

<p>Commissioners: Julie Kimble Michelle Kruzal Tammy McGehee Michelle Pribyl Karen Schaffhausen Erik Bjorum Pamela Aspnes</p>	<div data-bbox="573 180 941 285" data-label="Image"> </div> <p style="text-align: center;">Planning Commission Agenda Wednesday, February 1, 2023 6:30pm</p> <p>Members of the public who wish to speak during public comment or on an agenda item may do so in person during this meeting or virtually by registering at www.cityofroseville.com/attendmeeting.</p>	<p>Address: 2660 Civic Center Dr. Roseville, MN 55113</p> <p>Phone: 651-792-7080</p> <p>Website: www.cityofroseville.com/pc</p>
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1. Call To Order
2. Roll Call
3. Approval Of Agenda
4. Review Of Minutes

Documents:

[JANUARY 4, 2023 MINUTES.PDF](#)

5. Communications And Recognitions
 - 5.A. From The Public:
Public comment pertaining to general land use issues not on this agenda.
 - 5.B. From The Commission Or Staff:
Information about assorted business not already on this agenda.
6. Continued Business
 - 6.A. Continuation To Consider A Request By AUNI Holdings In Coordination With FedEx For A Conditional Use To Allow A Parking Lot As A Principal Use At 2373 And 2395 County Road C2 (PF22-015)

Documents:

[6A REPORT AND ATTACHMENTS.PDF](#)
[6A BENCH HANDOUT_UPDATED.PDF](#)

7. Adjourn



**Planning Commission Regular Meeting
City Council Chambers, 2660 Civic Center Drive
Draft Minutes – Wednesday, January 4, 2023 – 6:30 p.m.**

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1. Call to Order

Vice Chair Pribyl called to order the regular meeting of the Planning Commission meeting at approximately 6:30 p.m. and reviewed the role and purpose of the Planning Commission.

2. Roll Call

At the request of Vice Chair Pribyl, City Planner Thomas Paschke called the Roll.

Members Present: Vice Chair Michelle Pribyl, and Commissioners Tammy McGehee, Karen Schaffhausen, Pamela Aspnes and Erik Bjorum.

Members Absent: Chair Julie Kimble and Commissioner Michell Kruzel

Staff Present: City Planner Thomas Paschke and Community Development Director Janice Gundlach

3. Approve Agenda

MOTION

Member McGehee moved, seconded by Member Bjorum, to approve the agenda as presented.

Ayes: 5

Nays: 0

Motion carried.

4. Review of Minutes

a. December 7, 2022 Planning Commission Regular Meeting

MOTION

Member Schaffhausen moved, seconded by Member McGehee, to approve the December 7, 2022 meeting minutes.

Ayes: 5

Nays: 0

Motion carried.

5. Communications and Recognitions:

41 a. **From the Public:** *Public comment pertaining to general land use issues not on this*
42 *agenda, including the 2040 Comprehensive Plan Update.*

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44 None.

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46 b. **From the Commission or Staff:** *Information about assorted business not already on*
47 *this agenda, including a brief update on the 2040 Comprehensive Plan Update*
48 *process.*

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50 None.

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52 **6. Public Hearing**

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54 a. **Consider a Request by AUNI Holdings in Coordination with FedEx for a**
55 **Conditional Use to Allow a Parking Lot as a Principal Use at 2373 and 2395**
56 **County Road C2 (PF22-015)**

57 Vice Chair Pribyl opened the public hearing for PF22-015 at approximately 6:33 p.m.
58 and reported on the purpose and process of a public hearing. She advised this item
59 will be before the City Council on January 30, 2023.

60
61 City Planner Paschke summarized the request as detailed in the staff report dated
62 January 4, 2023.

63
64 Member McGehee asked for additional information on some of the parking lot things
65 that would be required.

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67 Mr. Paschke indicated all of the current park lot requirements would be enforced for
68 this parking lot. He believed the difference is in the way the parking lot is designed
69 for parking vehicles. He indicated he has not had any discussion with the applicant
70 regarding parking of vans and the potential requirement of islands. Islands are
71 required every fifteen stalls and, in some cases, separate on the end of drive aisles in
72 some cases but in most cases. That discussion has not occurred as it relates to this
73 parking lot. He indicated the coverage is going to be eighty-five percent hard cover,
74 fifteen percent green space.

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76 Member McGehee asked if there was anything for EV charging.

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78 Mr. Paschke indicated there was not anything like that and is not currently in the
79 Zoning Code.

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81 Member McGehee thought this could be a condition placed on the approval of this
82 project.

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84 Mr. Paschke was not sure it could be a condition.

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86 Member Schaffhausen explained she went through staff recommendations and they
87 kind of matched many of the requests from people that live around this as far as some

88 of their concerns. She asked Mr. Paschke to provide a one-to-one match regarding
89 the provisions recommended that was provided in the bench hand out provided to the
90 Commission.

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92 Mr. Paschke explained that based on this proposal, the parking lot is set back
93 currently from that north property line and twenty-eight feet from the west property
94 line. He reviewed with the Commission the provisions in the bench hand out. He
95 noted the goal is to be to have a greater setback on the two property lines and also the
96 attempt to try to save some trees along the property lines, if possible. That is all going
97 to depend on how the site is engineered and how much earth that needs to be moved
98 and those types of things.

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100 Member Schaffhausen thought it looked like staff was recommending both fence and
101 some semblance of landscaping as well.

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103 Mr. Paschke indicated that was correct because landscaping would be required to be
104 planted as well.

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106 Member Schaffhausen asked if the fence would help with lighting as well.

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108 Mr. Paschke indicated it will because this parking lot will have some sort of lighting
109 for the parking lot. Staff will collaborate with the applicant on the lighting, and he
110 thought the goal is to make certain that the light that overflows and spills off of the
111 property is far less than what the Code requires.

112
113 Member McGehee indicated in the plan, the stormwater pond has been moved over to
114 the extra piece of land and she wondered if there was a reason to not actually move
115 that one parking lot over, closer to their property and leaving the wetland alone, since
116 that is where their employees are going to park.

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118 Mr. Paschke thought the applicant would need to answer that question.

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120 Vice Chair Pribyl asked if the reason why this was coming before the Commission as
121 a conditional use was primarily because it is just a parking lot.

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123 Mr. Paschke indicated that was correct.

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125 Mr. Kevin Anderson, representing AUNI Holdings addressed the Commission.

126
127 Mr. Scott Pieper, owner of 2929 Long Lake building addressed the Commission
128 regarding the building design and how it currently works with vans arriving and
129 leaving. He noted the bottleneck is going to become parking for employees. He
130 reviewed the available and projected parking lot spaces for employee vehicles with
131 the Commission.

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133 Member Schaffhausen asked how the employees will travel from the parking lot to
134 the facility.

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Mr. Pieper explained the way he would see it is a covered stairwell would be constructed to go from the parking lot down to the base. It would have to come in on the southwest corner.

Member Bjorum asked if that will need to be handicap accessible if accessible parking stalls are being provided.

