submitted by Karin Hamerston for the property located at 771 Larson Lane. This approval is subject to the following conditions:

1. The project must be completed in accordance with the plans submitted as part of the Variance application.
2. This approval will expire after one year if a building permit has not been issued and construction commenced.
3. The front porch shall be located a minimum of 25 feet from the front property line.
4. The garage addition shall result in a garage floor area less than 750 sq. ft.
5. Impervious surface lot coverage shall not exceed the existing area, which is 3,759 sq. ft. (30% of lot area). Prior to issuance of any permits, the applicant shall submit a removal plan showing existing impervious areas that will be removed. The plan is subject to review and approval by the City Planner.
6. A Mitigation Affidavit shall be executed prior to the issuance of a building permit for the addition. The mitigation practices shall include infiltration and architectural mass.

Since submitting redevelopment proposal, Elevage has purchased a fifth property to the north at 3527 Rice Street. That property is included in the TIF plan. Minnesota Statutes require that the Planning Commission review the TIF Plan and determine that it is in compliance with the City's Comprehensive Plan.

Development applications were approved by the City Council on March 7, 2016. At that time findings for approval included that the proposed development is consistent with the City's land use and housing policies, including housing maintenance, neighborhood reinvestment, life-cycle and affordable housing, residential infill and redevelopment. The City's Highway Corridors Transition Study identified this property as a redevelopment opportunity for possible mixed use zoning. The proposal is consistent with the City's Housing Action Plan.

Staff recommends the Planning Commission review the TIF Plan and find it consistent with the City's Comprehensive Plan. The TIF Plan will then be forwarded to the City Council for a formal public hearing at its April 18, 2016 meeting.

Commissioner Ferrington asked for clarification on the use of tax increment financing. Ms. Castle explained that TIF is an economic development tool authorized for use by municipalities by Minnesota law. The tax capacity of the redevelopment project is determined and then a determination is made on the future tax capacity once the property is redeveloped. The difference between the two is the tax capacity generated by the redevelopment project. That amount can be applied to certain costs of the project, such as parking lot, storm water management, public improvements associated with roads and trails. Shoreview's policy is for TIF to be paid on a pay-as-you-go basis. The City does not reimburse tax money from the project up front but as taxes are collected. Ms. Hill added that a "but for" condition must exist for TIF assistance. This means that there must be a gap in financing and the project would not happen without the City's assistance.

Commissioner Solomonson asked if the fifth property is now somehow incorporated into the plan. Ms. Castle stated that the fifth property is included in the TIF Plan so that if it is incorporated in the future, infrastructure improvements on that property would be eligible for TIF assistance.

Acting Chair McCool stated that he has concerns about the TIF Plan because it is a 25-year development district and a \$7 million increment contribution. He recalls the applicant saying that the project needs to be as big as it is in order for the developer to make money. The neighborhood was strongly against the size of the plan, and now the developer is saying the project can only be this big with City assistance. He would like to see the City contribution be smaller. Ms. Hill stated that the request is not for \$7 million; it is for \$2.95 million. The Economic Development Authority (EDA) set a 25-year term, but it is anticipated that the District will expire before that time.

MOTION: by Commissioner Ferrington, seconded by Commissioner Peterson to adopt Resolution No. 16-18, finding that the modification to Development District No. 2 and Tax Increment Financing Plan for the proposed creation of Tax Increment Financing District No. 10 (a Redevelopment District) for the mixed-use

redevelopment project by the Elevage Development Group, conforms to the general development and redevelopment plans of the City, as described in the Comprehensive Plan and other related policies.

VOTE: Ayes - 5 Nays - 0

MISCELLANEOUS

City Council Meetings

Commissioners Peterson and Solomonson will respectively attend the April 4, 2016 and April 18, 2016 City Council meetings.

Bee Keeping Ordinance

Presentation by City Planner Kathleen Castle

Staff was asked to develop an ordinance to allow beekeeping in the City. The Development Code regarding R1, Detached Residential Districts, defines bees as non-domestic animals. Beekeeping is permitted on properties of two or more acres and may be permitted under a Conditional Use Permit, if it is determined to be in the best interest of the public's health, safety and welfare. A table of key provisions of ordinances from other cities was in Commissioners' packets for review.

Ordinance requirements found in other cities include a licensing or permit process. Staff would like to keep any licensing regulation as low key and neighbor friendly as possible so as not to discourage beekeeping. Zoning in other municipalities restricts beekeeping to single-family residential districts. If allowed in multi-family residential districts, it can only be in duplexes or triplexes where the owner resides on the property. The majority of ordinances adopt colony density guidelines of the Minnesota Hobby Beekeepers Association. The maximum number of hives is related to lot size.

Many ordinances require a fly-way barrier, which points bees flying out of the hive up and over the barrier rather than flying straight. Other municipal ordinance requirements require location of hives in rear or side yards, setbacks, fly-way barriers, courtesy notification and consent of neighbors. Additionally, ordinances can address proper education/training, sale of honey (as a home occupation), water source, inspections and enforcement.

Websites for more information are:

MN Hobby Beekeepers Association
www.mnbeekeepers.com

University of MN Extension Office
www.belab.umn.edu/bee-squad/resources-beekeepers

Commissioner Ferrington raised the issue of pesticides and establishing safe areas where bees can be kept without being poisoned. She asked if certification would be necessary for licensing and suggested review of a possible ordinance by the University of Minnesota Extension.

Commissioner Wolfe stated that his brother is a professional beekeeper who would say 1/4 acre is adequate for beekeeping. About 60% of his hives die each year due to pesticides. He noted that his neighbor is allergic to bees, and those situations have to be taken into consideration.

Commissioner Solomonson stated that he would want to know more about reasons for swarming and when it occurs. He supports giving notice to neighbors and establishing setbacks from homes. He would like to know whether a fly-way barrier is needed if there is a certain setback. Commissioner Peterson stated there should be a generous policy to encourage beekeeping. He does not see bees as comparable to other undomesticated animals. He would agree to notification but not requiring a written consent from a neighbor. He suggested the Environmental Quality Committee review this issue.

Acting Chair McCool stated that he has three main concerns: 1) safety--what is swarming--how do fly-way barriers work; 2) setbacks on smaller lots will have to locate hives well away from lot lines; and 3) aesthetics--a lot of time is spent on what neighbors see and screening. Bee hives are not attractive and will need screening. If a hive dies, then the structure must be removed. How staff plans to enforce regulations needs to be determined. A certain setback should be required but if close to the neighbor, consent should be given. He suggested someone coming in from the Extension office to meet with the Commission.

Staff will use this feedback to draft a beekeeping ordinance.

ADJOURNMENT

MOTION: by Commissioner Solomonson, seconded by Commissioner Peterson to adjourn the meeting at 8:54 p.m.

VOTE: Ayes - 5 Nays - 0

ATTEST:

Kathleen Castle
City Planner

TO: Planning Commission
FROM: Rob Warwick, Senior Planner
DATE: April 21, 2016
SUBJECT: Case File 2613-16-12, Site and Building Plan Review, Classic Construction/Tycon Companies – 3545 Owasso Street (Midland Terrace)

Introduction and Background

Classic Construction, on behalf of Tycon Companies, has submitted a Site and Building Plan Review application for improvements to the parking shared by several of the apartment buildings in the complex. The project includes the removal and rebuilding of two existing 22-stall detached garages. The parking area surrounding the apartment building and the detached garages will be repaved, including installing curb and gutter.

Midland Terrace is a 420-unit apartment complex constructed during the period 1967/70 by Tycon Companies. The complex consists of 10 three-story buildings, each with 42 apartments. Parking for the 420 apartments is provided through a combination of outdoor parking areas surrounding the buildings, and 11 detached garages situated throughout the complex. There are a total of 244 stalls of enclosed parking in the complex.

In 2012, the applicant received City approvals for the removal of a deteriorated commercial center, re-alignment of Owasso St., and construction of a new 102-unit apartment building, in the NW corner of the complex. That new apartment project included underground and surface parking for residents of the new building. In 2013, the City approved the demolition of a detached garage, located near the 4525 apartment building, and a larger 31-stall garage was built to replace an old 22-stall garage. The parking area surrounding the garage was paved at that time. The property owners expect to continue this improvement throughout the complex during the next few years.

Project Description

The existing garages are about 42-feet by 115-feet (4,900 sf) with 22 stalls, each with a separate overhead door. The stalls are used for vehicle parking by the tenants. These structures will be removed, a new garage constructed in the each of the same locations. The new garages are designed with a shingled hip roof. Cedar siding will be used on the long elevations to match the exterior finish of the apartment buildings, and the short sides will be exposed concrete walls.

The existing pavement of the surface parking lot around the garages will be removed and replaced. The affected area for this repaving is approximately 84,000 square feet. The existing pre-fab concrete parking stops will be replaced with surmountable curb along the west section of the lot and with barrier curb along all other parking area boundaries.

Please see the attached plans.

Comprehensive Plan

The Planned Land Use of the property is designated *Residential, 8 – 20 Units/Acre* in the Land Use Chapter of the Comprehensive Plan. The Planned Land Use of adjoining properties are *Railroad* on the north, *Light Industrial* on the east, *Low-Density Residential* on the south, and *Institutional* across Victoria Street. Staff believes the proposed improvements are consistent with the Planned Land Use designation, and that the improvements also further the goals outlined in the Housing Chapter of the Plan regarding neighborhood reinvestment and housing maintenance.

Development Code Requirements

The property is located in the R-3 Multi-Dwelling Residential District, where apartment buildings are permitted.

The Site and Building Plan Review can be approved provided the proposed use is a permitted use, compliant with the standards and criteria of the Development Ordinance, and that the use is in harmony with the general purposes and intent of the Development Ordinance and the Comprehensive Plan.

Current regulations of the R-3 District include a minimum 30-foot front setback and prohibit detached accessory structures.

Staff Review

In 1967 the City approved development of the apartment complex, and reviewed the proposal as a planned unit development, rather than a strict R-3 proposal. At the time, there was not a formal PUD designation codified, but the concept was employed for the overall development, so the plat approved the location and design of the 10 apartment buildings, 11 detached garages, and an area of the northwest corner reserved for retail development. The approval did not consider setbacks from property lines. At the time, Owasso Street was a private street constructed to serve and provide access for residents of the complex. The street was accepted by the public in the late 1990s.

Buildings in the complex are constructed across lot lines, and do not conform to the current front setback requirements, including the detached garages that are proposed for reconstruction. One of the garages proposed for reconstruction will continue to straddle a lot line which is interior to the complex. The garage locations remain in conformance with the plan approved by the City for the site in 1967.

Parking

Current regulations for parking in the R-3 District require 2 stalls per unit, one of which is fully enclosed, and guest parking at a rate of 0.5 stalls per unit. For the complex, a total of 1050 stalls, including 420 enclosed stalls, would be required. The plan approved in 1967 includes a total of 745 stalls, with 210 fully enclosed stalls. The complex now provides 244 enclosed stalls. Worn

pavement markings make an accurate evaluation of the outdoor stalls difficult, however there appear to be more stalls now than shown on the 1967 plan, but less than required to comply with the current Code standard. The number of parking stalls will remain unchanged as a result of this project.

Architectural Design

The apartment buildings and garages in the complex are designed with mansard roof styles (see attached photo of existing garage). The proposed garage is designed with a shallow hip roof, and cedar siding matching the apartments on the long elevations, with poured concrete walls exposed on the short garage elevations. Staff believes that this variation in building design will not affect the aesthetics of the complex.

Impervious Coverage and Stormwater Management

There will be no change to impervious coverage with the proposed improvements. A maximum 65% lot coverage is permitted in the R-3 District. This portion of the complex appears to comply, with about 60% impervious for the areas surrounding the 4 south-westerly apartment buildings, and not including the area of the wetland/pond.

In this older development, stormwater is now discharged directly into the pond. The paving portion of the project will allow modifications to the drainage pattern, and so the applicant and staff have discussed stormwater management practices that will aid improving the quality of runoff, including filter strips and a wetland buffer. The high water table precludes establishing infiltration basins and rain gardens in this area as management practices. A specific plan has not yet been developed. Staff expects that the plan developed for this improvement will be implemented throughout the complex as garage and parking improvements are continued to be made in the future, as the applicant is committed to improving the quality of the pond. The Commission should also be aware that the applicant is working with Public Works staff on timing a City project to install improvements to the street catch basin and storm water pipe that is located adjacent to the northern garage planned for improvement. The City project is intended to improve the quality of storm water reaching the wetland.

Comment

The City Engineer has suggested using filter strips and/or a wetland buffer to treat runoff from the parking area.

Property owners within 350 feet of the complex were notified of the application, and no comments have been submitted.

Recommendation

Staff believes the application meets the requirements of Code and so recommends that the Planning Commission forward the matter to the City Council with a recommendation for approval, subject to the following conditions:










1. This approval permits the construction of two 4,900 square foot garages to be used for tenant vehicle parking north and south of the apartment building at 3545 Owasso St.
2. Approval of the final grading, drainage, and erosion control plans by the Public Works Director, prior to the issuance of a building permit for this project. These plans shall include the practice(s) used for treatment of stormwater runoff.
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 Building Official is authorized to issue a building permit for the project, upon satisfaction of the conditions above.

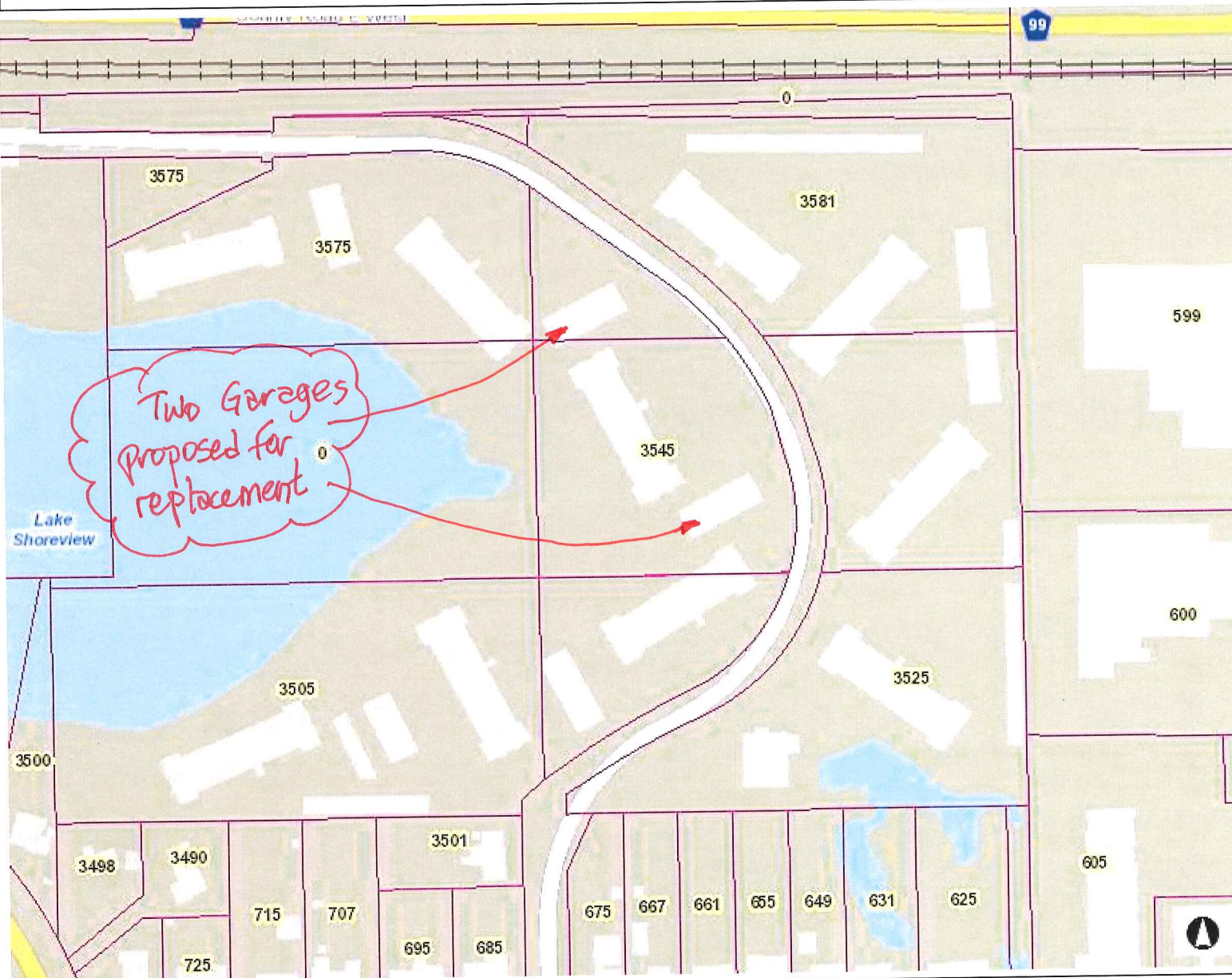
Attachments:

1. Location Map
2. Applicant's Statement and Submitted Plans
3. Comments
4. Proposed Motion

Legend

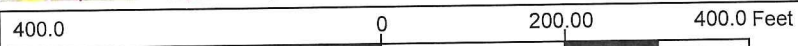


-  City Halls
-  Schools
-  Hospitals
-  Fire Stations
-  Police Stations
-  Recreational Centers
-  Parcel Points
-  Parcel Boundaries
-  Airports



Notes

Enter Map Description



Rosa Architectural Group Inc.