Mr. Paschke thought the way around that will be the City path this being required. There will be a path that connects to the existing one and there is an assumption that the City sidewalk might be ADA compliant to take a person all the way down and around to get them into the building.

Mr. Pieper explained there is ADA compliancy on the north end. The sidewalk is compliant with two stalls outside and handicap accessibility inside the building.

Member Bjorum asked with the requirement in the packet of the City's eight-foot path, essentially it is not shown on this site plan so in reality this whole thing would be pushed further north to accommodate that.

Mr. Paschke explained that is incorrect, it will work with what is there, he believed. It is just an extension of the existing path.

Vice Chair Pribyl asked regarding the stormwater pond, she assumed that is potentially located where it is shown because of the natural grade of the site.

Mr. Pieper agreed that is what it appeared to be, but he thought if he received the City blessings it could be pursued in a little deeper context. He explained they would get the elevations exactly the way they should be and make sure it is correct.

Member Pribyl wondered if the existing wetland could be utilized in lieu of building a new pond or expand the existing wetland and potentially in that way provide an amenity for some of the residential uses that are nearby and also make the parking closer to the destination.

Mr. Pieper indicated they can work on that. He noted this is just a preliminary plan and nothing is etched in stone in terms of the architectural where it has to be exactly as shown.

Member Aspnes asked regarding the van parking. It appears to be a secure parking lot with controlled access. There was mention that there is already parking within the building for vans. She wondered how many vans Mr. Pieper saw being outside in this lot.

Mr. Pieper indicated there is van parking in the building and there will be no vans in this parking lot. This is strictly personal vehicle parking. Right now, there are fifty-one delivery vans.

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Member Aspnes understood and indicated the parking closest to the building is considered employee parking, on the east end and then there is a second parking lot on the west side that shows van parking of fifty-three spaces with controlled access. If the vans are all parked within the building, then what is the purpose of the van parking lot.

Mr. Pieper explained the controlled parking is on the south end of the building. That is where the semi/vans come in and that is fenced and gated. It is secure and no one can get into that area without going through the security. He did not think that is the correct plan if it has fifty-three parking spots for vans. He indicated there was two sketches on this. The first one had vans but that is not what is going to be there, it was all for employee parking.

Mr. Anderson explained the plan he has had the van parking and employee parking with those two sites. He noted Mr. Pieper has talked to the controllers at Fed Ex more recently than he has so maybe this is just for employee parking now.

Mr. Pieper explained there will not be van parking there, that is Fed Ex’s latest proposal per say. The reason being is the van parking, semi’s that are coming in, has to be a secured location and nobody can get access to it because there could be packages in the van that are left overnight so it would have to be in a secured location. He reviewed Fed Ex business model.

Vice Chair Pribyl asked if the wrong plan was included in the packet how would that affect the Commission’s discussion.

Mr. Paschke thought the Commission would want the appropriate plan in order to make a recommendation. He recommended tabling this item until the February meeting and in that timeframe, staff can get the correct appropriate plan and probably some additional details.

Public Comment

Mr. Don Broman, explained he has been involved with Aquarius Apartments for forty-one years. He explained the building is beautiful with a wooded area surrounding it. He explained it is a hundred-unit building. He brought photos of the backline of the parcel for the Commission to review. He thought for them, having a buffer there with a berm would be ideal.

Mr. Frank Yaquinto, 2405 County Road C2, explained the main thing for him is he is worried about the property values of his and surrounding properties. He would like to be assured that his property values will not drop because of this. He thought it was kind of a drastic change to the area with traffic and the lighting from the parking lot.

MOTION

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Member McGehee moved, seconded by Member Schaffhausen, to table the Request by AUNI Holdings in Coordination with FedEx for a Conditional Use to Allow a Parking Lot as a Principal Use at 2373 and 2395 County Road C2 until the February 1, 2023 Planning Commission meeting. (PF22-015).

Ayes: 5

Nays: 0

Motion carried.

7. Adjourn

MOTION

Member Schaffhausen, seconded by Member Aspnes, to adjourn the meeting at 7:30 p.m.

Ayes: 5

Nays: 0

Motion carried.



REQUEST FOR PLANNING COMMISSION ACTION

Agenda Date: 02/01/23
Agenda Item: 6a

Department Approval
Janice Gundlach

Agenda Section
Continued Business

Item Description: Continuation to consider a Request by AUNI Holdings in coordination with FedEx for a Conditional Use to allow a parking lot as a principal use at 2373 and 2395 County Road C2 (PF22-015)

1 APPLICATION INFORMATION

- 2 Applicant: AUNI Holdings
3 Location: 2373 & 2395 County Road C2
4 Application Submission: 11/28/22; deemed complete 12/08/22
5 City Action Deadline: January 26, 2023
6 Extended to March 27, 2023
7 Zoning: Corridor Mixed-Use (MU-3) District

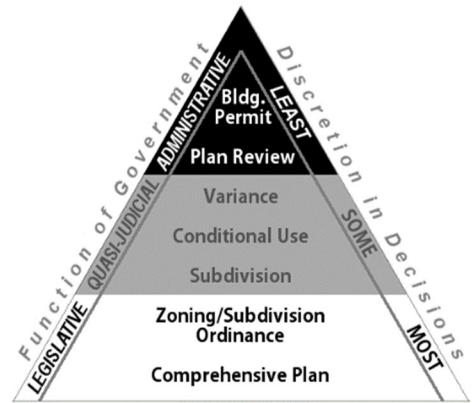
8 LEVEL OF DISCRETION IN DECISION MAKING: Action taken on a conditional use proposal is
9 quasi-judicial; the City's role is to determine the facts associated with the request, and apply
10 those facts to the legal standards contained in State Statute and City Code.

11 BACKGROUND

12 This item was continued at the January 4, 2023,
13 Planning Commission meeting due to an incorrect site
14 plan; meeting minutes can be found as Attachment C.
15 Since the January meeting, the Planning Division
16 received a revised site plan, which has been reviewed
17 by the City staff whose comments are included in the
18 following review.

19 AUNI Holdings, owner of 2929 Long Lake Road,
20 recently executed a lease with FedEx to occupy and make
21 substantial improvements to the existing building located
22 at 2929 Long Lake Road. This lease also includes a commitment to improve the parcels
23 immediately west of 2929 Long Lake Road along County Road C2 with a surface parking
24 facility. FedEx's proposed use and employment needs at 2929 Long Lake Road necessitates the
25 need to create additional employee parking at 2373 and 2395 County Road C2. The proposed
26 site plan depicts 243 parking spaces. The parking lot is intended for employee-only parking,
27 unlike the proposal reviewed in January that included van parking.

28 Table 1005-1 for the Mixed-Use Districts includes parking as a principal use and requires an
29 approved Conditional Use (CU) that complies with City Code requirements, including
30 §1009.02.C. The applicant has entered into a purchase agreement with Robert Beugen, owner of
31 the two adjacent residentially-used properties at 2373 and 2395 County Road C2, and seeks
32 approval of a CU to facilitate construction of the necessary surface parking lot on these two
33 parcels.