1084 Sterling Street
St. Paul, Minnesota 55119
tel: 651-739-7988
fax: 651-739-3165

MIDLAND TERRACE APARTMENTS
SITE "B"
PARKING GARAGE RECONSTRUCTION

SHOREVIEW, MN

CLASSIC CONSTRUCTION

PH: 763-434-8870
18542 ULYSSES ST. NE
EAST BETHEL, MN

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 ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

PROJECT NAME: _____
SHEET NO: _____
DATE: _____

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 ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

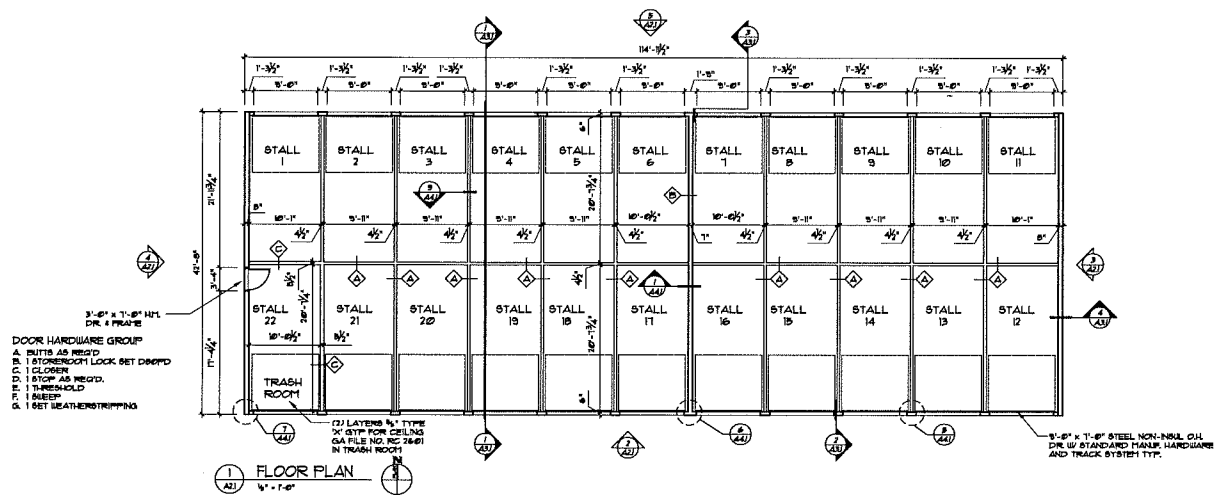
PROJECT NAME: **RUSS ROSA**
SHEET NO: **Rosa Rosa**
DATE: **4/8/2016**

PROJECT NUMBER: 21508
DATE: APRIL 8, 2016
DRAWN BY: KF
CHECKED BY: RR
REVISIONS:

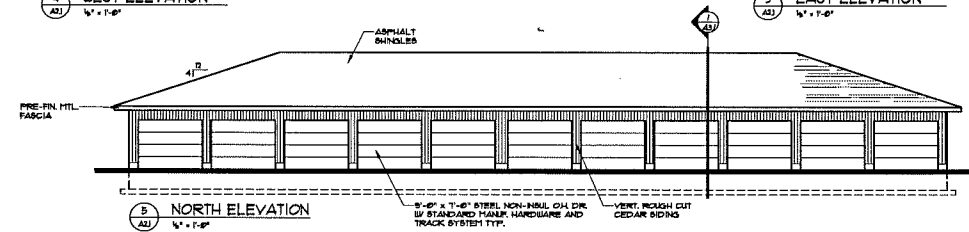
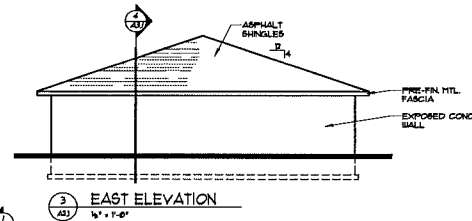
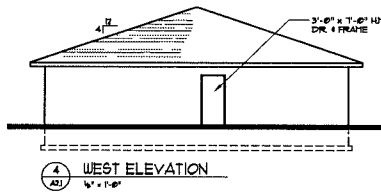
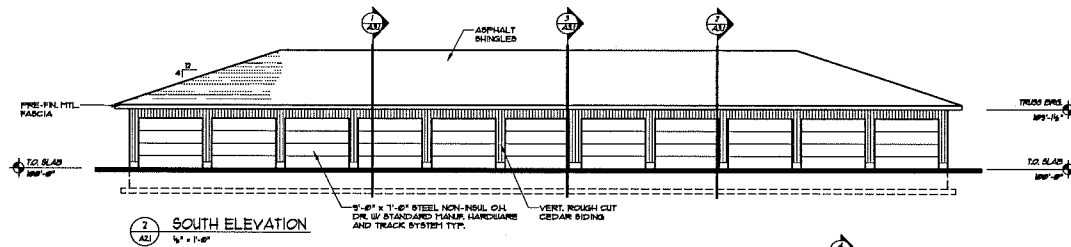
FLOOR PLAN & ELEVATIONS

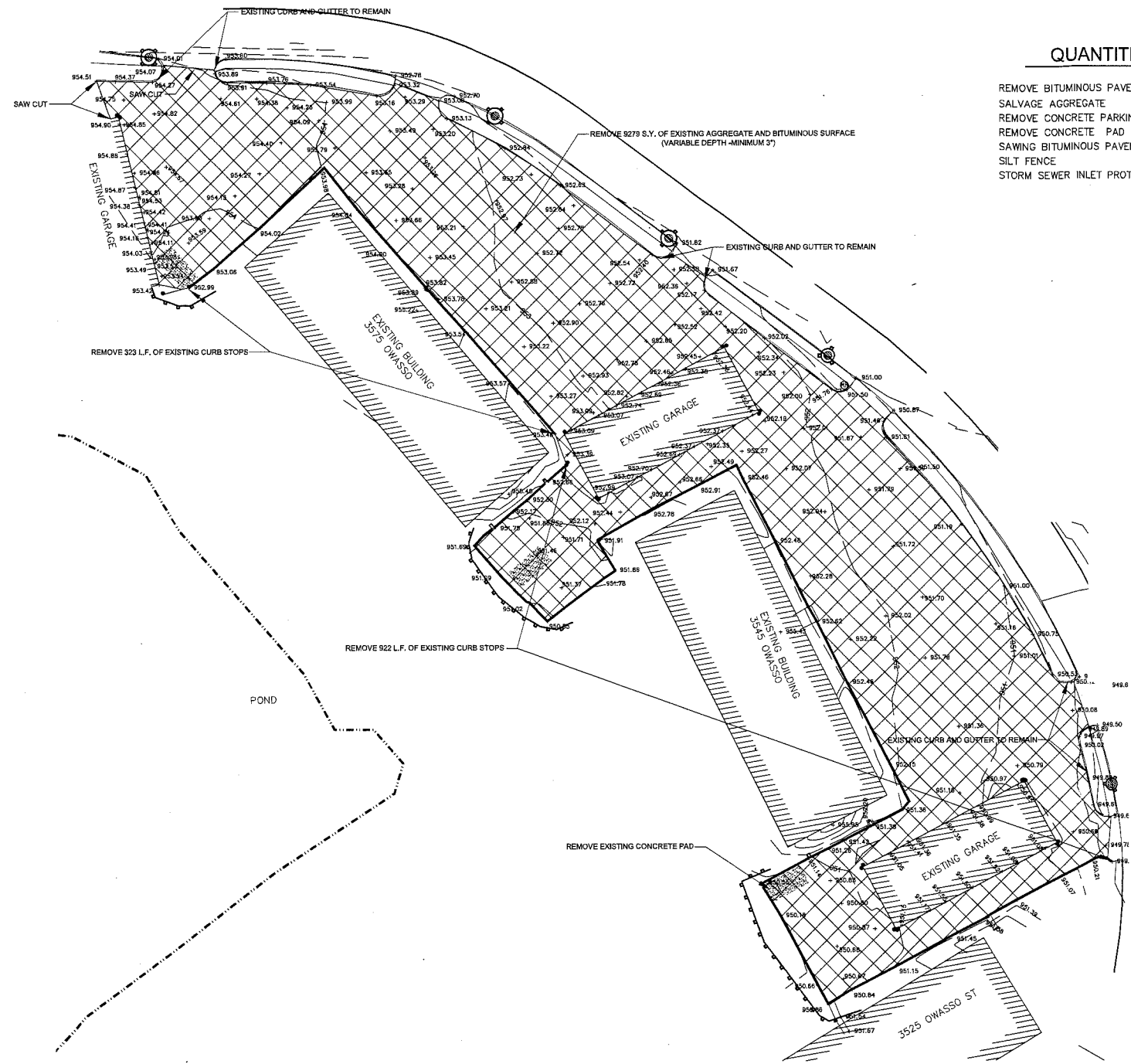
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ROOM NO.	ROOM NAME	FLOOR	BASE	WALL								CEILING			REMARKS	
				NORTH		EAST		SOUTH		WEST		MTL.	FINISH	HEIGHT		
				MATL.	FINISH	MATL.	FINISH	MATL.	FINISH	MATL.	FINISH					
1-32	STALL	CONC.	SEALED	-	PLYUD.	-	PLYUD.	-	PLYUD.	-	PLYUD.	-	MTL.	-	-	





QUANTITIES

REMOVE BITUMINOUS PAVEMENT	9279 SY
SALVAGE AGGREGATE	9279 SY (776 CY)
REMOVE CONCRETE PARKING BLOCKS	1245 LF
REMOVE CONCRETE PAD	4 SY
SAWING BITUMINOUS PAVEMENT	57 LF
SILT FENCE	290 LF
STORM SEWER INLET PROTECTION	5 EA

NOTES:

- DEMOLITION NOTES**
- 1.) ALL ASPHALT AND CONCRETE TO REMAIN SHALL BE SAW CUT AT LIMITS OF REMOVAL.
 - 2.) REMOVE ALL DEMOLITION AND SALVAGED MATERIALS FROM SITE WITHIN 24 HOURS.
 - 3.) LOCATE AND PROTECT ALL UTILITY LINES PRIOR TO AND DURING DEMOLITION AND GRADING OPERATIONS. UTILITY LOCATIONS SHOWN ARE BASED ON BEST AVAILABLE INFORMATION AND ARE NOT GUARANTEED. THE CITY MAY REQUIRE A DISCONNECT PERMIT FOR SEWER AND WATER SERVICES. CONTACT PRIVATE UTILITY SERVICE FOR ALL OTHER DISCONNECTS.

- GENERAL NOTES**
- 1.) NO CONSTRUCTION MAY BEGIN UNTIL EROSION AND SEDIMENT CONTROLS ARE IN PLACE.
 - 2.) PREVAILING SPECIFICATIONS: MNDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION 2015 EDITION.

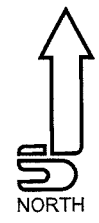
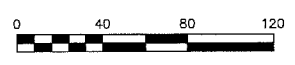
LEGEND

- ⊗ DENOTES A CATCH BASIN MANHOLE.
- ⊕ DENOTES A MANHOLE.
- ⊠ DENOTES AGGREGATE AND BITUMINOUS TO BE REMOVED. (VARIABLE DEPTH - MIN OF 3")
- ▬ DENOTES CURB STOPS TO BE REMOVED.
- + 952.72 DENOTES EXISTING SPOT ELEVATION.
- - - DENOTES EDGE OF POND
- - - DENOTES EXISTING CONTOUR ELEVATION
- +— DENOTES SILT FENCE- SEE DETAIL
- ⊗ DENOTES INLET PROTECTION
- DENOTES BOLLARD
- - - - DENOTES FULL DEPTH SAW CUT

CALL BEFORE YOU DIG

GOPHER STATE
ONE CALL

TWIN CITY AREA 651-454-0002
MN. TOLL FREE 1-800-252-1166



S:\Share\PLATS\OWASSO PARK\TERRACE VIEW

Engineering, Surveying & Planning
JOHNSON & SCOFIELD INC.
1203 Main Street Red Wing, MN 55066
ph. 651.388.1558 fax 651.388.1599

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA
Steven P. Voigt
Steven P. Voigt, PE
DATE 9/21/2015 REG. NO. 20034

DESIGNED	REVISD	BY	DATE	LATEST REVISION:
SPV				Prepared For:
SPD				THE TYCON COMPANIES
MAS				C/O Max Segler
				321 University Ave SE
				Minneapolis, MN 55414
				PHONE: 612-991-9332

**TERRACE VIEW
PARKING LOT IMPROVEMENTS**

**DEMOLITION AND EROSION
CONTROL PLAN B**

SHEET 4 OF 8 SHEETS

NOTES:

- 1.) NO CONSTRUCTION MAY BEGIN UNTIL EROSION AND SEDIMENT CONTROLS ARE IN PLACE.
- 2.) PREVAILING SPECIFICATIONS: MNDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION 2015 EDITION.
- 3.) UNDERLYING AGGREGATE THICKNESS MUST BE VERIFIED TO BE AT LEAST 6" BEFORE COMMENCING PAVING OPERATIONS. AGGREGATE BASE CLASS 5 LAYER SHALL BE CONSTRUCTED WITH SALVAGED AGGREGATE FORMING THE BOTTOM 3" LAYER. NEW CLASS 5 AGGREGATE SHALL BE PLACED TO CREATE FINAL 6" AGGREGATE BASE THICKNESS.
- 4.) ALL CONCRETE REINFORCEMENT BARS SHALL BE #4 BARS SPACED 2.5' ON CENTER. EACH REINFORCEMENT BAR SHALL EXTEND TO WITHIN 2 INCHES OF THE EDGE OF CONCRETE PAVEMENT. ANY SPLICED RE-BAR JOINTS SHALL HAVE MINIMUM OF 12 INCHES OF OVERLAP.

LEGEND

- DENOTES A CATCH BASIN MANHOLE.
- DENOTES A MANHOLE.
- $+ 852.72$ DENOTES EXISTING SPOT ELEVATION.
- DENOTES PROPOSED SPOT ELEVATION.
- DENOTES PROPOSED TOP OF CURB AND FLOW LINE ELEVATION.
- HP DENOTES HIGH POINT.
- DENOTES PROPOSED HANDICAP PARKING.
- DENOTES KEYNOTE- SEE KEYNOTE LIST FOR ADDITIONAL INFO.
- DENOTES MULTIPLE KEYNOTES- SEE KEYNOTE LIST FOR ADDITIONAL INFO.
- DENOTES EDGE OF POND
- DENOTES SILT FENCE- SEE DETAIL.
- DENOTES INLET PROTECTION
- DENOTES PROPOSED CONTOUR ELEVATION
- DENOTES BOLLARD

KEYNOTES:

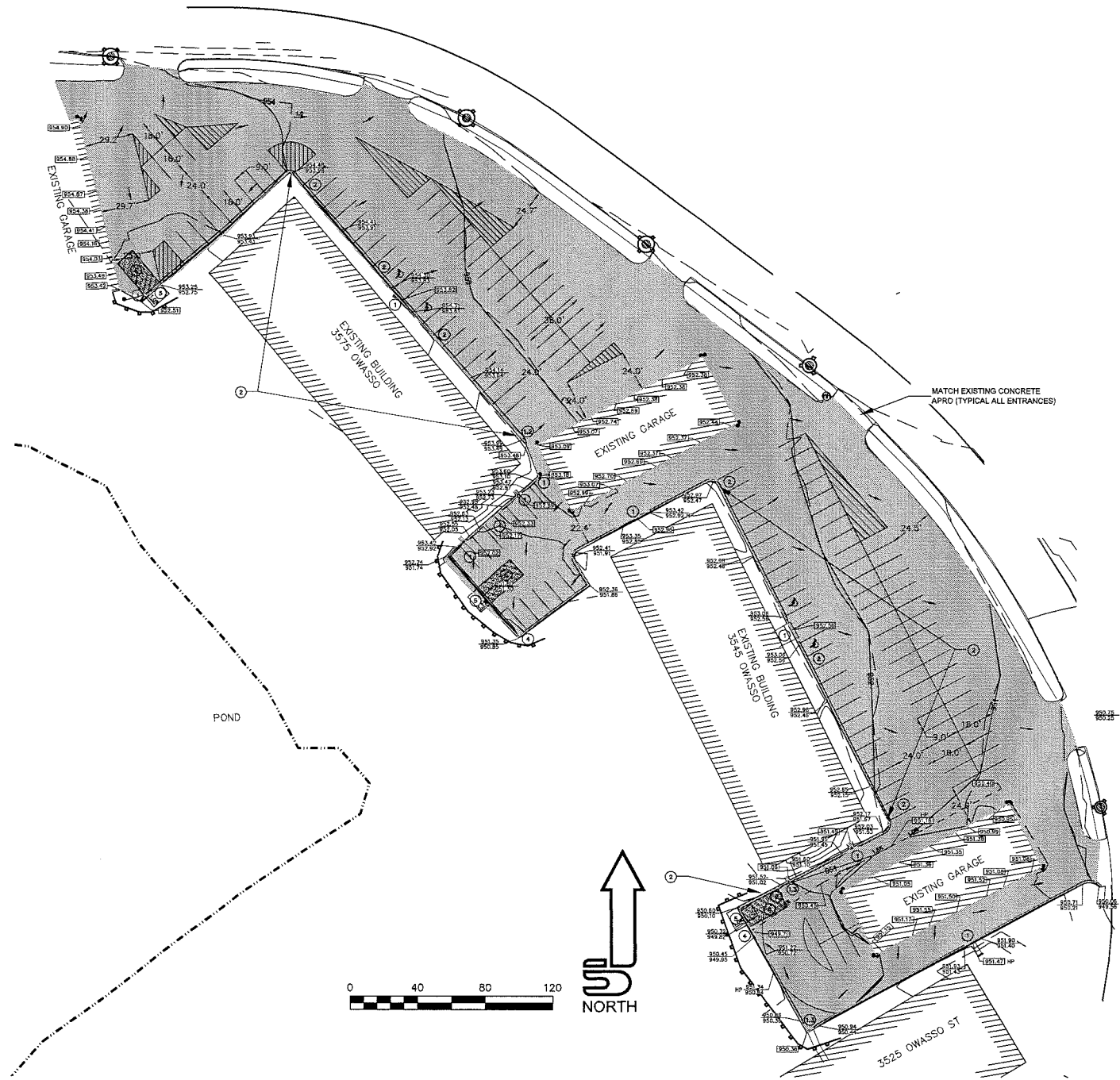
- ① CURB TAPER-SEE DETAIL
- ② REVERSE SLOPE GUTTER- SEE DETAIL
- ③ REMOVE SIDEWALK AS NEEDED TO MATCH CURB
- ④ TAPER CURB FOR DRAINAGE OPENING
- ⑤ 7'X14' DUMPSTER PAD- SEE DETAIL ON SHEET 5
- ⑥ 12'X25' CONCRETE DUMPSTER APPROACH - SEE DETAIL ON SHEET 5