34 The revised parking lot plan illustrates a single parking lot accommodating 243 stalls. The
35 proposed lot contains two access points: one at the west and one at the east boundaries of the
36 parking lot. The lot is currently set back 40 feet from the west property line, 40 feet from the
37 north property line, with the proposed storm water management facility located in the northeast
38 corner of the site (see Attachment D).

39 The proposed parking lot includes the parking lot islands required by §1011.03C of the Zoning
40 Code and the required pathway along County Road C2. The proposal also includes connections
41 from the parking lot to the County Road C2 pathway and to the warehouse building to the east
42 that FedEx is occupying.

43 The City Engineer has determined there will be no significant traffic issues associated with the
44 parking lot. A formal traffic study is not required. Existing traffic on County Road C2 is 3,300
45 vehicles per day and has adequate capacity for any increase in traffic. A conservative estimate of
46 new traffic generated from the parking lot is 752 new trips per day. The existing three-lane
47 design of County Road C2 accommodates the increased vehicle use.

48 In order to maintain this design, the property owner must combine 2373 and 2395 County Road
49 C2 into a single property as the MU-3 zoning district requires a minimum 15-foot side yard
50 parking setback. Alternatively, the property owner may elect to revise the proposed site plan to
51 meet the minimum setback requirement, although that option would result in two distinct parking
52 lots, as opposed to one.

53 While the Zoning Code provides little guidance for a parking lot as a principal use, aside from
54 the general criteria found in §1009.02.C, Planning Division staff relies on other specific sections
55 of the Zoning Code to determine overall compliance with other Zoning Code standards. These
56 sections include §1011.03.B, *Buffer Area Screening*, §1011.03.C, *Parking Lot Landscaping*, and
57 §1011.12.E.9, *Outdoor storage, fleet vehicles*. This report, and the associated site plan, only
58 reviews the conditional use for the parking lot and otherwise assumes the project can or will
59 comply with required City and Zoning Code standards prior to release of any necessary building
60 permits, including rectifying the side yard parking lot setback issue. It's also worth noting the
61 site could be developed with a conforming office or commercial use, and associated surface
62 parking, without the need for a CU, a public hearing, or Commission or Council consideration.

63 **CONDITIONAL USE ANALYSIS**

64 REVIEW OF GENERAL CONDITIONAL USE CRITERIA: Section 1009.02.C of the Zoning Code
65 establishes general standards and criteria for all conditional uses. When deciding on whether to
66 approve or deny a conditional use, the Planning Commission (and City Council) must review the
67 proposal and determine if compliance can be achieved with the stated findings.

68 The general code standards of §1009.02.C are as follows:

- 69 **a.** *The proposed use is not in conflict with the Comprehensive Plan.* While a parking lot doesn't
70 appreciably advance the goals of the Comprehensive Plan aside from facilitating continued
71 investment in a property, Planning Division staff believes it does not conflict with the
72 Comprehensive Plan either. More specifically, the General and Commercial Area Goals and
73 Policies sections of the Comprehensive Plan include a number of policies related to
74 reinvestment, redevelopment, quality development, and scale. The proposed parking lot is
75 one component of a larger investment, which would align with the related goals and polices
76 of the Comprehensive Plan.

- 77 *b. The proposed use is not in conflict with a Regulating Map or other adopted plan. The*
78 *proposed use is not in conflict with such plans because none apply to the property.*
- 79 *c. The proposed use is not in conflict with any City Code requirements. Planning Division staff*
80 *finds the proposed parking can and will meet all applicable City Code requirements;*
81 *moreover, a CONDITIONAL USE approval can be rescinded if the approved use fails to comply*
82 *with all applicable Code requirements or any conditions of the approval.*
- 83 *d. The proposed use will not create an excessive burden on parks, streets, and other public*
84 *facilities. City staff has determined the proposed parking lot improvement will not create an*
85 *excessive burden on parks, streets, or other public facilities. Specifically, this parking lot is*
86 *associated with a major package delivery service (FedEx), whereby many employees do not*
87 *work on-site as they are delivering packages. For those that do work on-site, it is not*
88 *anticipated their use of the park and/or trail system would result in a burden, nor have City*
89 *Parks Department staff expressed concerns to Planning Division staff. In fact,*
90 *implementation of a condition of approval requiring installation of a trail will only improve*
91 *upon the City’s trail amenities.*

92 The City Engineer has also determined there will be no significant traffic issues associated
93 with the parking lot. A formal traffic study is not required. Existing traffic on County Road
94 C2 is 3,300 vehicles per day and has adequate capacity for any increase in traffic. A
95 conservative estimate of new traffic generated from the parking lot is 752 new trips per day.
96 The existing three-lane design of County Road C2 can accommodate the increased vehicle
97 use.

- 98 *e. The proposed use will not be injurious to the surrounding neighborhood, will not negatively*
99 *impact traffic or property values, and will not otherwise harm the public health, safety, and*
100 *general welfare. Planning Division staff have determined the proposed parking lot will not be*
101 *injurious to the surrounding neighborhood; negatively impact traffic or property values; and*
102 *will not otherwise harm the public health, safety, and general welfare given the existing*
103 *impact of commercial uses already present and utilizing this corridor of County Road C2.*
104 *Specifically, the 2040 Roseville Comprehensive Plan guides these parcels and those in direct*
105 *proximity for Mixed-Use, and a rezoning to Corridor Mixed-Use was accomplished in*
106 *November of 2021 to ensure consistency between the City’s official Zoning Map and*
107 *Comprehensive Plan. Prior to this change, the 2030 Comprehensive Plan and official City*
108 *Zoning Map designated these parcels for High Density Residential. This change was made in*
109 *anticipation of the residential parcels along County Road C2 to someday be redeveloped*
110 *under more flexible zoning standards than the high-density residential designation offered.*
111 *County Road C2, with existing traffic of 3,300 vehicles per day and a conservative increase*
112 *of roughly 752 new vehicle trips, is adequately designed to accommodate this increase in*
113 *traffic given the three-lane roadway design. Further, County Road C2 is already utilized by*
114 *numerous industrial uses in the area with no issues. Lastly, although this parking lot will*
115 *generate new trips within the general area, this use is less impactful than a number of*
116 *permitted uses that could be redeveloped on the subject parcels.*

117 **PLANNING COMMISSION CONSIDERATION**

118 On January 4, 2023, the Planning Commission held the duly noticed public hearing. At the
119 meeting the Planning Commission received the staff report and recommendation; listened to the
120 applicant’s presentation and comments; and accepted public comments.

121 During the applicant’s presentation it became clear the parking lot plan before the Planning
122 Commission no longer represented the applicant’s intended use of the properties. As such, the
123 Planning Commission voted (5-0) to table action on the Conditional Use request to the February
124 1, 2023 Planning Commission meeting to allow the applicant time to submit revised plans to
125 Planning Division staff.

126 **PLANNING DIVISION RECOMMENDATION**

127 On December 8 the Roseville Development Review Committee (DRC) met to review and
128 consider the submitted parking lot proposal for 2373 & 2395 County Road C2. Although noting
129 specific permit processes are required prior to receiving final approval, the DRC did not have
130 any concerns with the application.

131 On January 20, 2023, the City Planner submitted the revised parking lot plan to the Public Works
132 Director for review and comment, which comments and recommendations were the same as
133 previously stated.

134 The Planning Division recommends approval of the CU request to allow a 243 stall surface
135 parking lot as a principle use at 2373 & 2395 County Road C2, subject to the following
136 conditions:

- 137 1. The installation of an 8-foot wide trail with 5-foot boulevard being installed along County
138 Road C2 the length of the three parcels, per the Roseville Pathway Master Plan.
- 139 2. The property owner dedicates a pathway easement to the City for the 8-foot wide pathway
140 prior to release of any permits.
- 141 3. Storm water management will be required per watershed and City requirements.
- 142 4. The wetland present at 2395 County Road C2 is delineated and the property owner/applicant
143 meet RCWD’s requirements to replace any permissible wetland loss either onsite or offsite
144 through credits.
- 145 5. The improvements meet all applicable requirements of § 1011.03.B, *Buffer Area Screening*,
146 §1011.03.C, *Parking Lot Landscaping*, and §1011.12.E.9, *Outdoor storage, fleet vehicles*, to
147 the satisfaction of the City Planner, prior to submittal of a building permit.
- 148 6. The site plan is modified such that the employee parking includes a minimum 15-foot
149 setback from the property line between 2395 and 2373 County Road C2, or the property
150 owner shall legally combine into a single lot negating the need to meet the side yard setback
151 requirement.

152 **SUGGESTED PLANNING COMMISSION ACTION**
153 **By motion, recommend approval of a CONDITIONAL USE** for 2373 & 2395 County Road C2,
154 allowing surface parking as a principle use on the subject properties based on the comments,
155 findings, and six conditions stated in this report.

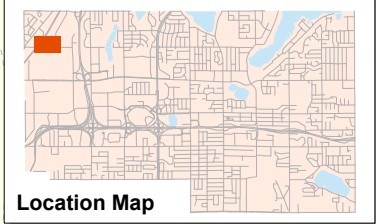
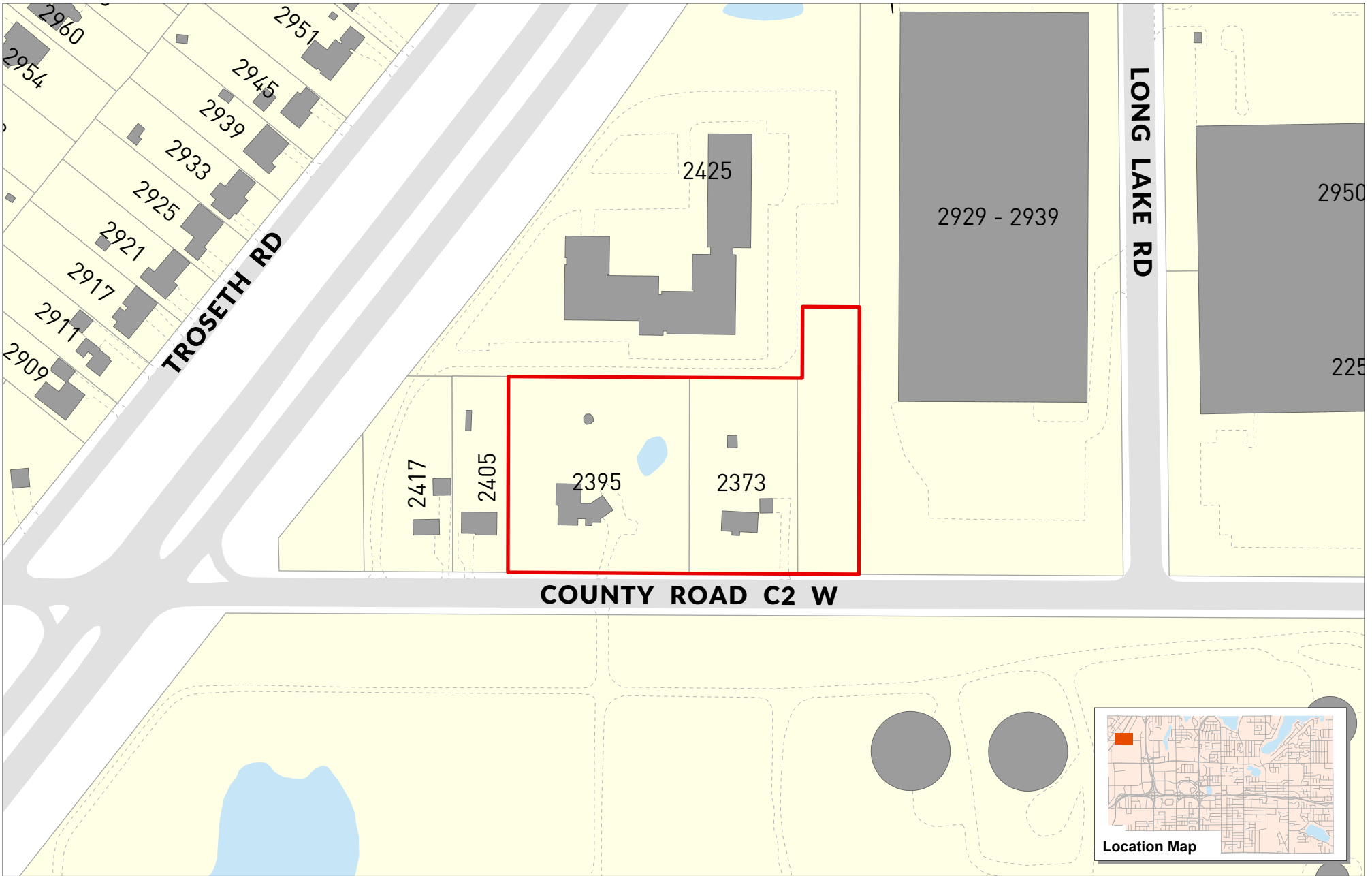
156 **ALTERNATIVE ACTIONS**

- 157 **a.** Pass a motion to table the item for future action. An action to table must be tied to the need
158 for clarity, analysis, and/or information necessary to make a recommendation on the request.
- 159 **b.** Pass a motion recommending denial of the proposal. A motion to deny must include findings
160 of fact germane to the request.

Report prepared by: Thomas Paschke, City Planner, 651-792-7074 | thomas.paschke@cityofroseville.com

Attachments: A. Location Map B. Aerial photo
 C. January 4, 2023 PC minutes D. Revised parking lot plan and narrative

Attachment A: Planning File 22-015



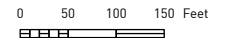
Prepared by:
Community Development Department
Printed: January 25, 2023



Site Location

Data Sources
 * Ramsey County GIS Base Map [1/4/2023]
 For further information regarding the contents of this map contact:
 City of Roseville, Community Development Department,
 2660 Civic Center Drive, Roseville MN

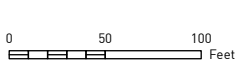
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Attachment B: Planning File 22-015



COUNTY ROAD C2 W



EXCERPT OF THE JANUARY 4, 2023 REGULARLY MEETING OF THE
ROSEVILLE PLANNING COMMISSION

1 **1. Public Hearing**

2
3 **a. Consider a Request by AUNI Holdings in Coordination with FedEx for a**
4 **Conditional Use to Allow a Parking Lot as a Principal Use at 2373 and 2395 County**
5 **Road C2 (PF22-015)**

6 Vice Chair Pribyl opened the public hearing for PF22-015 at approximately 6:33 p.m.
7 and reported on the purpose and process of a public hearing. She advised this item will be
8 before the City Council on January 30, 2023.