PARKING NOTES

PARKING STALLS.....143
 HANDICAP STALLS.....4
 TOTAL STALLS.....147

QUANTITIES

AGGREGATE BASE CLASS 5	9166 SY (1083 TONS)
BITUMINOUS NON-WEAR COURSE	9166 SY (988 TONS)
BITUMINOUS WEAR COURSE	9166 SY (1010 TONS)
B612 CONCRETE CURB & GUTTER	900 LF
6" UN-REINFORCED CONCRETE PAD	33 SY
6" REINFORCED CONCRETE PAVEMENT	100 SY
SOLID LINE WHITE PAINT	4868 LF
PAVEMENT (HANDICAP SYMBOL) MESSAGE	4 EA



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 ONE CALL

TWIN CITY AREA 651-454-0002
 MN. TOLL FREE 1-800-252-1166

J Engineering, Surveying & Planning
JOHNSON & SCOFIELD INC.
 1203 Main Street Red Wing, MN 55066
 ph. 651.386.1558 fax 651.386.1559

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 Steven F. Voigt, PE
 DATE 9/21/2015 REG. NO. 20034

DESIGNED	BY	DATE
SPV	SPV	2/29/16
DRAWN	SPD	
CHECKED	MAS	

REVISIONS: 2/29/16
 Prepared For:
 THE TYCON COMPANIES
 C/O Max Segler
 321 University Ave SE
 Minneapolis, MN 55414
 PHONE:

**TERRACE VIEW
 PARKING LOT IMPROVEMENTS**

**SITE, GRADING, PAVING,
 AND STRIPING PLAN B**

S:\Share\PLATS\OWASSO PARK\TERRACE VIEW

**MOTION
TO APPROVE SITE AND BUILDING PLAN REVIEW**

MOVED BY COMMISSION MEMBER: _____

SECONDED BY COMMISSION MEMBER: _____

To recommend the City Council approve the Site and Building Plan review application submitted by Terrace Apartments Company to demolish two existing garages and construct 2 new garages north and south of the apartment building at 3545 Owasso St.

This approval is subject to the following:

1. This approval permits the construction of two 4,900 square foot garages to be used for tenant vehicle parking north and south of the apartment building at 3545 Owasso St.
2. Approval of the final grading, drainage, and erosion control plans by the Public Works Director, prior to the issuance of a building permit for this project. These plans shall include the practices used for treatment of stormwater runoff.
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 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 of fact:

1. The proposed land use is consistent with the designated Residential (8-20 units per acre) land use of the Comprehensive Plan.
2. The proposed development complies with the standards identified in the City's Development Code.
3. The proposed improvements meet the spirit and intent of the Comprehensive Plan and the Development Code.
4. The improvements further the goals outlined in the Housing Chapter of the Comprehensive Plan regarding neighborhood reinvestment and housing maintenance.

VOTE:

AYES:

NAYS:

TO: Planning Commission
FROM: Kathleen Castle, City Planner
DATE: April 21, 2016
SUBJECT: Text Amendments – Building Height

Introduction

The Planning Commission previously discussed potential revisions to the maximum building heights permitted for multi-family residential, commercial, business and industrial properties. Commission members generally have supported height increases but have expressed concern regarding the impact taller buildings may have on adjoining low-density residential land uses. Visual impact from the public right-of-way has also been identified as a concern.

Information from the January 22, 2015 Commission meeting is attached for your review.

Proposed Revisions

The staff is proposing several changes to the Development Code that would permit taller building heights and better address the visual impact on adjoining low-density residential land uses. These changes include a combination of practices that increase building heights by right, restrict building height when adjacent to low density residential land uses and enhance landscape/screening requirements. The following summarizes the proposed revisions:

- 1) Increase maximum building heights permitted in each Zoning District with the exception of the R1, Detached Residential and R2, Attached Residential Zoning Districts.**

The following table summarizes the existing height limits, minimum structure setbacks and the proposed building heights. The existing provisions identified as “*” would also be removed as part of this change. The intent of the “*” is to provide flexibility and allow buildings taller than the 35’.

	Existing - Maximum Building Height	Proposed – Maximum Building Height Permitted	Existing – Minimum Structure Setback – Front/Side Adjacent to Street	Existing -Minimum Structure Setback Adjacent to Residential Uses
R3 – Multi-Family Residential	35’*	40’ 50’ adjacent to I694 or I35W	30’/30’	
C1A, Limited Retail Service	35’*	35’	50’/30’	50’
C1, Retail Service	35’*	45’	50’/30’	50’

		50' – adjacent to I694 or I35W		
C2, General Commercial	35'*	45' 50' – adjacent to I694 or I35W	50'/30'	50'
OFC, Office	35'*	55' 65' adjacent to I694 or I35W	50'/30'	50'
BPK. Business Park	35'*	55' 65' adjacent to I694 or I35W	75'/30'	75'
I, Industrial	35'*	55' 65' adjacent to I694 or I35W	50'/30'	75'
PUD, Planned Unit Development	35'*		Underlying Zoning District	Underlying Zoning District

*Maximum building height may be exceeded if for every additional foot of height there is an additional foot of setback on all sides and does not exceed the firefighting capabilities of the Fire Department.

The proposed height for the R3 district reflects the heights of some of the more recent multi-family residential developments. A building height of 40' as measured from the ground grade to the midpoint would permit a 3-story building with a gable roof. If the structure is adjacent to a freeway, the permitted height would be increased to 50' and all a 4-story building with a gable roof. Multi-family residential land uses tend to be located on the edge of existing low density residential neighborhoods and adjacent to arterial roadways. The proposed height is intended to permit three-story buildings at a height similar to others in the community while minimizing the visual impact on nearby single-family residential land uses.

The staff is proposing that the existing criteria permitting taller building heights be removed since the proposed text would increase heights in all zoning districts. While these criteria do permit some flexibility and address visual impact, the application of the standard requiring an additional foot of setback for every additional foot of height has created some difficulty. This is because the additional setback is required on all sides of the structure regardless of the adjoining land use or street frontage.

Lake Johanna Fire Department has also indicated that building height is not a concern as they have the equipment and training to manage fires in taller buildings. Further, these types of buildings also have a fire suppression system.

2) Establish minimum structure setback and a height transition area when a multi-family residential development site adjoins property zoned for low-density residential uses.

The Development Code does not require a minimum setback between a high density residential use and low or medium density residential land uses. Residential land uses, regardless of density or type, are considered compatible with one another. The intent of a proposed structure setback

and height transition area is to mitigate the visual impact of the multi-family structure on the adjoining residential land uses.

The height transition area is an area that extends beyond the minimum structure setback. The width of the transition area is defined and within this area, the height of the structure is permitted to increase incrementally until the maximum building height is reached. The following is proposed for the R3 District.

	Minimum Structure Setback Adjacent to Low or Medium Density Residential Uses	Width of Transition Area	Maximum Height Permitted in Transition Area	Proposed – Maximum Building Height Permitted
R3 – Multi-Family Residential*	30'	10'	35' at the minimum structure setback then a 1' increase in height for every 2' in additional structure setback	40' 50' adjacent to arterial roadways

Transition zones are not proposed for the other zoning districts since these districts require structures to have a greater setback from adjoining residential land uses. Staff had some concern about the impact the establishment of a transition zone would have on the building capacity of the site. The Commission should discuss this further.

3) Improve landscape and screening requirements when higher density residential and non-residential uses abut low and medium density residential land uses.

When a non-residential district is adjacent to a residential district, a 20-foot landscaped buffer is required along the common lot line. No provisions are in place when a higher density or multi-family residential district is adjacent to a low density residential neighborhood. Staff is proposing to add language requiring a similar 20-foot landscaped buffer in these situations. Parking or driveways could not encroach within these landscaped buffers.

Recommendation

Staff is seeking feedback from the Planning Commission regarding the proposed options and identify other concerns Commissioners may have regarding building height. Revisions to the current height standards are needed to better address redevelopment, life-cycle housing and economic development. The Staff is looking to prepare a formal text amendment within the next few months.

Enc. January 27th Workshop Minutes
January 27th Workshop Packet

**SHOREVIEW PLANNING COMMISSION
WORKSHOP MEETING MINUTES
JANUARY 27, 2015**

CALL TO ORDER

Chair Solomonson called the January 27, 2015 Planning Commission meeting workshop to order at 7.30 p.m.

ROLL CALL

The following Commissioners were present: Chair Solomonson; Commissioners Ferrington, McCool, Peterson, Proud, and Thompson. Commissioner Schumer was absent.

DISCUSSION

Building Height

With the Planning Commission, the Staff reviewed the approved building heights of past projects to solicit feedback. Past projects included the hotels adjacent to the Interstate Highway and multi-family residential developments, including Applewood Pointe, which is currently under construction. Commission members stated that the taller heights of structures adjacent to the highway seemed appropriate in part due to the elevation of the highway/road infrastructure, surrounding open areas, and structure setbacks. It was noted that these buildings can also act as a noise buffer. Regarding the multi-family residential projects, Commission members had varying opinions due to site characteristics and the nature of the adjoining land uses, including single-family residential. Commissioners discussed that building height should be considered in context with the adjoining land uses, site design, grading, landscaping/natural buffering, building setbacks, and building design.

The Commission looked at options presented by Staff, including information distributed by the Chair. Additional information regarding building heights and the number of stories or floors permitted based on the height would be useful. Commission members were open to identifying options such as tiering building, in a manner that would provide increased setbacks for the taller portions of a structure provided there were also criteria or standards that needed to be met. The criteria could include enhanced architectural standards, or landscaping and screening requirements.

The Commission also discussed the need for the development regulations to permit areas to transition in order to meet community needs while protecting existing land uses. Land use transitions should be looked at further.

ADJOURNMENT

The workshop adjourned at 8:50 pm.

PLANNING COMMISSION WORKSHOP
JANUARY 27, 2015
CITY COUNCIL CHAMBERS
SHOREVIEW CITY HALL
(After the regular meeting)

Agenda

1. Text Amendment - Building Height

DRAFT

**SHOREVIEW PLANNING COMMISSION
WORKSHOP MEETING MINUTES
December 16, 2014**

CALL TO ORDER

Chair Solomonson called the December 16, 2014 Planning Commission meeting workshop to order at 8:30 p.m.

ROLL CALL

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

DISCUSSION

Nuisances

The Staff reviewed existing regulations related to property maintenance, tall grass and weeds, nuisances and abatements. The City is proposing the text of Section 210 be amended to clarify the abatement process for tall grass and weeds. Language proposed includes tall grass and weeds as a nuisance condition thereby permitting the City to abate the nuisance. Due to the circumstances related to tall grass and weeds, language is also added to permit the City to abate the conditions immediately after a hearing is held by the City Council.

The Commission reviewed the proposed changes and indicated support since the revised text clarifies the process and provides consistency with current practice.

Building Height

The Staff reviewed regulations regarding to building height and past projects that have been approved where the maximum building height was exceeded. When building height is exceeded, findings need to be made that such a deviation provides a benefit to the City. While these findings have been made, it appears that the current 35-foot height limit is too restrictive and could be modified since the City is focusing on redevelopment.

Commission members generally supported height increases in areas outside of the R1 and R2 zoning district but also had some concerns that should be addressed with an ordinance revision. These included the impact of taller heights on adjoining lower density residential land uses and the visual impact from the public right-of-way. Consideration should be given to increased setbacks, varying the height of a structure using tiers and architectural design. The Commission did ask for additional information regarding height, how it is measured and structure setback requirements used in other communities.

This matter will be reviewed with the Commission again at a later date.

Commissioner Assignments for 2015

The Commission reviewed assignments for 2015. Staff noted that these assignments will be revised to add John Doan, a newly appointed Commission member.

ADJOURNMENT

The workshop adjourned at 9:10 pm.

TO: Planning Commission
FROM: Kathleen Castle, City Planner
DATE: January 23, 2015
SUBJECT: Text Amendment – Building Height

Introduction

As a developed community, growth will occur through infill and redevelopment. Infill and redevelopment presents unique challenges regarding the transition of land use within or adjacent to established neighborhoods or commercial areas. The transition of land use generally results in land being developed at a higher intensity with the need for deviations from the City’s development standards, including building height.

In December, the Planning Commission discussed potential revisions to the maximum building heights permitted for multi-family residential, commercial, business and industrial properties. In general, Commission members supported height increases in areas outside of the R1 and R2 zoning district but expressed concern regarding the impact taller buildings may have on adjoining low-density residential land uses. Concern was also expressed regarding the visual impact when viewed from the public right-of-way. The Commission indicated additional information regarding how building height is measured should be provided and options to consider include increased setbacks, location, varying the height of a structure using tiers and architectural design.

Development Code

Table 2 is a summary of existing standards, including building height and structure setbacks for the zoning districts. In all districts, the maximum height permitted is 35 feet. This height, however, can be exceeded in the multi-family and non-residential districts if for every additional foot of height there is an additional foot of setback on all sides and the building height does not exceed the firefighting capabilities of the Fire Department. Also, there are more stringent setback requirements when a non-residential use is adjacent to a residential use.

Building Height is defined as follows:

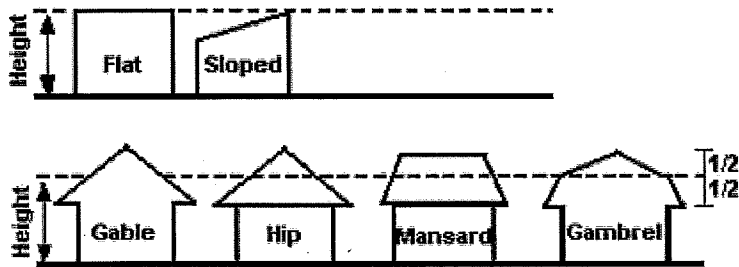
Height, Building. With the exception of substandard riparian lots, building height shall be measured as follows: A distance to be measured from the mean curb level along the front lot line or from the mean ground level for all that portion of the structure having frontage on a public right-of-way, whichever is higher, to the top of the cornice of a flat roof, to the top line of a mansard roof, to a point on the roof directly above the highest wall of a shed roof, to the uppermost point on a round or other arch-type roof, or to the mean distance of the highest gable on a pitched or hip roof. For substandard riparian lots,

building height is measured from the highest roof peak to the lowest point at finished grade. Finished grade is the final grade upon completion of construction. Grade is defined as the lowest point within 5 feet of the building in accordance with the Uniform Building Code.