9 City Planner Paschke summarized the request as detailed in the staff report dated January
10 4, 2023.

11 Member McGehee asked for additional information on some of the parking lot things that
12 would be required.

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15 parking vehicles. He indicated he has not had any discussion with the applicant regarding
16 parking of vans and the potential requirement of islands. Islands are required every
17 fifteen stalls and, in some cases, separate on the end of drive aisles in some cases but in
18 most cases. That discussion has not occurred as it relates to this parking lot. He indicated
19 the coverage is going to be eighty-five percent hard cover, fifteen percent green space.

20 Member McGehee asked if there was anything for EV charging.

21 Mr. Paschke indicated there was not anything like that and is not currently in the Zoning
22 Code.

23 Member McGehee thought this could be a condition placed on the approval of this
24 project.

25 Mr. Paschke was not sure it could be a condition.

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27 of matched many of the requests from people that live around this as far as some of their
28 concerns. She asked Mr. Paschke to provide a one-to-one match regarding the provisions
29 recommended that was provided in the bench hand out provided to the Commission.

30 Mr. Paschke explained that based on this proposal, the parking lot is set back currently
31 from that north property line and twenty-eight feet from the west property line. He
32 reviewed with the Commission the provisions in the bench hand out. He noted the goal is
33 to be to have a greater setback on the two property lines and also the attempt to try to
34 save some trees along the property lines, if possible. That is all going to depend on how
35 the site is engineered and how much earth that needs to be moved and those types of
36 things.

37 Member Schaffhausen thought it looked like staff was recommending both fence and
38 some semblance of landscaping as well.

39

40 Mr. Paschke indicated that was correct because landscaping would be required to be
41 planted as well.

42 Member Schaffhausen asked if the fence would help with lighting as well.

43 Mr. Paschke indicated it will because this parking lot will have some sort of lighting for
44 the parking lot. Staff will collaborate with the applicant on the lighting, and he thought
45 the goal is to make certain that the light that overflows and spills off of the property is far
46 less than what the Code requires.

47 Member McGehee indicated in the plan, the stormwater pond has been moved over to the
48 extra piece of land and she wondered if there was a reason to not actually move that one
49 parking lot over, closer to their property and leaving the wetland alone, since that is
50 where their employees are going to park.

51 Mr. Paschke thought the applicant would need to answer that question.

52 Vice Chair Pribyl asked if the reason why this was coming before the Commission as a
53 conditional use was primarily because it is just a parking lot.

54 Mr. Paschke indicated that was correct.

55 Mr. Kevin Anderson, representing AUNI Holdings addressed the Commission.

56 Mr. Scott Pieper, owner of 2929 Long Lake building addressed the Commission
57 regarding the building design and how it currently works with vans arriving and leaving.
58 He noted the bottleneck is going to become parking for employees. He reviewed the
59 available and projected parking lot spaces for employee vehicles with the Commission.

60 Member Schaffhausen asked how the employees will travel from the parking lot to the
61 facility.

62 Mr. Pieper explained the way he would see it is a covered stairwell would be constructed
63 to go from the parking lot down to the base. It would have to come in on the southwest
64 corner.

65 Member Bjorum asked if that will need to be handicap accessible if accessible parking
66 stalls are being provided.

67 Mr. Paschke thought the way around that will be the City path this being required. There
68 will be a path that connects to the existing one and there is an assumption that the City
69 sidewalk might be ADA compliant to take a person all the way down and around to get
70 them into the building.

71 Mr. Pieper explained there is ADA compliancy on the north end. The sidewalk is
72 compliant with two stalls outside and handicap accessibility inside the building.

73 Member Bjorum asked with the requirement in the packet of the City's eight-foot path,
74 essentially it is not shown on this site plan so in reality this whole thing would be pushed
75 further north to accommodate that.

76 Mr. Paschke explained that is incorrect, it will work with what is there, he believed. It is
77 just an extension of the existing path.

78 Vice Chair Pribyl asked regarding the stormwater pond, she assumed that is potentially
79 located where it is shown because of the natural grade of the site.

80 Mr. Pieper agreed that is what it appeared to be, but he thought if he received the City
81 blessings it could be pursued in a little deeper context. He explained they would get the
82 elevations exactly the way they should be and make sure it is correct.

83 Member Pribyl wondered if the existing wetland could be utilized in lieu of building a
84 new pond or expand the existing wetland and potentially in that way provide an amenity
85 for some of the residential uses that are nearby and also make the parking closer to the
86 destination.

87 Mr. Pieper indicated they can work on that. He noted this is just a preliminary plan and
88 nothing is etched in stone in terms of the architectural where it has to be exactly as
89 shown.

90 Member Aspnes asked regarding the van parking. It appears to be a secure parking lot
91 with controlled access. There was mention that there is already parking within the
92 building for vans. She wondered how many vans Mr. Pieper saw being outside in this lot.

93 Mr. Pieper indicated there is van parking in the building and there will be no vans in this
94 parking lot. This is strictly personal vehicle parking. Right now, there are fifty-one
95 delivery vans.

96 Member Aspnes understood and indicated the parking closest to the building is
97 considered employee parking, on the east end and then there is a second parking lot on
98 the west side that shows van parking of fifty-three spaces with controlled access. If the
99 vans are all parked within the building, then what is the purpose of the van parking lot.

100 Mr. Pieper explained the controlled parking is on the south end of the building. That is
101 where the semi/vans come in and that is fenced and gated. It is secure and no one can get
102 into that area without going through the security. He did not think that is the correct plan
103 if it has fifty-three parking spots for vans. He indicated there was two sketches on this.
104 The first one had vans but that is not what is going to be there, it was all for employee
105 parking.

106 Mr. Anderson explained the plan he has had the van parking and employee parking with
107 those two sites. He noted Mr. Pieper has talked to the controllers at Fed Ex more recently
108 than he has so maybe this is just for employee parking now.

109 Mr. Pieper explained there will not be van parking there, that is Fed Ex's latest proposal
110 per say. The reason being is the van parking, semi's that are coming in, has to be a
111 secured location and nobody can get access to it because there could be packages in the
112 van that are left overnight so it would have to be in a secured location. He reviewed Fed
113 Ex business model.

114 Vice Chair Pribyl asked if the wrong plan was included in the packet how would that
115 affect the Commission's discussion.

116 Mr. Paschke thought the Commission would want the appropriate plan in order to make a
117 recommendation. He recommended tabling this item until the February meeting and in
118 that timeframe, staff can get the correct appropriate plan and probably some additional
119 details.