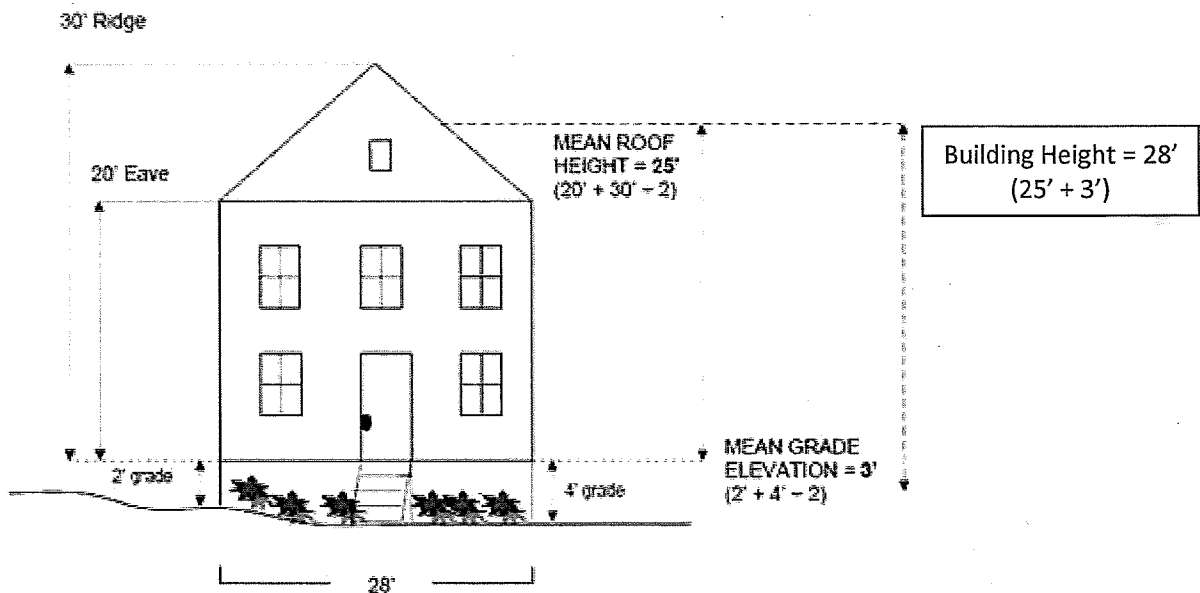
This definition is somewhat consistent with definitions found in other Codes, including the Building Code. Table 3 summarizes the definitions and can be referred to when looking at the permitted heights in other communities. In some instances there are differences in the grade reference point and the point measured to on the roof. Changes are not being recommended as to how height is measured.

The following two illustrations convey the different roof types as well as how height is measured.

Roof Types



Building Height Measurement



Code Comparison

The staff did survey other metropolitan area communities and found that Shoreview's regulations tend to be more restrictive, specifically for commercial, business and industrial uses (Table 4). Many of these ordinances also have more flexible standards for special development districts or standards that need to be met to exceed the permitted height.

Proposed Options

Changes to the existing building height requirements should permit growth but also mitigate impacts on adjacent neighborhood areas or other land uses. When higher density or intensity land uses are adjacent to lower density areas, compatibility and livability issues arise due the since these structures are larger in mass and height and in some instances have reduced setbacks. Appropriate methods for the transition of scale and mass need to be developed that permit growth while protecting adjoining land uses.

The code amendment should create transitions in building scale when higher density developments are adjacent to lower density residential land uses and incorporate design elements to soften the impacts. The following summarizes potential methods that permit taller building heights while mitigating potential impacts on nearby land uses and view from the public right-of-way.

1) Increase Maximum Building Heights permitted in each Zoning District, with the exception of the R1, Detached Residential and the R2, Attached Residential Zoning Districts.

The following table summarizes the existing height limits and proposed increases.

Zoning District	Existing – Maximum Building Height Permitted	Proposed – Maximum Building Height Permitted
R3 – Multi-Family Residential	35'	40'
C1A, Limited Retail Service	35'	35'
C1, Retail Service and C2, General Commercial	35'	45' May be increased up to 50-feet for structures that abut Interstate 694 or 35W
OFC, Office; BPK, Business Park; I, Industrial	35'	50' May be increased up to 65-feet for structures that abut Interstate 694 or 35W

PUD, Planned Unit Development	35'	Underlying Zoning District For structures that have a vertical mixture of uses, the building height may be increased to 50-feet
-------------------------------	-----	--

2) *Establishing tiered height limits based on the proposed setback from adjoining property lines of low density residential uses and the public right-of-way.*

Example #1 – Maximum building height of 35 feet permitted within 30 to 50 feet from the lot line then increasing to maximum building height permitted for that part of the structure setback a minimum of 50 feet from the property line.

Example #2 - Maximum building height of 35 feet permitted within 30 to 50 feet from the lot line then increasing to maximum building height permitted at a ratio of 1 to 2 (1' of additional building height for every 2' of additional horizontal distance).

The proposed ratio could apply to the entire site or only within a specified distance from the adjoining property line. (See attached illustration – Height Limits on Sites Abutting R1-R2)

3) *Establish Architectural Standards for structures that exceed a specified height.*

Building facades could be required to incorporate textured wall materials, windows (including faux windows), building recesses, architectural bands using different colors, material and texture.

4) *Improve landscape and screening requirements when higher density residential or non-residential uses abut low and medium density residential land uses.*

In accordance with Development Code Section 206.010 (I), a 20-foot landscaped area along the common boundary is required when a non-residential district abuts a residential district. Minimum standards are also required for landscape plant materials. The Business Park and Industrial Districts include more restrictive requirements.

Landscaping and screening is currently not required when higher density residential uses abut lower density residential uses. These regulations can be modified to include higher density residential uses, increase the minimum width of the landscaped area and minimum plant material size and better address the use of berming, and fencing.

5) *Include Other Provisions*

Other provisions can be included that provide the City with some discretion. For example, the Planning Commission/City Council may impose reasonable height limitations to mitigate potential negative impacts, specifically on low density residential uses, rather than limit the density of a project. The intent is to allow the City to evaluate the proposed design, scale, massing, and height of the proposed building as it relates to other structures and properties in the surrounding area.

Recommendation

At this time, the staff is seeking feedback from the Planning Commission regarding the proposed options and identify other changes that should be considered. As previously stated, there have been a number of development approvals for multi-family residential, business and industrial development that have exceeded our height standards. Providing additional flexibility to these height standards, in certain areas, will more than likely be needed for redevelopment to occur, to achieve life-cycle housing goals and support economic development. If there is support for changes, text will be brought to the Commission for further review and discussion.

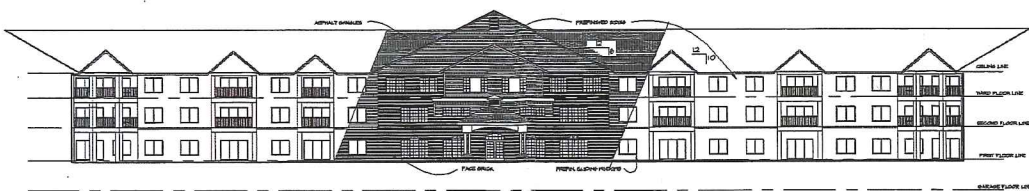
Attachments

- 1) Table 1 - Approved Developments Exceeding Height Standards
- 2) Elevations of Approved Structures
- 3) Table 2 – Zoning District – Lot/Structure Standards
- 4) Table 3 - Summary of Building Height Definitions – Suburban Communities
- 5) Table 4 - Summary of Height Regulations – Suburban Communities
- 6) Illustration – Height Limits o Sites Abutting R1-R2
- 7) Map 6-1, Targeted Redevelopment Areas
- 8) Zoning Map

TABLE 1

APPROVED DEVELOPMENTS EXCEEDING HEIGHT STANDARDS

Development	Peak	Midpoint
<i>Applewood Pointe</i> 4785 Hodgson Road	49 feet	39.5 feet
<i>Lexington Shores</i> 3150 Lexington Avenue	42 feet	36 feet
<i>Summerhouse</i> 4655 Victoria Street	50 feet	40 feet
<i>Scandia Shores</i> 418 Highway 96	48 feet	38.5 feet
<i>Shoreview Sr. Living</i> 4710 Cumberland Street	41.5 feet	36 feet
<i>Lakeview Terrace</i> 3595 Owassos St	78.5 feet	--
<i>Hilton Garden Inn</i> 1050 Gramsie Road	59 feet	50 feet
<i>Country Inn and Suites</i> 5995 Rice Creek Parkway	56 feet	50 feet
<i>PaR Systems</i> 625 County Road E	67 feet	--
<i>Billboard – Red Fox Road</i>	75 feet	--



FRONT ELEVATION
SCALE 1/4" = 1'-0"



END ELEVATION
SCALE 3/8" = 1'-0"



REAR ELEVATION
SCALE 1/4" = 1'-0"

Mid hint
40' ±

Summer house


 James A. Kelly & Associates
 ARCHITECTS, INC. 1015
 1015 W. WISCONSIN ST.
 MANASSA, VA 20108
 TEL: 703-255-3333 FAX: 703-255-3331
 PROJECT NO. 1015-014
 SHEET NO. 1015-014-01
 DATE: 10/15/04
 DRAWN BY: JAK
 CHECKED BY: JAK
 APPROVED BY: JAK
 EXTERIOR ELEVATION
 1015-014
 A4

LAKEVIEW TERRACE

3588 OWASSO STREET
SHOREVIEW, MN

URBANWORKS
ARCHITECTURE PC
301 North 3rd Street, Suite 145
Minneapolis, MN 55401
612.475.3100 (F)
612.455.3199 (C)

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS

#	Date	Description

DATE: 11/19/2012
PROJECT #: 12-0015
PHASE: PLD
DRAWN BY: 0701 / JCB
CHECKED BY: 08

BUILDING ELEVATIONS

A301

Copyright © 2012 by Urbanworks Architecture LLC



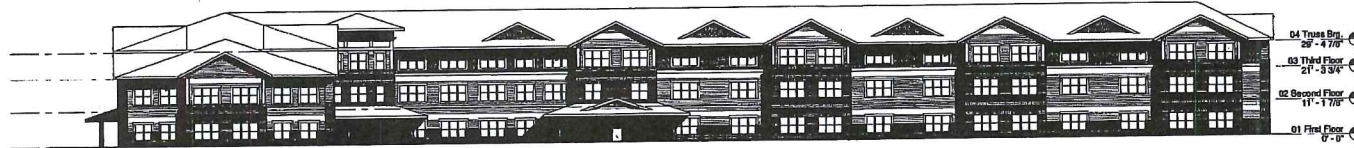
KEYNOTES:

- 1 FACE-BRICK (LIGHT RUSTY BRICK)
- 2 SCULPTED MASONRY VENEER (BROWNSTONE COLOR)
- 3 SCULPTED MASONRY ACCENT COURSE
- 4 ALUMINUM PANELING (DARK BRONZE)
- 5 FRAMING VINDOWS (DARK BRONZE)
- 6 SCREENING @ ALL LANA LOCATIONS
- 7 STEEL COLUMN OR TRUSS (DARK BRONZE)
- 8 STANDING SEAM METAL ROOF (FOREST GREEN)
- 9 FLAT-FISHED METAL FLASHING (FOREST GREEN)
- 10 BUILDING STORAGE
- 11 BRICK/SOLDER CLASH
- 12 MAGIC JACK LOUVER

GENERAL NOTES:

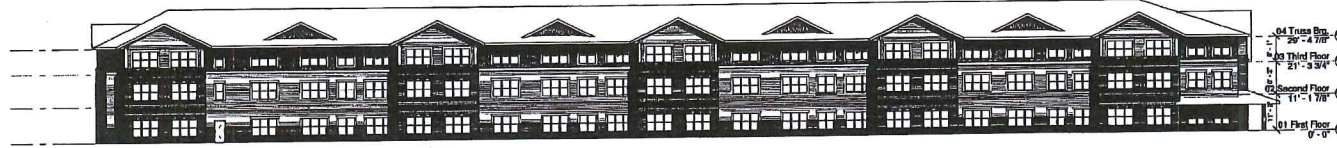
1. REFER TO SPEC SECTION 05100 FOR MATERIAL DETAILS

*BY City Council
DATE Dec 17 2012
OFFICE OF THE CITY CLERK
MINNEAPOLIS, MN*

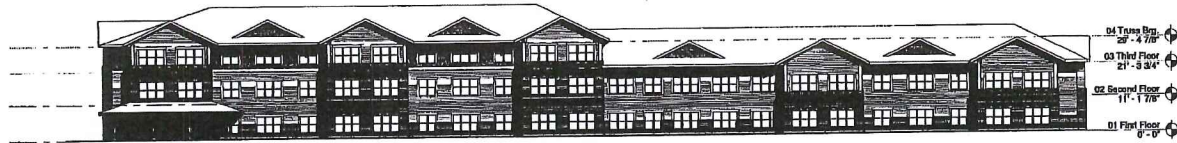


29' 4 7/8"

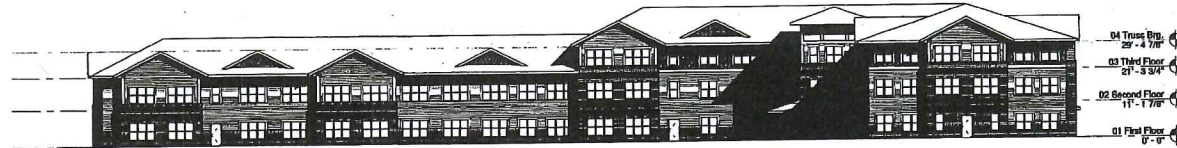
North
1/16" = 1'-0"



South
1/16" = 1'-0"



East
1/16" = 1'-0"



West
1/16" = 1'-0"



308 East 18th Street, Suite 301
Minneapolis, MN 55404
tel: (612) 877-6000
fax: (612) 877-6666
www.kwilson.com

Civil Engineer
James R. Hill, Inc.
2200 W. City, 5th Fl., Suite 120
Burnsville, MN 55337
P 952-895-0344
F 952-895-0344

General Contractor
Wols Builders
7845 Lyndale Avenue South
Richfield, MN 55423
P 612-245-5000
F 612-243-5010

Southview Senior Living
Shoreview, Minnesota

Southview Estates, LLC.
Client Address

Project Number 0012

Date Issue Date

Drawn By Author

Checked By Checker

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

UNK WILSON
DATE: 04/17/08 REG. NO. 21485

Date	
Revision	
Rev. No.	

Exterior Elevations
1/16" = 1'-0"
A500

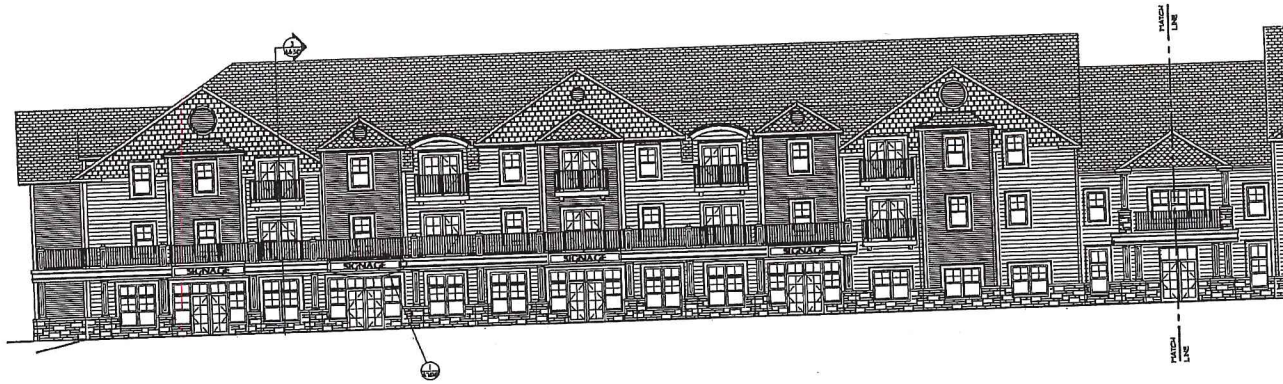
SOUTHVIEW SENIOR LIVING

Bldg Height = 36'

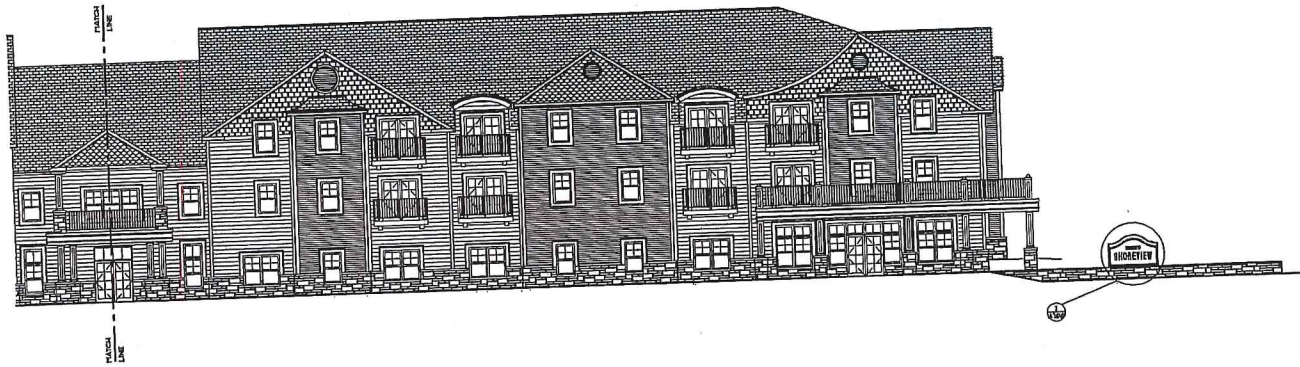
File 2320-08-17

5/21/2008 3:16:57 PM C:\Documents and Settings\mzard\Desktop\Local New Model\0512 Southview Senior Living.dwg

Mid-Point
36'



1 PARTIAL WEST ELEVATION
1/8"=1'-0"



2 PARTIAL WEST ELEVATION
1/8"=1'-0"

The Stores

PRELIMINARY - NOT FOR CONSTRUCTION

ASSOCIATES

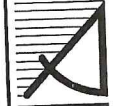
Sherman
Associates,
Inc.
1327 S. 4th Street, Suite 200
Minneapolis, Minnesota 55414
Telephone: 612-332-3000

DJR
Architecture,
Inc.