120

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Public Comment

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Mr. Don Broman, explained he has been involved with Aquarius Apartments for forty-one years. He explained the building is beautiful with a wooded area surrounding it. He explained it is a hundred-unit building. He brought photos of the backline of the parcel for the Commission to review. He thought for them, having a buffer there with a berm would be ideal.

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Mr. Frank Yaquinto, 2405 County Road C2, explained the main thing for him is he is worried about the property values of his and surrounding properties. He would like to be assured that his property values will not drop because of this. He thought it was kind of a drastic change to the area with traffic and the lighting from the parking lot.

131

MOTION

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133

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135

Member McGehee moved, seconded by Member Schaffhausen, to table the Request by AUNI Holdings in Coordination with FedEx for a Conditional Use to Allow a Parking Lot as a Principal Use at 2373 and 2395 County Road C2 until the February 1, 2023 Planning Commission meeting. (PF22-015).

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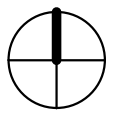
140

Ayes: 5**Nays: 0****Motion carried.**



1 | SITE PLAN
SCALE: 1" = 60'-0"

← EXTENDED SIDEWALK | EXISTING SIDEWALK →



January 25th, 2023

City of Roseville
2660 Civic Center Drive
Roseville, MN 55113

RE: Written Response to City Questions

I/we understand it is not possible to have a wetland delineation completed, however a site survey would be beneficial along with contours and possibly a tree inventory.

- We have a civil engineer standing by and plan to start spending substantial money on a site survey, delineation, and other plans when the general scope is approved by the city.

I suggest the parking lot be designed with the greatest setback from the north and west property lines. Although the property owner to the north desires a berm, such an improvement would require many trees to be removed in favor of the earthen berm. Designing the parking lot to take advantage of preserving the mature trees along the periphery (specifically the west and north) is advantageous for approval.

- The new plan calls for a 40' setback to the north and a 40' setback from the west. This preserves a great number of trees and provides ample space between parcels.

The plans should include some additional thought regarding storm water management and where on the property it is best suited. I suggest having an engineer discuss this item with Jesse Freihammer, Public Works Director, to get a better handle on City and Rice Creek Watershed requirements. Having a more refined or even preliminary storm water management plan will go a long way in the approval process, especially with the City Council.

- Our architect seemed to think the best place for the stormwater management retention would be the northeast corner of the new parcel. This provides an even greater setback from the north parcel and should take care of this issue.

The proposal plan should give some thought to the required screening (found below). I/we would suggest an opaque screen fence of 7 to 8 feet in height that could be broken into large sections with small gaps and the gaps augmented with evergreen trees. Having the existing trees included on the survey can assist in where some of the small gaps could be placed the evergreen trees for natural screening.

- We will work with our architect and engineer to ensure the required screening is part of the construction. We are generally agreeable to your recommendations and will work with the city to find a suitable solution for screening and tree conservation.

6A BENCH HANDOUT

From: [Thomas Paschke](#)
To: [Staci Johnson](#)
Subject: Fwd: FedEx Parking Lot
Date: Wednesday, February 1, 2023 11:23:09 AM

Begin forwarded message:

From: Donald Broman [REDACTED]
Date: February 1, 2023 at 11:03:32 AM CST
To: Thomas Paschke <thomas.paschke@cityofroseville.com>
Subject: Re: FedEx Parking Lot

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

Thomas Paschke
City Planner
651.792.7074
thomas.paschke@cityofroseville.com

Mr. Paschke

We have reviewed the newly submitted plan and the accompanying written responses to the City questions you have provided and appreciate the thoughtful response to the questions raised during the January Planning Commission Meeting.

We are for keeping as many of the trees currently on the site as possible and support the proposed 40' set back to the north and west property lines.

We would like to see the suggested site survey completed and additional thought be given to the storm water management. It would address two of our significant concerns: 1. Assuring runoff from the proposed parking lot does not affect our property and 2. Providing a natural barrier between the property's proposed use and our ninety-nine unit residential neighborhood.

A site survey would show that there is currently a berm along all but approximately 80' of the north property line. The gap is located directly

6A BENCH HANDOUT

north of where the intended pond would be located on the proposed site plan currently being considered. In the past two years we have taken steps to address the existing runoff on the east side of our property that extends from the subject property. With the amount of dirt that will have to be moved to grade the site and create the pond, the cost to close this gap by continuing the berm should not be significant.

We do note that the issues of screening and lighting are still being discussed. We do feel that both are significant issues as is security and that all will be addressed prior to City approval of a plan.

Working towards the same goals,

Donald D. Broman CPM
Member, Ownership Committee
Trego Limited Partnership d/b/a Aquarius Apartments

[REDACTED]
[REDACTED]

On Sun, Jan 29, 2023 at 1:15 PM Thomas Paschke
<Thomas.Paschke@cityofroseville.com> wrote:

Gentlemen,

Attached please find the staff report regarding the proposed redesign of the parking lot to be used by FedEx employees. The item is scheduled back before the Planning Commission on Wednesday, February 1, 2023.

Please let me know if you have any questions.

Thomas Paschke

City Planner

651.792.7074

thomas.paschke@cityofroseville.com



2660 Civic Center Drive

Roseville, MN 55113

6A BENCH HANDOUT

Frank Yaquinto
2405 County Road C2 West
Roseville MN 55113
[REDACTED]

REQUEST FOR PLANNING COMMISSION ACTION
February 1, 2023

Line 34 states 243 stalls. The original use request dated 11/22/2022 that was part of last month's hearing states 183 stalls. That's about a 25% parking increase from last month.

Line 43 - The Engineer stated no significant traffic issues associated with the Parking Lot! First, the Engineer did not calculate the traffic movement in the lot! Second, the Engineer did not request how many shifts will be working. So is the real number $243 \times 3 = 729$ because the headlights of all these cars will shine directly into my kitchen and living room windows? All day? 24 hours? 7 days a week?

Line 44 addresses the traffic on County Road C2. There is no analysis anywhere on traffic impact in the lot!

Line 45-46 states a conservative estimate of 752 trips per day. That is if there is one shift. No where in the City Planner report, actually addresses how many shifts or how many days per week. So, is the conservative number really a potential of 2256 trips per day? Again, all the headlights coming into my home of 50 years.

Line 53-62 - Opinions are based in current zoning code. My home was compliant with the zoning code in place at that time.

Line 69a. is not factual. It is in direct conflict of the 2040 comprehensive plan. Specifically those chapters (Chapter 5) as it relates to protecting existing legally established single family homes. Which is speaking directly to my home of over 50 years.

Line 94-95 are assumptions not based in fact, because there are no defined work schedules.

Line 98e through 116 is not true.

For example, line 100-102 - there has not been a formal appraisal of my home at 2405 County Road C2. I'm requesting a letter from Roseville City Attorney stating "This will not negatively affect my property value." Line 102 - not harmful to my health? Not harmful to my welfare? The City Planner states this. But how about the emissions affecting the quality of air in my yard given 700-2000 vehicles per day. I am a Vietnam Era Veteran with health-related disabilities which this will impact. Do I have any rights to the use of my yard as a Veteran? Line 104 applies to AUNI not Robert Buegen or mine. We were legally built at the time of construction therefore an independent analysis must be done to demonstrate the severe financial impact on my home.

6A BENCH HANDOUT

Line 127-130 - This is based on the applicant's letter dated 11/22/2022. This new application is requesting a 25% increase in parking since then. So in roughly 2+ months no one at The City of Roseville thinks a 25% increase may be a problem.

Line 131-133 - Did anyone compare the applications? Did the planning commission meet and discuss this significant change? I request the Roseville City Attorney give me a written opinion on this parking change that the City of Roseville has applied to all state laws governing the due process / notification of neighbor.

Line 137-138 - Is it the intent of the City of Roseville then to require this condition to my property? If so, what will that cost be to me? I'm retired and I don't have the income to support this potential improvement.

Line 142-144 - No wetland should be given by credit or at another site. There is ample room to demand the impact on wetland be satisfied on this request!

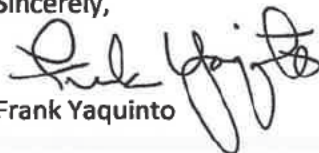
Lastly, no one from AUNI or FedEx has talked to me. I will be the only legal residential Owner/Occupied dwelling left. 50+ year resident and taxpayer if this project is granted. Under the new zoning since my home was built, my home value will be that of the land only. Who would buy a single family home that has been zoned out by "conditional use" granted to an International Corporation (FedEx) - no one!

Those uses that would apply to my lot are unachievable. If I demolished my house, I could not meet the current zoning setbacks, parking etc. for any of the uses because my lot is too small.

Mr. Paschke is not requiring a light plan. If approved, this lot will be lit up like Rosedale. So now a resident of 50 years not only get headlights all night into not only the kitchen and living room but my yard is also fully lit. Mr Paschke doesn't think this affects my quality of life - Really! That is ridiculous. As a taxpaying citizen of this City, I'd offer my home for sale to the City after the City Attorney renders his opinion as well as an Independent Appraiser.

If approved your actions will significantly alter my way of life. As I stated I'm a Vietnam era Veteran with disabilities. Since this started, I was transferred by ambulance to the VA. As a result, my VA doctors are adjusting my medications to minimize those triggers in the future. Yet, somehow Mr Paschke is also my doctor and he knows (line 98-116) better than my VA doctors.

Sincerely,


Frank Yaquinto

Enclosures: Letter dated 12/28/22 from Frank to Mr. Paschke
Letter dated 01/01/23 from Frank to Mr. Paschke

1/2/2023 8:31 PM

FRANK YAQUINTO <[REDACTED]>

RE: Parking Lot CU

To Thomas Paschke <thomas.paschke@cityofroseville.com> Copy
dan.roe@cityofroseville.com <dan.roe@cityofroseville.com> • jason.etten@gmail.com <jason.etten@gmail.com> •
julie.strahan@cityofroseville.com <julie.strahan@cityofroseville.com> • rwillmus@msn.com <rwillmus@msn.com> •
wayne.groff@cityofroseville.com <wayne.groff@cityofroseville.com>

Thomas,

Thanks again for your prompt response and clarification of some of my questions.

Regarding your email dated 12/30/2022. You stated that there is some confusion about what 1A/2B/4BB means or where it came from. It came from the Ramsey County property tax record for purposes of taxing all the residential properties along County C2. I'm sure if you took the time to research the history of these properties at the time of construction, tax values were based on current rules in place at the time of construction. You also state that I'm not residential but commercial. You state that it is now a MU-3. I agree with that, however it is not what this property was zoned when these homes were built as stated, which is what I'm trying to drive this conversation to. What are my rights as a residential property owner for over 50 years regardless of the changes Roseville has done over these 50 years? As I see it, Roseville has every right to amend its zoning code. But zoning codes are arbitrary and capricious in nature. They are changed by the current political regime for the entire city, to meet the needs of an expanding City. I get it.

Roseville bases change to building construction based on the most recent adoption of the State of Minnesota of the International Building Code, International Fire code, and International residential code with amendments. However, the City can't be more restrictive on existing buildings than at the time of their construction and the code the City of Roseville was using at the time, except in those areas that are Life safety. This is an important distinction regarding changes to the Zoning code. In other words I'm looking at the application as a whole and the history leading up to the changes to the MU-3. But rather from you or your boss, I want a legal reference based on State Law from the City attorney where he/she shows that the City has a legal right to devalue and essentially make my home over 50 years unsellable. This is essentially what Mr. Beugen and FedEx being represented by AUNI are doing.

So, under your interpretation of the new MU-3 I can if I choose;

Live with your approval of this proposal, wait it out and see what it does to my property value, quality of living etc.

I could demo my house or change it to some of the uses in your chart of MU-3 that are permitted, such as Animal Boarding, Limited Warehouse and Distribution, Motor Vehicle Repair/Body Shop, Pawn Shop, Micro Brewery, Distillery, Manufactured Trailer park, Residential facility, Nursing Home, Outdoor Storage inoperable/out of service vehicles or equipment, Telecommunication Tower. REALLY !

First off I'm a retiree on a fixed modest pension. I could neither afford nor have the energy to go through any of the aforementioned changes. Further, because my lot is roughly 1/2 acre,

6A BENCH HANDOUT

not one of the permitted uses I listed in the new MU-3 chart would be allowed here by your planning staff because I couldn't meet multiple challenges to any of those uses. Right? And that gets me back to the arbitrary nature of the zoning code and why I want a legal opinion from the City Attorney that he/she can quote State law where a City like Roseville can arbitrarily change their zoning code to effectively cancel out my home's value.

Chapter 1005 Mixed Use Districts where this request is based, I want the language/evidence by year where the City of Roseville made these changes in their zoning code that affect my property today and the hearings of said changes and documents that you sent to me to let me know.

1005.06A appears to have been amended, again when did that happen and what are the names of those involved in that decision and their qualification to review and know what now has happened to my home.

I understand the zoning code and a Cities right to change it. I believe the years that have led up to what MU-3 says now from the date of the construction of my home are critical for the Committee's deciding the fate of my home as well as the elected officials of this City forcing a retiree into such abominable living conditions.

Paragraph (6) of your email states, The City Engineer doesn't think a Traffic study is necessary. OK, based on what he states only pertains to the load C2 was built to, the ability to control flow of traffic with controlled traffic lights. What he isn't stating is that there is a 25% increase of automotive traffic for the workers of FedEx. He doesn't really know because you have not provided any evidence as to what schedules are going to be at work after the expansion is completed by AUNI to secure their five year lease with FedEx. Three shifts? Holiday parcel pickup distribution? How can you state a traffic review isn't necessary when you don't have all the operational facts?

Paragraph (7) of your email. I disagree with your assessment. You are recommending approval of converting three residential properties (At the time of their construction, zoning allowed) to a MU-3. The conversion will allow two parking lots as described by the applicants. These lot conversions are for expansion and remodeling of the current building right? FedEx's offer to Mr. Beugen is conditional based on the approval of these lots, right? Then how do you interpret the codes to conclude this is simply a change of use/expansion of a current building's use? I think this application simply a tactic by the applicants to circumvent an environmental assessment? Quick analysis here, the City of Roseville in their 2040 Plan states they are stewards of the environment. Great! The Beugen home, his other home with an extended family resident, covers what percentage of the almost 4 acres of land? This proposal of hard surfaces covers what percentage of the 4 acres. I would surmise that the hard covered surface is increasing by at least 400%. Why no environmental assessment to the affect this additional hard surface runoff into man made systems, rather comparing it to the grass and woods which it is now?