An equal opportunity employer
St. Anthony Main
215 Second Street SE
Suite 214
Minneapolis, MN 55414
Ph. (612) 982-0401

ALLIANT
ENGINEERING
INCORPORATED



800 SECOND STREET SE
ST. ANTHONY MAIN
SUITE 202
MINNEAPOLIS, MN 55414
PHONE: 612-332-3000

I hereby certify that the work, specification or representation shown hereon is a true and correct representation of the work actually performed.

Signature: _____
Date: _____

LEXINGTON SHORES
LEXINGTON AVENUE AND COUNTY ROAD "D"
SHOREVIEW, MN

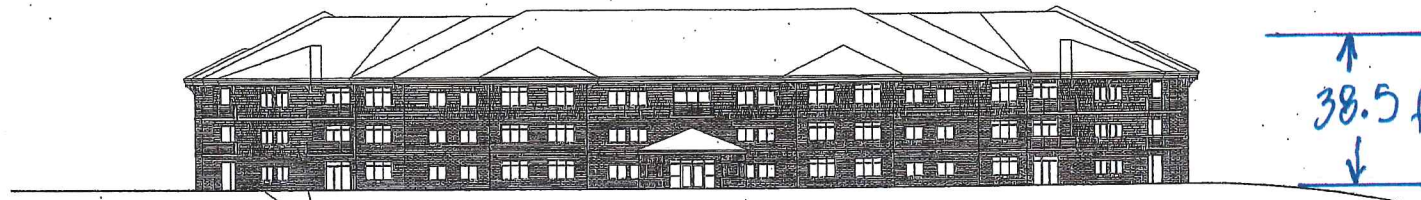
REVISIONS
P.L.O. SUBMITTAL
7/29/01

DRAWN BY: C.J.
CHECKED BY: J.D./L.O.
DATE ISSUED: 7/29/01
SCALE: 1/8"=1'-0"
JOB NO.: 00332

A601

SHEET OF

EXTERIOR ELEVATIONS - EAST



Mid Point
 ↑
 38.5 ft.
 ↓

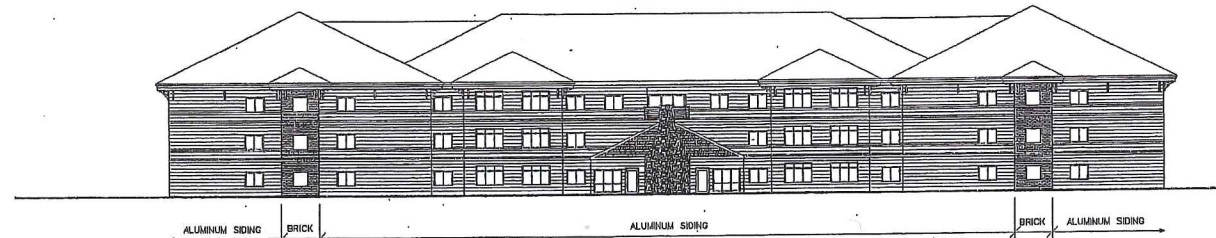
SHAKE SIDING
 BRICK

NORTH ELEVATION
 SCALE 1/8" = 1'-0"



BRICK @ FIRST FLOOR
 SHAKE SIDING ABOVE
 SHAKE SIDING
 BRICK
 ROCK FACE CMU
 CMU @ BASEMENT
 BRICK ABOVE
 ALUMINUM SIDING
 BRICK

WEST ELEVATION
 SCALE 1/8" = 1'-0"



ALUMINUM SIDING
 BRICK
 ALUMINUM SIDING
 BRICK
 ALUMINUM SIDING

SOUTH ELEVATION
 SCALE 1/8" = 1'-0"

2 1/2' x 10' 7"
 16
 16
 16
 47'

Scandia Shores

SHOREVIEW SENIOR
 HOUSING APARTMENTS
 SHOREVIEW, MINNESOTA
 PREPARED FOR:

OPTION

Montg
 Assoc
 Architects • Landscape
 Interior Designers • Space

3300 Edinborough N
 Minneapolis, Minnesota
 612-830-8208 fax

ALL ARCHITECTURAL AND
 DRAWINGS ARE IN CON-
 SULTATION WITH THE
 ARCHITECT.
 ALL CONSTRUCTION SHALL
 BE IN ACCORDANCE WITH
 THE SPECIFICATIONS
 HEREBY SPECIFICALLY RE-

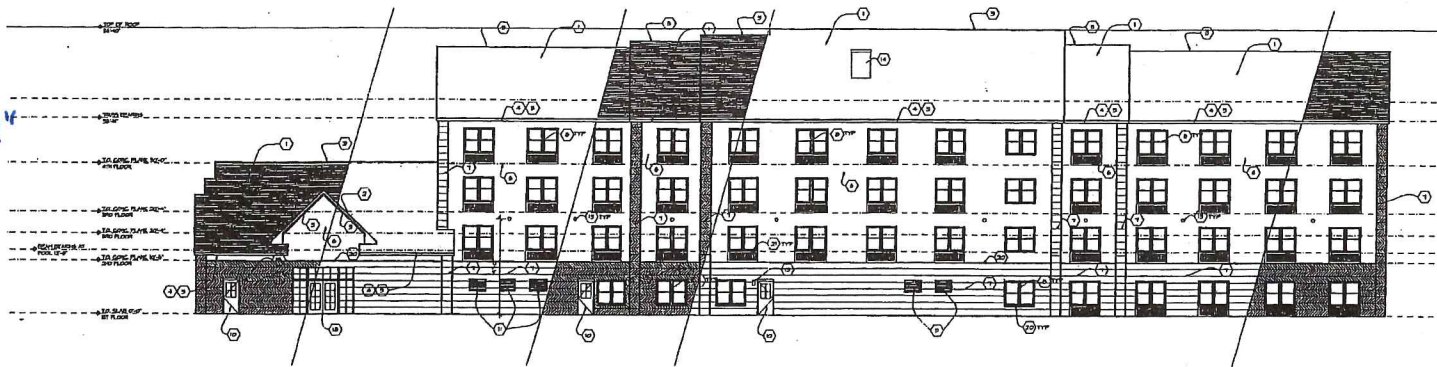
Drawn By: KC
 Project Architect: GI
 Checked By: GI
 Date: 10
 Revisions:

1000 23V 9/82

Project No.
 9510A AC

56'10"

38'11"



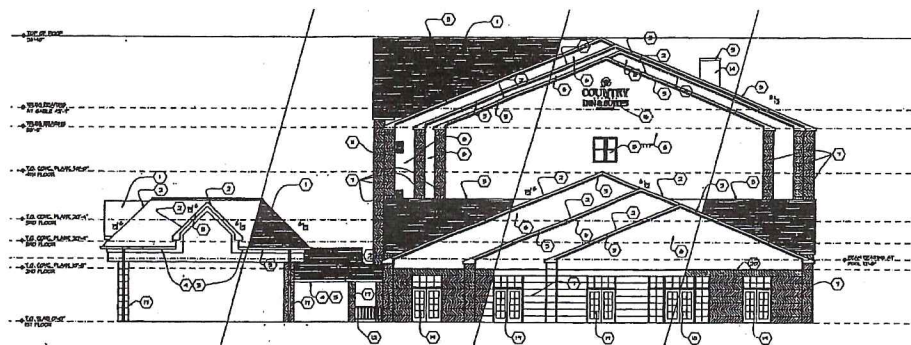
1 REAR ELEVATION
1712

EXTERIOR ELEVATION NOTES

- 1. ALL WINDOWS, VENTS, ETC. ON REAR FACE OF BUILDING ROOF
- 2. ALL ROOF AREAS TO BE PROVIDED WITH GUTTERS AND DOWNSPOUTS OR RAIN WATER COLLECTORS.
- 3. SEE NOTES FOR ADJACENT TRUMPET WALL RESTRICTIONS, PART 10 WITH RELATED SURFACES.

EXTERIOR ELEVATION KEYNOTES

- 1 ASPH/FLT SHINGLES, DARK GREEN
- 2 VALLEY/STEP FLASHING, TWO SHINGLES FOR CONTIGUOUS APERTURES, GABLES
- 3 GUTTERING BRICK, VENT, BLACK
- 4 IMPREGATED ALUMINUM SIDING & SHINGLES, WHITE, SEE ROOF PLAN
- 5 IMPREGATED ALUMINUM OVER FLOOR TILES, WHITE
- 6 EPS BRICKY FRENCH VANILLA, TRIMMED, SAND BLAST
- 7 FACE BRICK, ALTERNATING RED AT BOTTOM, BROWN BRICK AND BUCKEYE ROSETT BRICK, BAY
- 8 WHITE, HIDDEN, WHITE
- 9 ALUMINUM SPARTAN GLASS DOOR WITH ALUMINUM SCHEDULE CHAIRPANE
- 10 1/4\"/>



1. ALL WINDOWS, VENTS, ETC. ON REAR FACE OF BUILDING ROOF
 2. ALL ROOF AREAS TO BE PROVIDED WITH GUTTERS AND DOWNSPOUTS OR RAIN WATER COLLECTORS.
 3. SEE NOTES FOR ADJACENT TRUMPET WALL RESTRICTIONS, PART 10 WITH RELATED SURFACES.

2 SIDE ELEVATION
1713

WCL ASSOCIATES, INC.

ARCHITECTS
INTERIORS

433 VETERA AVENUE SOUTH
MINNEAPOLIS, MN 55410
TEL: 612 541-8334
FAX: 612 541-0900

COUNTRY INN & SUITES

PRELIMINARY

COUNTRY INN AND SUITES
SHOREVIEW,
MINNESOTA

DEVELOPED BY:
HOSPITALITY INVESTORS
2008 COUNTY RD 19
BLK 1001, MINNESOTA
55120

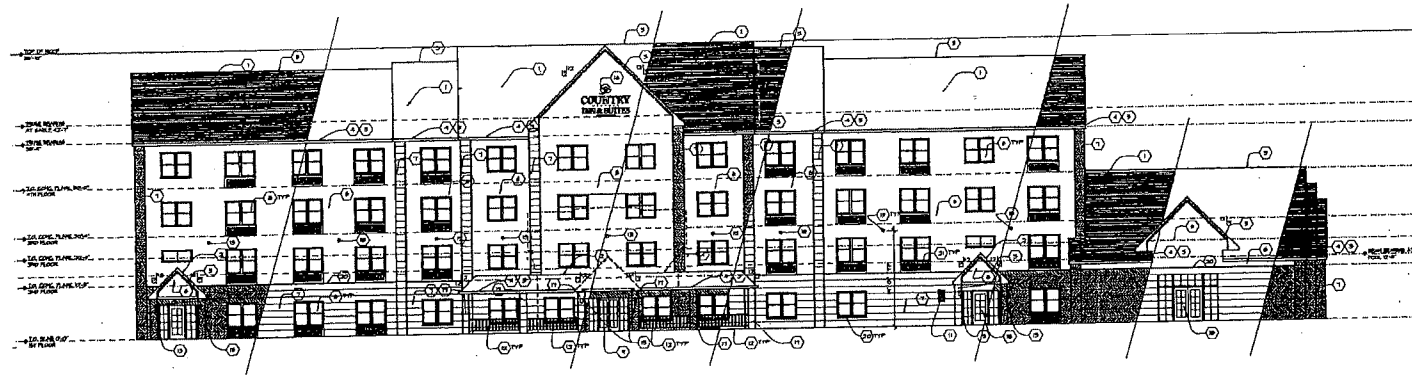
1. ALL WINDOWS, VENTS, ETC. ON REAR FACE OF BUILDING ROOF
2. ALL ROOF AREAS TO BE PROVIDED WITH GUTTERS AND DOWNSPOUTS OR RAIN WATER COLLECTORS.
3. SEE NOTES FOR ADJACENT TRUMPET WALL RESTRICTIONS, PART 10 WITH RELATED SURFACES.

NO.	DATE	REVISION

EXTERIOR ELEVATIONS

A6.1

COUNTRY INN and SUITES



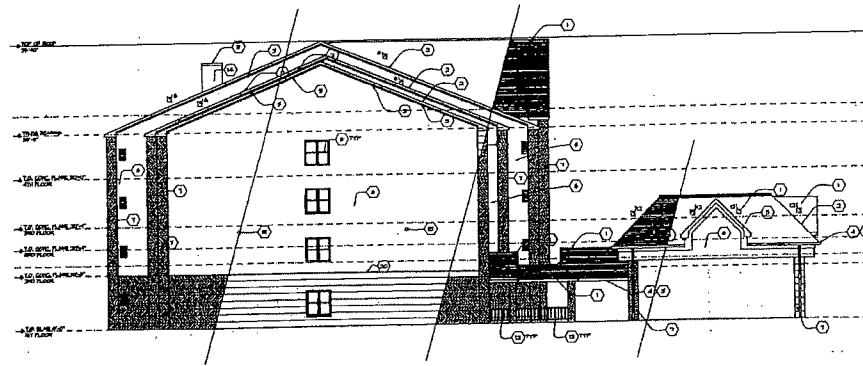
1 FRONT ELEVATION
1772

EXTERIOR ELEVATION NOTES

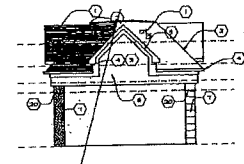
- 1. ALL PLUMBING VENTS ARE ON REARFACE OF BUILDING ROOF.
- 2. ALL ROOF AREAS TO BE FINISHED WITH BUTTER LIME ROCKWELL OR EBM INTERLOCKERS.
- 3. SEE NOTES FOR ADDITIONAL ROOF & WALL PENETRATIONS. PLUMB TO MATCH EXISTING BUILDINGS.

EXTERIOR ELEVATION KEYNOTES

- 1. SHIPSLIP SHAKES, DARK GREEN
- 2. SHIPSLIP PLANKING, TAN SHIPSLIP FOR CONTINUOUS APPEARANCE, WHITE
- 3. DARKWALL WOODS, W.C. BLK.
- 4. SHIPSLIP ALUMINUM TRIMMER'S SHIPSLIP TRIMMER'S SHIP SLIP
- 5. SHIPSLIP ALUMINUM TRIMMER'S SHIP SLIP
- 6. SHIP SLIP TRIMMER'S SHIP SLIP, TRIMMER'S SHIP SLIP
- 7. SHIP SLIP TRIMMER'S SHIP SLIP, TRIMMER'S SHIP SLIP
- 8. SHIP SLIP TRIMMER'S SHIP SLIP, TRIMMER'S SHIP SLIP
- 9. SHIP SLIP TRIMMER'S SHIP SLIP, TRIMMER'S SHIP SLIP
- 10. SHIP SLIP TRIMMER'S SHIP SLIP, TRIMMER'S SHIP SLIP
- 11. SHIP SLIP TRIMMER'S SHIP SLIP, TRIMMER'S SHIP SLIP
- 12. SHIP SLIP TRIMMER'S SHIP SLIP, TRIMMER'S SHIP SLIP
- 13. SHIP SLIP TRIMMER'S SHIP SLIP, TRIMMER'S SHIP SLIP
- 14. SHIP SLIP TRIMMER'S SHIP SLIP, TRIMMER'S SHIP SLIP
- 15. SHIP SLIP TRIMMER'S SHIP SLIP, TRIMMER'S SHIP SLIP
- 16. SHIP SLIP TRIMMER'S SHIP SLIP, TRIMMER'S SHIP SLIP
- 17. SHIP SLIP TRIMMER'S SHIP SLIP, TRIMMER'S SHIP SLIP
- 18. SHIP SLIP TRIMMER'S SHIP SLIP, TRIMMER'S SHIP SLIP
- 19. SHIP SLIP TRIMMER'S SHIP SLIP, TRIMMER'S SHIP SLIP
- 20. SHIP SLIP TRIMMER'S SHIP SLIP, TRIMMER'S SHIP SLIP
- 21. SHIP SLIP TRIMMER'S SHIP SLIP, TRIMMER'S SHIP SLIP
- 22. SHIP SLIP TRIMMER'S SHIP SLIP, TRIMMER'S SHIP SLIP



2 SIDE ELEVATION
1773



3 ROOF COGNATE
1774


WCL
 ASSOCIATES, INC.

ARCHITECTS
 INTERIORS


 1448 UPTON AVENUE SOUTH
 MINNEAPOLIS, MN 55419
 FAX: 612 833-8844
 TEL: 612 833-8844


PRELIMINARY


**COUNTRY INN
 AND SUITES**
 SHOREVIEW,
 MINNESOTA

DEVELOPED BY:
**HOSPITALITY
 INVESTORS**
 13000 COUNTY RD W
 ELK RIVER, MINNESOTA
 55330

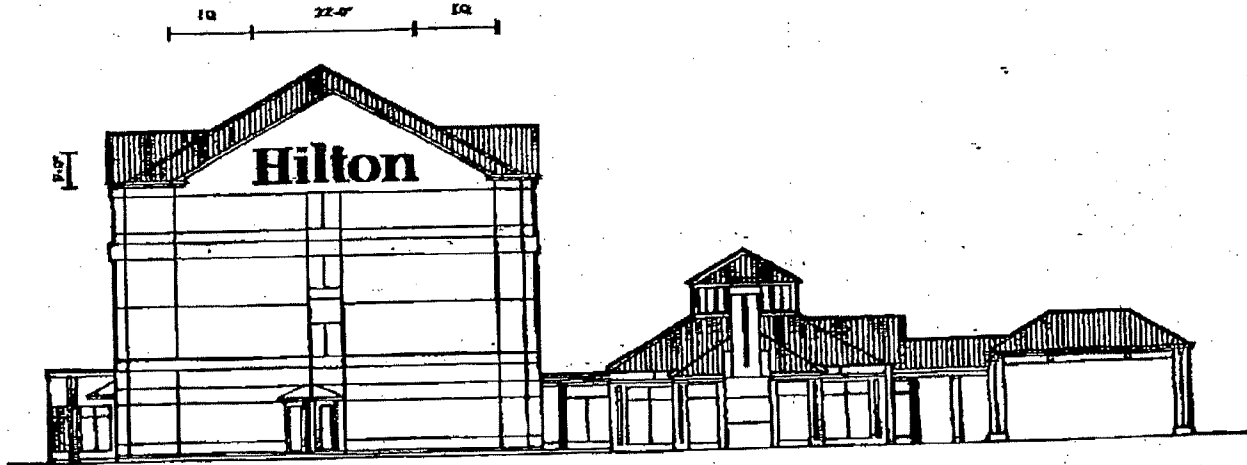
SHEET NO. 1772 OF 1772
 DATE 10/15/00

NO.	DESCRIPTION	DATE
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2	ISSUED FOR PERMITS	10/15/00
3	ISSUED FOR PERMITS	10/15/00
4	ISSUED FOR PERMITS	10/15/00
5	ISSUED FOR PERMITS	10/15/00
6	ISSUED FOR PERMITS	10/15/00
7	ISSUED FOR PERMITS	10/15/00
8	ISSUED FOR PERMITS	10/15/00
9	ISSUED FOR PERMITS	10/15/00
10	ISSUED FOR PERMITS	10/15/00

EXTERIOR ELEVATIONS
 SCALE: AS SHOWN
 A6.0

1050 Gramsie

P. 0102/0104



West Elevation

1/16"=1'-0"

See page 3 for detailed letter layout and letter section

Prohairer

Chandler Signs
 201 Cherry Street, Suite 100, Northbrook, IL 60062
 Tel: (847) 471-1100 Fax: (847) 471-1110
 Website: www.chandler-signs.com

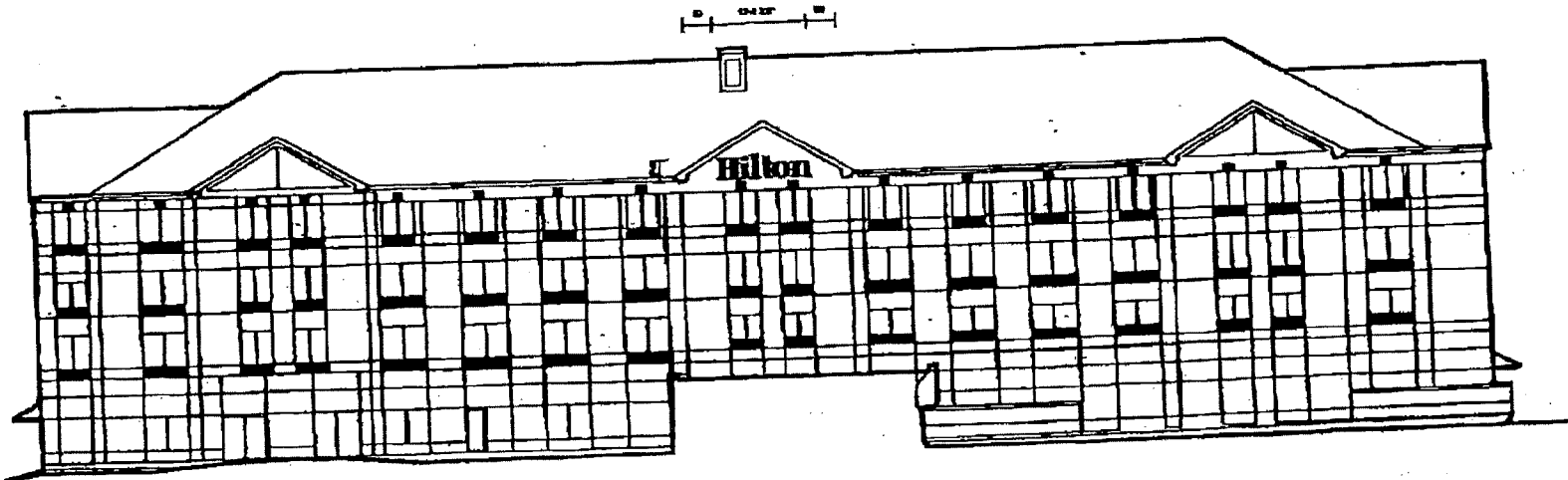
Client: Fittins Garden Lux
Address:
Location: Shoreview, MN
Material: 304 Teel
Quantity: 4000 ft
Date: 3.16.99
Who's Working:
Approval:
Rev. 01
Revision: R1 GH 2/14/99 CHANGED TO HILTON LETTERS ONLY
Quantity of Materials:
Description of Materials:

PAINTS	<input type="checkbox"/> PSE	<input type="checkbox"/> GCS
ELECTRICAL	<input type="checkbox"/> FFE	<input type="checkbox"/> OLM
SERVICE	<input type="checkbox"/> MSB	<input type="checkbox"/> MEY/DRG
CURTAIN	<input type="checkbox"/> VHS	<input type="checkbox"/> BM/ASK
ALUMINUM	<input type="checkbox"/> HCN	<input type="checkbox"/> BSHLL
CRACKER	<input type="checkbox"/> SCHLN	<input type="checkbox"/>
ASSEMBLY	<input type="checkbox"/> ASBNG	<input type="checkbox"/>
TOTAL		

APR 15 1999 2:39PM ARROW SIGN / ARROW FENCE

No. 5841 P. 2

MAR 22 1999 08:44



South Elevation

1/16"=1'-0"

See page 3 for detailed letter layout and letter section

Note:
Field survey required to determine exact area available for letters to fit in

DESIGN # 98349311 1 of 4

REV. 03/28/99
 DRAWN BY: J. J. ...
 DATE: 03/28/99
 PROJECT: Hilton Garden Inn
 LOCATION: ...

CLIENT: Hilton Garden Inn

DATE: 3.16.99

APPROVED BY: [Signature]

REVISIONS:

NO. 1 GH 3/16/99 CHANGED TO HILTON LETTERS ONLY

LISTING OF MATERIALS

MECHANICAL	<input type="checkbox"/>	MECH	<input type="checkbox"/>	CAD	<input type="checkbox"/>
ELECTRICAL	<input type="checkbox"/>	ELEC	<input type="checkbox"/>	CMU	<input type="checkbox"/>
PLUMBING	<input type="checkbox"/>	PLUM	<input type="checkbox"/>	IRON BRONZE	<input type="checkbox"/>
CERAMIC	<input type="checkbox"/>	CERAM	<input type="checkbox"/>	ALUM. BRONZE	<input type="checkbox"/>
PAINT	<input type="checkbox"/>	PAINT	<input type="checkbox"/>	BRASS	<input type="checkbox"/>
GLASS	<input type="checkbox"/>	GLASS	<input type="checkbox"/>	BRONZE	<input type="checkbox"/>
STEEL	<input type="checkbox"/>	STEEL	<input type="checkbox"/>	OTHER	<input type="checkbox"/>
OTHER	<input type="checkbox"/>	OTHER	<input type="checkbox"/>	ASSEMBLY	<input type="checkbox"/>
TOTAL					

APR. 15. 1999 2:39PM ARROW SIGN / ARROW FENCE

TABLE 2 ZONING DISTRICT – LOT/STRUCTURE STANDARDS

	Minimum Lot Area	Minimum Lot Width	Maximum Building Height	Minimum Front	Minimum Side/Side abutting a Street	Minimum Rear	Minimum Adjacent to Residential Uses	Minimum Setback from Arterial/Collector
R1-Detached Residential	10,000 sf	75'	35'	25'	5' (garage) 10' (living)/25'	30'	NA	40'/30'
R2-Attached Residential	5 acres <i>or</i> 10,000sf per building plus 1,000 sf per unit	80' per building	35'	30'	10'/30'	None	NA	40'/30'
R3 – Multi-Family Residential	5 acres <i>or</i> 25,000 sf per building	175'	35'*	30'	30'	30'	NA	40'/30'
Commercial	Varies		35'*	50'	10'/30'	20'	50'	40'/30'
Office	None	100'	35'*	50'	10'/30'	20'	50'	40'/30'
Business Park	1.5 acres	None	35'*	75'	30'	30'	75'	40'/30'
Industrial	None	100'	35'*	50'	10'/30'	20'	75'	40'/30'

*Maximum building height may be exceeded if for every additional foot of height there is an additional foot of setback on all sides and does not exceed the firefighting capabilities of the Fire Department.

TABLE 3

Municipality	Building Height Definition
Arden Hills	The vertical distance from the average elevation of the grade along a face of a building to the highest point of the roof surface of flat roofs, the deck line of mansard roofs, or the average height between the eaves and the highest ridge of gable, hip, or gambrel roofs. The height of a stepped or terraced building shall be the height of the tallest segment of the building.
Blaine	The vertical distance to be measured from the grade of a building line to the top, to the cornice of a flat roof, to the deck line of a mansard roof, to a point of the roof directly above the highest wall of a shed roof, to the uppermost point on a round or other arch type roof, to the mean distance of the highest gable on a pitched or hip roof.
Edina	<p>(1) Commercial, industrial and high density residential.</p> <ul style="list-style-type: none"> a. The term "building height" or "structure height" means the distance measured from the average existing ground elevation adjoining the building at the front building line to: <ul style="list-style-type: none"> 1. The top of the cornice of a flat roof; 2. The deck line of a mansard roof; 3. A point on the roof directly above the highest wall of a shed roof; 4. The uppermost point on a round or other arch-type roof; or 5. The average distance of the highest gable on a pitched or hip roof. b. References in this chapter to the term "building height" includes and means structure height, and if the structure is other than a building, the height shall be measured from said average existing ground elevation to the highest point of the structure. The term "existing ground elevation" means the lowest of the following elevations: <ul style="list-style-type: none"> 1. The grade approved at the time of the subdivision creating the lot; 2. The grade at the time the last demolition permit was issued for a principal structure that was on the lot; 3. The grade at the time the building permit for a principal structure on the lot is applied for. <p>(2) Single and two dwelling unit buildings.</p> <ul style="list-style-type: none"> a. The term "building height" or "structure height" means the distance measured from the average existing ground elevation adjoining the building at the front building line to the highest point on a roof. b. References in this chapter to the term "building height" includes and means structure height, and if the structure is other than a building, the height shall be measured from said average existing ground elevation to the highest point of the structure. The term "existing ground elevation" means the lowest of the following elevations: <ul style="list-style-type: none"> 1. The grade approved at the time of the subdivision creating the lot; 2. The grade at the time the last demolition permit was issued for a principal structure that was on the lot; 3. The grade at the time the building permit for a principal structure on the lot is applied for.

TABLE 3

Municipality	Building Height Definition
Fridley	The vertical distance measured from the average elevation of a finished grade at the front of the building to the highest point in the case of a flat roof; to the deck line of a mansard roof; and to the mean distance between eaves and ridge of a gable, hip or gambrel roof.
Little Canada	A distance to be measured from the mean ground level to the top of a flat roof, to the mean distance of the highest gable on a pitched or hip roof, to the deck line of a mansard roof, to the uppermost point on all other roof types.
Minnetonka	The vertical distance above a reference datum measured to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped roof. The reference datum shall be selected by either of the following, whichever yields a greater building height: a) the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of the building when such sidewalk or ground surface is not more than 10 feet above lowest grade. (No. 1) b) an elevation 10 feet higher than the lowest grade when the sidewalk or ground surface described in item 1 above is more than 10 feet above lowest grade. (No. 2) (Figure 3) The height of a stepped or terraced building is the maximum height of any segment of the building.
New Brighton	The vertical distance above grade to the highest point of the coping of the flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped roof.
Roseville	The vertical dimension measured from the average elevation of the approved grade at the front of the building to the highest point of the roof in the case of a flat roof, to the deck line of a mansard roof, and to the midpoint of the ridge of a gable, hip, or gambrel roof. (For purposes of this definition, the average height shall be calculated by using the highest ridge and its attendant eave. The eave point used shall be where the roof line crosses the side wall.) In the case of alterations, additions or replacement of existing buildings, height shall be measured from the natural grade prior to construction.
Shoreview	With the exception of substandard riparian lots, building height shall be measured as follows: A distance to be measured from the mean curb level along the front lot line or from the mean ground level for all that portion of the structure having frontage on a public right-of-way, whichever is higher, to the top of the cornice of a flat roof, to the top line of a mansard roof, to a point on the roof directly above the highest wall of a shed roof, to the uppermost point on a round or other arch-type roof, or to the mean distance of the highest gable on a pitched or hip roof. For substandard riparian lots, building height is measured from the highest roof peak to the lowest point at finished grade. Finished grade is the final grade upon completion of construction. Grade is defined as the lowest point within 5 feet of the building in accordance with the Uniform Building Code.
Vadnais Heights	The vertical distance from the average of the highest and lowest point of that portion of the lot immediately adjacent to the building to the highest point of the roof for flat roofs; to the deck line of mansard roofs and to the mean height between eaves and ridge for gable, hip and gambrel roofs.

TABLE 3

Municipality	Building Height Definition
White Bear Lake	A distance to be measured from the mean ground level to the top of a flat roof, to the mean distance of the highest gable on a pitched or hip roof, to the deck line of a mansard roof, to the uppermost point on all other roof types.
Woodbury	<p>Building Height means the vertical distance above a referenced datum measured to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped roof. The reference datum shall be selected by either of the following, whichever yields a greater height of building:</p> <ol style="list-style-type: none"> <li data-bbox="521 575 1458 709">1. The elevation of the highest adjoining sidewalk or ground surface within a five-foot (1,524 mm) horizontal distance of the exterior wall of the building when such sidewalk or ground surface is not more than ten feet (3,048 mm) above lowest grade. <li data-bbox="521 747 1458 848">2. An elevation ten feet (3,048 mm) higher than the lowest grade when the sidewalk or ground surface described in subsection (1) is more than ten feet (3,048 mm) above the lowest grade. <p>The height of a stepping or terraced building is the maximum height of any segment of the building.</p>
Building Code Definition	The vertical distance from grade to plan to the average height of the highest roof surface.

Municipality	District Maximum Heights				
	Res - SF	Res MF	Business	Commercial	Industrial
Arden Hills	35 ft	35 ft	50ft	35ft	45ft
New Brighton	30 ft	30 ft	5 Stories	5 stories	5 stories
Fridley	30 ft	65 ft*	65 ft	45 ft	65 ft
Blaine	30 ft	30 ft	36 ft	50 ft*	50 ft
Roseville	30 ft	95 ft*	65 ft	40 ft	60 ft
Woodbury	40 ft	40 ft	60 ft	40 ft	50 ft
White Bear Lake	35 ft	35 ft*	38 ft	48 ft	48 ft
			45 ft if within 200 ft of residential district. Or regulated by setback and floor area requirements.	N/A	35 ft
Minnetonka	35 ft	*	Special Height Overlay District Regulates these uses.		
Edina	35 ft*				
Vadnais Heights	35 ft	36 ft	45 ft	45 ft	45 ft
Little Canada	30 ft	36 ft	36 ft	36 ft	40 ft

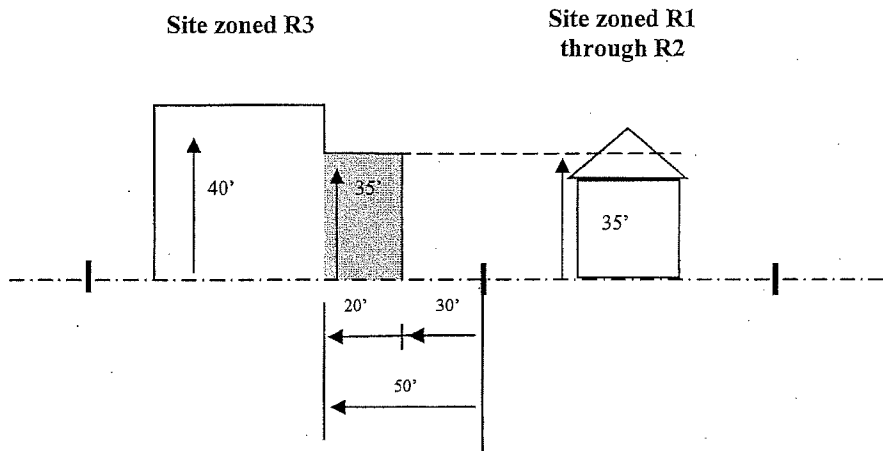
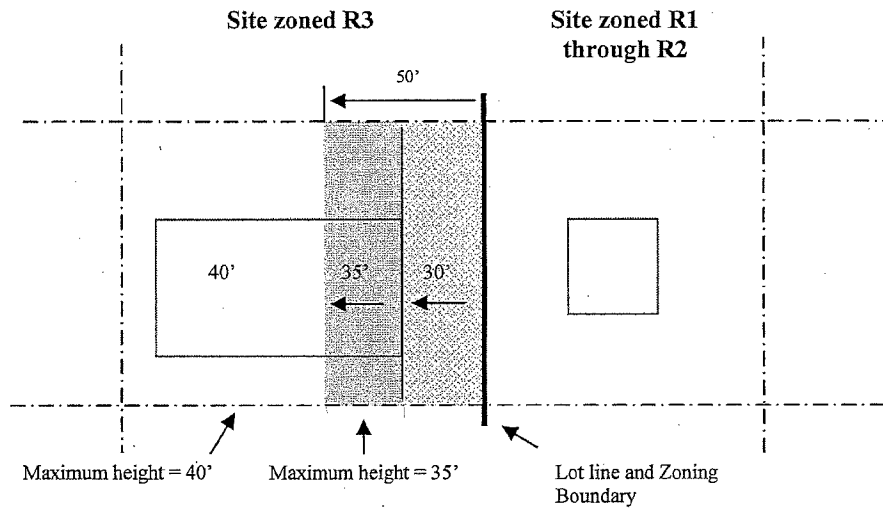
*Special business district area that has minimum building heights of 2/3 stories and no maximum.
 * No building shall be erected to a height exceeding forty-five (45) feet within fifty (50) feet of any R-1 or R-2 District, without one (1) additional foot of space between the main building and the R-1 and R-2 District for each one (1) foot or portion of building height over forty-five (45) feet.
 * Planned commercial does not have maximum height requirements as long as buildings are sprinkled.
 * High Density Residential - 2, HDR - 1 is limited to 65 feet.

* In the R-B Residential Business Transition District you can have a maximum height of 45 ft.

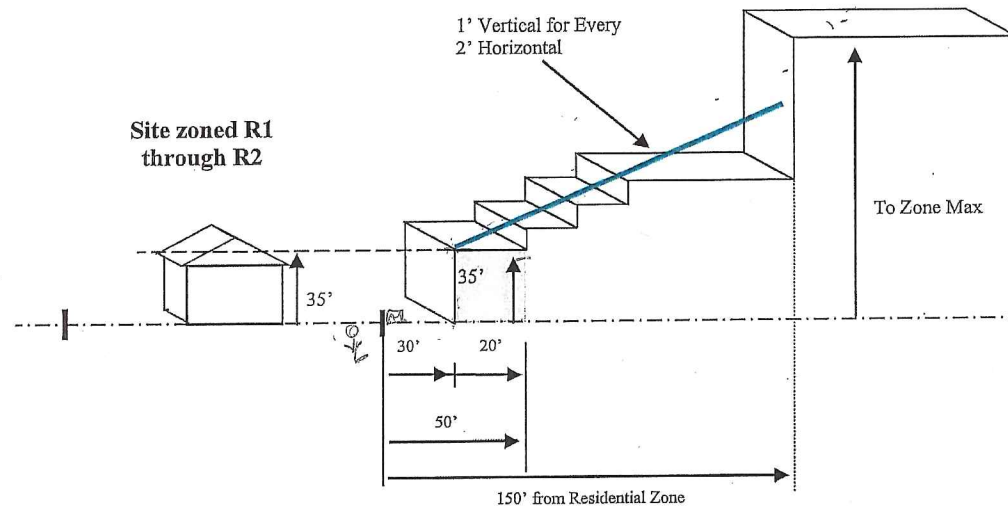
*height: building height shall be regulated generally by floor area ratio and yard area requirements but shall be evaluated along with other design parameters under site and building plan review. The planning commission or city council may impose reasonable height limitations when any of the following conditions are found to exist:
 1) the proposed building is located within 200 feet of any designated low density residential district;
 2) the proposed building is located within 100 feet of any designated public park;
 3) the proposed building is highly visible to a large number of parcels containing or designated on the comprehensive plan to contain low density residential uses due to site conditions, including topography and lack of mature vegetation; or
 4) the proposed building will be of an inappropriate site or architectural design due to existing or planned topography or sight lines.
 In imposing height limitations, it shall be the intent of the planning commission and city council to mitigate potential negative impacts rather than to limit the density of the project.

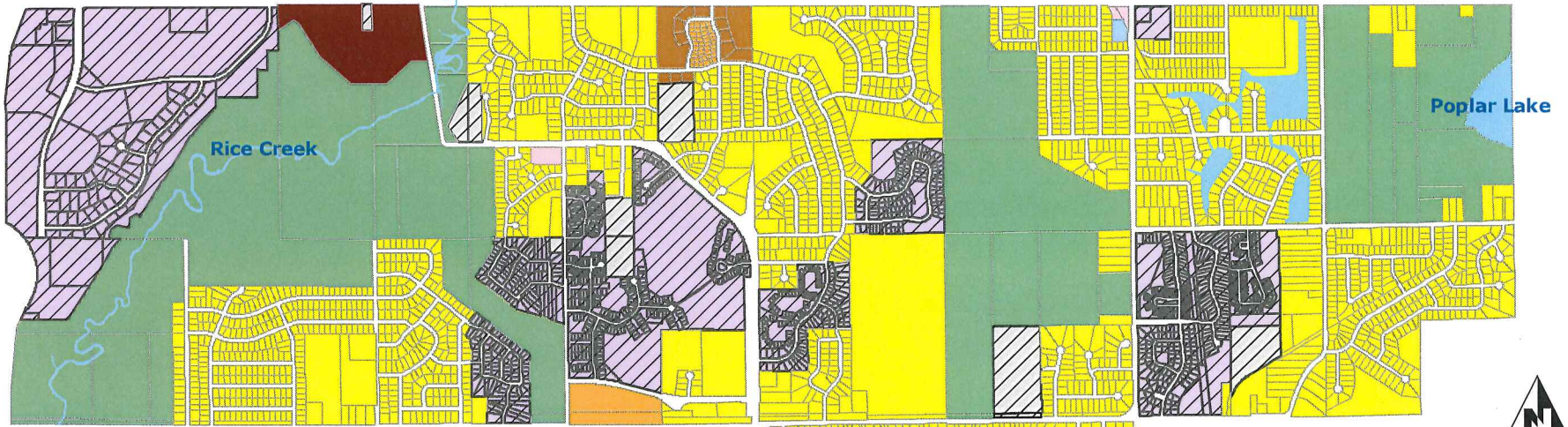
*The maximum height may be increased by one inch for each foot that the lot exceeds 75 feet in width. In no event shall the maximum height exceed 40 feet.

Height limits on sites abutting R1- R2













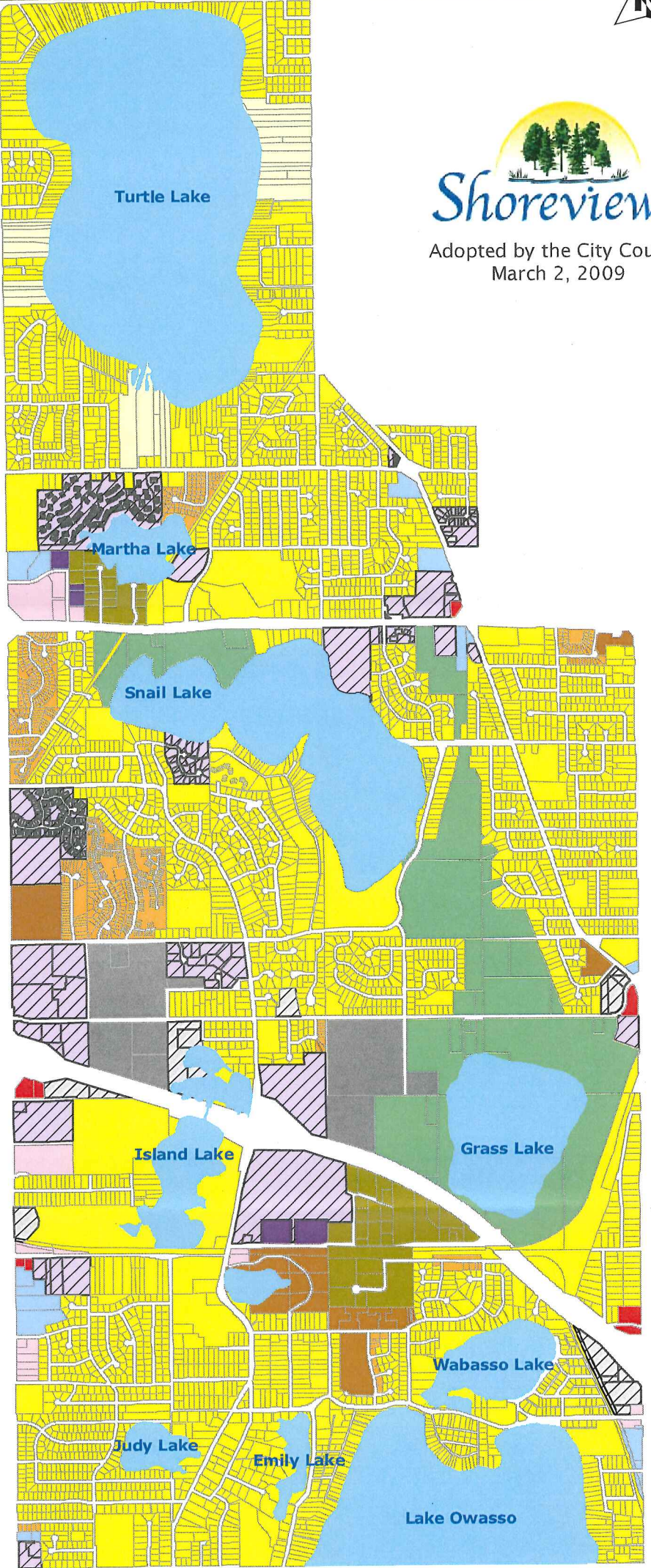
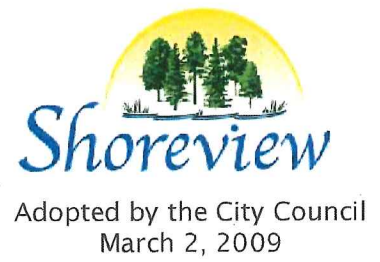
Stepped Height limits on R3 sites abutting R1- R2





Zoning Classifications

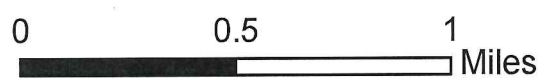
-  RE - Residential Estate
-  R1- Detached Residential
-  R2 - Attached Residential
-  R3 - Multi-Dwelling Residential
-  R4 - Mobile Home Residential
-  C1 - Retail Service
-  C2 - General Commercial
-  OFC - Office
-  I - Industrial
-  T - Tower
-  OS - Open Space
-  PUD - Planned Urban Development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



Disclaimer: Every effort has been made to ensure the completeness and accuracy of this map. However, data used to create this map was compiled from a number of sources and may contain errors. This map should be used for reference only. Data should be verified independently if used for any other purpose. This document is not a legally recorded map or survey and should not be used as such.

Zoning Map

City of Shoreview Community Development Department





Legend

 Targeted redevelopment areas

Disclaimer: Every effort has been made to ensure the completeness and accuracy of this map. However, the data used to create this map was compiled from a number of sources and may contain errors. This map should be used for reference only. Data should be verified independently if used for any other purpose. This document is not a legally recorded map or survey and should not be used as such.

0 0.5 1 Miles

6.1 Targeted Redevelopment Areas

TO: Planning Commission
FROM: Kathleen Castle, City Planner
DATE: April 21, 2016
SUBJECT: Text Amendments – Parking

Introduction

The Staff has also been asked to look at the code standards related to parking to determine if they are consistent with the industry standards and the requirements of other communities. In response, Staff has compiled information obtained from surveying other suburban communities, our existing apartment complexes and developers.

Development Code Requirements

Parking is regulated in Section 206.020 of the Development Code. This section addresses a number of items related to the parking lots such as landscaping, setbacks and design, etc. Subsection (B) identifies the minimum parking ratios based on the zoning district and use. Per Subsection (C) the number of parking stalls may be reduced to a number less than the minimum required provided proof of parking is available on-site and parking management techniques are used. These techniques include transit, transportation demand management, shared parking and parking demand. Section 206.020 is attached.

Parking Standards

Information has been compiled to review our requirements. In general, it appears that our multi-family parking standards are too high. Commercial land uses are more difficult to assess due to the varying nature of commercial uses.

Recommendation

The information is being presented to the Commission for discussion. Further research is needed regarding commercial and other non-residential uses.

- Enc. 1) Section 206.020
2) Shoreview Multi-family Developments – Parking Ratio Table
3) Survey of Apartment Complexes/Developers
4) Multi-Family Parking Requirements – Other Communities
5) Commercial Parking Requirements – Other Communities

206.020 Parking. The City requires off-street parking facilities to meet the parking needs of residents and businesses since City streets are designed to accommodate traffic movement. Parking regulations are intended to balance the need for off-street parking with regulations that address the aesthetic and environmental impacts of the resulting areas of impervious surface. Property owners and developers are encouraged to identify realistic parking needs for their property, install parking areas to meet anticipated demand, and show proof of parking to comply with City minimum parking requirements.

Rev. Date
5/4/09
Ord. #850

(A) Design and Maintenance.

(1) Landscaping. Parking and driveway areas that accommodate more than 5 cars shall be landscaped along the perimeter and within the interior of the lot. A minimum area equal to twenty percent (20%) of the parking and driveway surface area shall be designed with landscaping islands.

(a) The landscape islands shall not be less than 324 square feet in area and be sized and designed to support plant health. It is strongly encouraged to use these areas for infiltration purposes.

(b) The area designed with landscape islands may be proportionately reduced to not less than 10% when the development includes:

- i. Stormwater management principally designed for stormwater infiltration;
- ii. Sustainable building design elements and practices, per Section 205.060(C);
- iii. Shared parking, as described in Section 206.020(C)(3), provided the property owners enter into and execute a joint parking agreement and a maintenance agreement;
- iv. Transportation demand management, as described in Section 206.020(C)(2);
- v. Site landscaping that is designed to reduce the visual impact of the developed portions of the site, especially the building and parking area.

(c) Shade trees shall be used for the perimeter of the parking area and island landscaping at a minimum rate of one shade tree per 10 parking stalls. Shade trees shall be setback a minimum of 8 feet from curbs and/or pavement.

Rev. Date
5/4/09
Ord. #850

(d) Modifications from the requirements of this Section 206.020(A)(1) may be permitted through the Site and Building Plan review process.

(2) Setbacks. The minimum setback from a property line for a parking lot, including driveways shall be as follows:

(a) From interior side and rear property lines: Five (5) feet. This setback may be reduced to zero feet if the parking and driveway area is shared providing access to uses on two or more parcels.

(b) From any street right-of-way, front property line, and when a landscaped buffer is required per Section 206.010(I) for property planned for residential use: Twenty (20) feet, except as otherwise provided.

(3) Surfaces. Those parking areas designed to meet the minimum parking ratio requirement shall be surfaced with asphalt, concrete or other material as approved by the City Manager and graded to dispose of all surface water. Concrete curbing and gutters are required in Commercial and Industrial Districts unless another form is permitted for stormwater management and infiltration purposes through the Site and Building Plan Review process.

(a) In the RE, R-1 and R-2 Districts:

i. Driveways shall be surfaced with asphalt, concrete, or brick pavers rated for vehicular loads, except as otherwise permitted.

ii. Pervious concrete or asphalt materials may be approved, subject to the property owner entering into a Maintenance Agreement with the City.

iii. When the principal structure is setback more than 75 feet from the front lot line, alternate surface materials may be allowed, subject to approval by the Public Works Director. In such instances, concrete or asphalt surface materials shall be used from the street and extending into the property a minimum of 20-feet from the front property line.

(b) In all other Districts, the use of pervious pavement materials for parking areas is encouraged. If pervious pavement is used:

i. The pervious pavement design and soil conditions will be used to determine the area that will be included in impervious surface coverage calculations. However, in no event will the open landscaped area be less than 15% of lot area.

Rev. Date
4/18/05
Ord. #774

Rev. Date
7/17/06
Ord. #801

Rev. Date
5/4/09
Ord. #850

- ii. The property owner and developer shall enter into a Maintenance Agreement with the City.
- (4) Parking Location. Off-street parking shall be on the same site as the structure it is intended to serve unless otherwise permitted and shall not occupy the required 20 feet front yard landscaped area.
- (5) Aisles. Aisles shall be a minimum of 14 feet wide for 45 degree parking, 18 feet wide for 60 degree parking and 24 feet wide for 90 degree parking.
- (6) Spaces. Each space shall be a minimum of 9 feet wide, 18 feet long and so designed to allow the exit of the car therein without first moving another car. Subcompact parking spaces may account for up to 20% of the total parking area required. They shall be 8 feet wide and 18 feet long, and must be grouped and signed appropriately.
- (7) Drive-up Facilities. Commercial uses containing drive-in or drive-up facilities shall provide a stacking area for vehicles on the site. A minimum of six spaces per lane for stacking is required in addition to the number of required parking spaces. The stacking lane shall be a minimum of twelve (12) feet wide. The vehicle stacking area shall not exceed beyond the street right-of-way line and shall be delineated so that the vehicles waiting in line will not interfere with the primary driving and parking facilities on site. Any pedestrian walkway that is adjacent to or crosses the stacking lane must be marked and clearly indicated with signage or painted crosswalk.
- (8) Structured Parking. Parking ramps shall meet the minimum structure setback requirements of the zoning district in which they are located.
- (9) Shared Driveways. Shared driveways connecting two or more uses on separate properties are permitted provided the property owners enter into and execute a joint parking agreement and maintenance agreement.
- (B) Minimum Parking Requirements. The following is a summary of the minimum parking requirements in addition to the standards listed for each zoning district. When a parking requirement is listed by use as well as by district, the use requirement shall apply. Parking uses not specifically noted shall be as approved by the City Council, following review by the Planning Commission.
- (1) Zoning Districts.
- (a) Commercial Districts (C-1, C-1A and C-2). Parking spaces shall be provided at a ratio of 5.5 spaces per 1,000 square feet of net floor area

Rev. Date
5/4/09
Ord. #850

or as required by Section 206.020(B2) (Parking). In addition, parking spaces shall be provided on the property for the storage of vehicles necessary to the operation of the principal use. Said spaces shall be adequately screened and lighted.

- (b) Office District. Parking space requirements shall be as required by Section 206.020(B2) (Parking) or at a ratio of 5 spaces per 1,000 square feet of net floor area.
- (c) Business Park District. Parking space requirements shall be as required by Section 206.020(B2) (Parking) or:
- (i) 1 space per 2,000 square feet of gross floor area for warehousing;
 - (ii) 5 spaces per 1,000 square feet of gross floor area for office areas;
 - (iii) 3 spaces per 1,000 square feet of gross floor area of manufacturing, research, testing and laboratories;
- (d) Industrial District (I). Parking space requirements shall be as required by Section 206.020(B2) (Parking) or as follows. In addition, parking spaces shall be provided on the property for the storage of vehicles necessary to the operation of the principal use. Parking spaces shall be adequately lighted.
- (i) 1 space per 2,000 square feet of gross floor area for warehouse uses.
 - (ii) 3 spaces per 1,000 square feet of gross floor area for production uses.
 - (iii) 5 spaces per 1,000 square feet of net floor area for office uses.
- (e) RE and R1 Districts. Two parking spaces per dwelling unit shall be required for off-street parking, or as required by Section 206.020(B2).
- (i) Community based residential facilities and licensed day care facilities shall provide one off-street parking space per staff member.
 - (ii) Parking shall be prohibited in any portion of the front yard except designated driveways leading directly into a garage or one open, surfaced space located on the side of the driveway, away from the principal use, except as otherwise permitted. Such hard surface space shall not be located in front of the dwelling and shall conform to the minimum required setbacks specified in Section 206.020(A)(2).
 - (iii) Landscaping approved by the City shall be required when more than five vehicles are accommodated in the driveway, including

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trailers and/or RVs, stored or parked in compliance with Section 211.010.

(iv) Driveway and parking areas shall not exceed 40% of the area within the minimum required front yard setback.

(v) Property located on an arterial or collector street may construct a turnaround to prevent backing onto the street. The turnaround shall be setback a minimum of 5 feet from any property line and shall not be located in front of the dwelling. If adequate setback from the side lot line is not otherwise available, the City Manager may approve an alternate location. No parking shall be permitted in any turnaround unless landscape screening is provided.

(vi) Non-conforming driveways and parking areas shall only be replaced in conformance with these regulations.

(f) R2 District.

(i) Two parking spaces per unit shall be required for off-street parking; one must be completely enclosed.

(ii) Additional off-street guest parking spaces shall be provided at a ratio of .5 spaces per unit.

(iii) As required by Section 206.020(B2) (Parking).

(g) R3 District.

(i) Two parking spaces per dwelling unit shall be required for off-street parking; one must be completely enclosed.

(ii) Additional guest parking spaces shall be provided at a ratio of .5 spaces per unit.

(iii) As required by Section 206.020(B2).

(h) R4 District

(i) A ratio of one and one-half parking spaces per unit shall be required for off-street parking.

(ii) Additional guest parking spaces shall be provided at a ratio of .5 spaces per unit.

(iii) As required by Section 206.020(B2) (Parking).

(i) In all Residential Districts, commercial vehicles shall comply with Section 211.010 (Parking and Storage of Vehicles and Equipment).

(2) Use Requirements.

(a) Churches. 1/3 seats based on max. design capacity

(b) Hotel/Motel. 1/unit + 1/employee

(c) Schools, Elem./Jr. High. 1.5/classroom

(d) Schools, Sr. High/College. .2/student + 1/staff

(e) Indoor Theater. 1/3 seats based on max. design capacity

(f) Restaurant. 1/3 seats based on max. design capacity

(g) Hospital. 1.2/bed

(h) Fuel Stations. 4 plus 1/150 sq. ft. floor space devoted to retail sales

(i) Auto Service Station. 1/employee + 5/service stall

(j) Vehicle & Equipment Sales and Rental. 8 + 1/800 sq. ft. floor area over 1,000

(k) Truck & Car Washes. 5 stacking spaces/bay + 1/employee

(l) Drive-up Facilities. Stacking spaces are required as per Section 206.020(A)(7).

i. Restaurants. 15 spaces or 1/15 sq. ft. of floor area, whichever is greater

ii. Bank Windows. 6 stacking spaces/customer service window

iii. Other. 1/employee + 1/25 sq. ft. of floor area

(m) Commercial Recreation. 10 + 1/300 sq. ft. of floor area

(n) Bowling Alleys. 5/lane

(o) Rest Home/Nursing Home/Institution. 1/4 beds + 1/employee

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- (C) Exceptions to the Minimum Parking Requirements. The number of parking stalls constructed may be reduced to a number less than the minimum requirement if one of the following parking management techniques is implemented. The site shall be designed, however, with proof of parking to accommodate the minimum number of stalls required by this ordinance.
- (1) Transit. Developments that are pedestrian-oriented or transit oriented and/or have access to frequent transit service.
 - (2) Transportation Demand Management. Developments that incorporate transportation demand management techniques such as preferential parking for carpools, vanpools, shuttle-service, flex-hours and telecommuting.
 - (3) Shared Parking. Development incorporates shared parking with adjacent land uses provided peak-parking demand occurs at different times.
 - (4) Parking Demand. Less than the minimum required is encouraged, provided it is based on a demonstration that the proposed use/s have parking demand and need less than the minimum number of stalls required by this ordinance. The site shall be designed, however, with proof of parking to accommodate the minimum number of stalls required by this ordinance.
- (D) Maximum Parking. Parking in excess of the minimum required may be permitted through the Site and Building Plan Review process based on the demand and need for the additional parking spaces. A pervious parking surface for these areas will be required.
- (E) Minimum Off-Street Loading Requirements.
- (1) No loading facility shall be located on a street frontage (loading facility includes dock, berth, maneuvering area).
 - (2) All loading docks shall be located within the perimeter of the structure housing the principal or accessory use and shall be completely enclosed.
 - (3) Loading areas, aisles and access drives shall be surfaced with a durable all-weather material and shall be so graded to immediately dispose of surface water. Concrete curbing shall be required.
 - (4) All berths shall be screened from view from the property's street frontage by plant materials, walls, earth berms, or fences.
 - (5) Truck loading areas including berth and access aprons shall have a minimum length of 90 feet.

Shoreview Multi-Family Developments – Parking Ratio Table

	<i>Scandia Shores</i>	<i>Summer House</i>	<i>Lexington Shores</i>	<i>Applewood Pointe</i>	<i>Existing Southview</i>	<i>Proposed Southview</i>	<i>Lakeview Terrace*</i>	<i>Elevage – McMilan (proposed)*</i>
<i>Number of Units</i>	108	72	68	77	105 (58 independent)	32	104	134
<i>Surface Parking</i>	56	22	12	46	27	25	65	38
<i>Underground Parking</i>	53	72	83	111	51	34	115	195
<i>Total</i>	109	94	127	157	78	59	180	233
<i>Ratio – Parking to Units</i>	1	1.3	1.4	2.0	0.8* 1.15**	1.9	1.73	1.74

* General Occupancy Developments – the remainder are senior housing developments

Parking of Shoreview Apartment Complexes that responded to request

The Shores - I believe we have about the right amount of parking. We have underground parking, which most residents take advantage of, and there is room in our parking lot for the few that do not. Also seems to be just enough room in the parking lot for visitors. Most of the time there are plenty of spaces for visitors, although we can come pretty close to filling up at busier times.

As far as the commercial spaces, I think in the past, there has been enough parking, but I think it depends on the type of businesses that go into the commercial spaces. Currently those are vacant, but I do believe there is a tenant that will be filling one of those spaces.

Scandia Shores Parking meets needs but it is at capacity at certain times.

Shoreview Grand No parking issues. Currently at 1.79 spaces per apartment but there are vacant underground garages.

The Meadowlands Not enough parking. One car garages are full with a waiting list.

Developers

Doran For the suburbs general seeing 1.4 - 1.6 stalls per unit (equates to about 1 per bedroom).

Steven-Scott Management Typically asking developers of suburban properties to build at least one underground stall per apartment (perhaps 2 per apartment if it's a three bedroom or penthouse) and a total of one parking stall per bedroom for the entire site. In addition there is guest parking.

Noah Bly, Architect for Urban Works - In general, developers have to park their projects based on what the market demands. So in any building type and market there is an expected parking ratio. In new construction multifamily, which is what I understand the best, suburban renters require a higher parking ratio per unit or per bedroom than they might in Minneapolis, say 1 per bedroom which might equate to 1.3 stall per unit depending on the unit mix, while a downtown Minneapolis project might be at 1 per unit or less. We are working on an apartment building in St. Paul at a transit stop that will be at .7 stalls per unit.

The other significant factor that comes into play is the lender's expectations. For example the building on the rail line might actually have a demand of .5 but in order to reassure the lenders that it will be leasable, it will have a .7.

If you do want to encourage quality multifamily, I would suggest you update your parking requirements to better match what the renters really want and are willing to pay for. In the total development budget, extra parking does not make for a better building for the community nor a better home for the resident, it is money spent without a lot of value and results in larger flat lots than are necessary.

The developer does not want to underpark her development because the last units won't rent, but wants to match development since every extra stall could have been put to work developing a better project.

Multi-Family Parking Requirements

Comparison Cities	
Apple Valley	<ul style="list-style-type: none"> - Studios 1 covered space per unit and 1 open space per unit - One and two bedrooms 2 enclosed spaces per unit and 0.50 uncovered guest spaces per unit. - Three or more bedrooms 2 enclosed spaces per unit, one uncovered space per unit and 0.50 uncovered guest spaces per unit.
Arden Hills	<p>1.0 Space / efficiency and one-bedroom units</p> <p>1.5 Spaces for 2 bedroom + units</p>
Eagan	1 Enclosed or 1 underground per unit and 1 outdoor
Eden Prairie	2 per dwelling unit. 2/1 enclosed
Edina	<p>1.25 fully enclosed spaces and 0.75 exposed spaces per dwelling unit. The required number of exposed spaces may be reduced to not less than 0.5 spaces per dwelling unit if the number of enclosed spaces is increased by a like amount so that the total number of exposed and enclosed spaces equals not less than two per dwelling unit.</p>
Fridley	<p>At least one and one-half (1-1/2) spaces per one (1) bedroom unit, plus one-half (1/2) space for each additional bedroom unit per dwelling unit.</p> <p>Independent Living Facilities: One space per dwelling unit, with 50% of the stalls enclosed. If the building is convertible to market rate, the number of stalls provided shall be as in Section 205.09.05.C.(1).</p> <p>Assisted Living Facilities: One-half (1/2) space per unit.</p>
Golden Valley	1.5 Spaces per dwelling
Minnetonka	<p>2 parking spaces for each dwelling unit, of which one space per dwelling unit shall be completely enclosed. The two required parking spaces may not include the space in front of garage doors. Additional spaces for visitor parking shall be provided based on the specific characteristics of a development and the anticipated demand for visitor spaces as determined by the city. These characteristics may include, but shall not be limited to, the project size, the number of enclosed parking spaces, the accessibility of open parking spaces, access to on-street parking, topographical characteristics, the preservation of significant trees, the impact to surrounding property, and the site and building design. Developments of 12 or fewer dwelling units, where each unit has two enclosed parking stalls, must have a minimum visitor parking ratio of 0.75 spaces per dwelling unit. Visitor parking may include spaces in front of garage doors for individual units;</p> <p>Senior citizen housing developments: one parking space for each unit shall be required. The city may require proof of parking of two spaces per unit if conversion to general housing appears possible. At least 50 percent of the required parking spaces shall be within an enclosed weather controlled structure connected to the principal structure. The visitor parking requirements for multiple dwellings shall apply;</p>

Multi-Family Parking Requirements

New Brighton	2.0 Spaces - 1 enclosed per dwelling unit. +1.0 visitor parking each unit up to 10 units. +.5 visitor parking Each unit over 10 units.
Plymouth	2 fee free spaces per dwelling unit, of which one must be enclosed.
Roseville	1 space per bedroom plus .25 spaces per every 1 unit for visitor parking
Shoreview	2 Spaces per dwelling unit and guest parking at a ratio of .5 spaces per unit
Vadnais Heights	At least 2 off-street spaces per unit plus visitor parking as required by the City Council.
Woodbury	2.5 spaces per dwelling unit, two spaces per unit if one indoor space per unit is provided underground

Commercial Parking Requirements

Comparison Cities	
Apple Valley	<p>Shopping Centers</p> <ol style="list-style-type: none"> 1. 25,000 to 500,000 sf of gfa 1 space per 250 sf of gfa, plus any additional spaces required by #4 below 2. 500,000 to 1,000,000 of gfa 1 space per 275 sf of gfa, plus any additional spaces required by #4 below 3. Over 1,000,000 sf of gfa 1 space per 300 sf of gfa, plus any additional spaces required by #4 below 4. Additional parking requirements for shopping centers <ol style="list-style-type: none"> a. Centers with theaters Where theater space exceeds 10% of the total gfa of the center, that portion in excess of 10% of the gfa shall be calculated as required by Section E.14 of this Table b. Centers with restaurants, cafes, etc. and/or participatory uses Where restaurant, cafe or other food and beverage service uses, skating rinks, dance halls, health spas, and similar participatory uses exceed 10% of the total gfa of the center, that portion in excess of 10% of the gfa shall be calculated as required by Section C.1 of this Table.
Arden Hills	Retail Sales - 1 for each 150 sq. ft. of gross retail sales floor space
Eagan	<p>Retail Uses = 1 stall/200 s.f. up to 10,000 s.f. 1 stall /250 s.f. up between 10,001 and 30,000 s.f. Bank Use - 1 stall/250 s.f. for 10,000 s.f. Restaurant Uses = 1 stall / 3 seats based on design capacity. Restaurant with Drive-through - 1 stall/60s.f. (g.f.a.)</p>
Eden Prairie	5 per 1,000 feet of Gross Floor Area
Edina	One space per 200 square feet of gross floor area (including theaters and restaurants), plus one additional space for each ten seats in a restaurant, theater or other place of assembly.
Fridley	At least one (1) off-street parking space shall be provided for each 250 square feet of building floor area in the C-1 District except: (Ref Ord 1209)
Golden Valley	<p>Retail Store or Service Establishment 1 space for 250 s.f. of G.F.A Restaruant Class III (Restaurant with Liquor) - 1 space per 60 s.f. of floor area plus 1 space er 25 s.f. of bar area.</p>
Minnetonka	neighborhood or community - a minimum of 4.5 spaces per 1,000 square feet of gross area.
New Brighton	Other retail & service establishments 1 space per 200 sq. ft. of floor space
Plymouth	One space for each 200 square feet of floor area for the first 100,000 square feet, plus one space for each 350 square feet of floor area thereafter. The number of parking spaces provided shall not exceed the minimum requirement by more than 10 percent
Roseville	1 space per each 325 sq. ft. gfa
Shoreview	5.5 spaces per 1,000 square feet of net floor area.
Vadnais Heights	Retail Store and Service Establishment. At least 1 off-street parking space for each 200 square feet of floor area
Woodbury	One space for each 185 square feet of retail floor space