Paragraph (8) of your email. Isn't the 135 parking spots over what is allowed (100), if so why are you allowing that? Does that go away if by your recommendation the parcels are all combined? Isn't this another way for the applicant to get around certain obstacles of their application?

Conditional Use analysis.

A. While the analysis of the application may be consistent with current Policies stated by staff, it is not in compliance with the intent and spirit of Chapter five of the 2040 Plan. There is a lot of analysis in that chapter which would lead the reader to believe that the City of Roseville at all costs wants to preserve its single family homes.

D. The plan fails to take into consideration the effect of this proposal on me and my health as an owner occupied resident of over 50 years. No traffic study (Impacts the use of my home), No emissions analysis due to the 25% increase in traffic and that effect on my health (I have severe asthma, emissions will compromise my use of my yard and deck). No study as to what direction and how many times of day cars and vans will be moving through the proposed lots. Meaning, currently there is a large natural tree buffer between Mr. Beugen's property and mine. This has allowed me to enjoy my deck off my kitchen without having to look at cars etc. This proposal will take out all those trees and replace it with a cyclone fence. So, I will have at least 200 vehicles at all hours of the day and night taking multiple trips in and out of the lots, and their Headlights shining directly into my living room and kitchen. My quality of life and right to enjoy my home for over 50 years are severely compromised if approved.

The fact that your boss Janice Gundsach (spelling) signed off on this knowing there had been no communication with me as the severely impacted party is reprehensible.

AUNI owns 2929 Long lake road, right? They already executed a five year lease with FedEx with an option to extend, right? The signed agreement for pending sale of the parcels in conjunction with expansion of use/remodeling of the 2929 building lease is contingent on this passing. Do you honestly believe the applicant's submission for this that they just said (Hey Mr. Beugen would you be interested in selling just happened in October 2022) ? FedEx is an International Corporation, they don't operate like that. Just the lease with improvements has to be worth north of 10-50 million for AUNI. The acquisition of the parcels, demolition, new infrastructure etc. You got to be kidding me. This has been in the hopper for quite some time. Yet NO Communication of AUNI, FedEx, Mr. Beugen or the City of Roseville with me and the adverse effect it will have on my health and property value. I suspect the FedEx executives would be appalled that they have been engaged in an agreement with AUNI and Mr. Beugen that their representatives have affected the next door neighbor for over 50 years so egregiously.

Planning Division Recommendations;

1. Where is this proposed trail going? If this passes, is the trail going to go past my home? Who is going to pay for that? Is that recommendation the planning division's thought process to encourage developers to take out natural trees and grass lands and replace them with more hard surface?

3. Stormwater management, as stated earlier. Take the 4 acres, remove the current hard surfaces, Homes and the like. What percentage is that of the 4 acres currently? Replace within the 4 acres two new parking lots, trail/bike path and other hard services required for the parking lots, and what percentage of the 4 acres is that? So, the increase in runoff does not affect the stormwater system? Really. How does this fit into the City of Roseville's 2040 Plan regarding protecting natural habitat? At the very least the City should be demanding that onsite remediation of runoff is required. No credits for elsewhere because of the natural impact on nature.

4. If the applicant is not required to be in compliance with all elements of the RCWD, then how does this affect my property?

5. I respectfully disagree with the planners entirely here. There is no written submission from the applicant showing the fence bordering my property, type, elevations, diffusion of light etc. at least I have not seen one. It won't negatively affect me? How do you get to that? You allow removal of all tree's buffering Mr. Beugen's and mine. You allow the two single family homes to be removed. Now I get to look at a parking lot covering 4 acres with no legitimate buffers every evening, Headlights glaring into my kitchen and living room, 7 days a week every night for the rest of my life (I'm 70+) and no one is concerned about my quality of life? That is how you represent an owner of an occupied residential property for over 50 years. Then is there any truth to your 2040 Plan regarding your concerns about the residents of Roseville.

Attachment (C) from applicant

There are no signatures anywhere on this document you provide me. There is reference to "We", throughout the body of the request. Who are we? Is it customary for the staff to accept a proposal such as this without really knowing who is representing who? About their application;

5. This is completely false. The applicant does not know the impact of the surrounding neighborhood for their proposal as required. As far as I know they never talked with anyone other than Mr. Beugen. The applicant states that there is no impact by traffic, again for context only as it is related to weight and use of the road. No traffic study, no emissions analysis etc. By the way, the current IBC requirements for fresh air makeup for residential occupancies requires external makeup air, correct? Then when I or the apartment or the rental next door update or furnaces to a more efficient one, requiring makeup air is drawn from outside, then how does not the additional emissions in the surrounding air not affect me when that air is drawn into my furnace as required by code?

There has not been a market analysis of my property, the only owner occupied residential property left. To suggest that this proposal will not affect my value is untrue and makes the City of Roseville look just stupid. I've already mentioned what I can and can't do with my 1/2 acre if this proposal moves forward. Nothing! Your 2040 Roseville plan in 2018 did an analysis of all residential properties in the City and their taxable value. I've paid taxes on those values for over 50 years. You don't know what today's market value is because you won't do one. Obviously it is significantly higher than 2018. We all know what the market has done in the last two years.

Finally, because the City of Roseville has changed their zoning code to my disadvantage since my home was legally built here as a single owner occupied home, this proposal should be denied and more study taken by the applicant AUNI and FedEx. You don't know what the future will bring, neither do I. But I do know, if this is allowed.

Lastly, since I was first made aware that something may happen with some prospective buyer by JoAnn in early October, I had one conversation with Mr. Beugen and he essentially told me he didn't want me to impact his deal by talking to the person he was dealing with. Neighbors for 50 years, go figure. Since that conversation I've been in constant worry as to what may happen, What did I hear? Nothing. In fact this has impacted my health so severely that I thought I was having a heart attack last October (2022). I was transported to the ER by

ambulance. After all the tests, it was surmised that it was anxiety induced. Fear, depression, anxiety. That is what the City of Roseville has left me with.

Regards,

Frank Yaquinto



FRANK YAQUINTO <[REDACTED]>

12/29/2022 9:22 PM

RE: Parking Lot CU

To Thomas Paschke <thomas.paschke@cityofroseville.com>

Thomas,

Thanks for getting back to me so quickly. I have many concerns about how this is going to affect my living and in particular my health. As a asthmatic I have a lot of seasonal impacts on my breathing and I do believe that an increase in truck traffic will impact my health.

I have lived in this house as an owner occupant for over 50 years. For the City of Roseville to spring this on me along with my neighbor Mr. Beugen's dealings with AUNI Holdings is reprehensible as a neighbor to me and my Mother who has passed away a while ago. I'm shocked.

So if I understand what Mr. Beugen and the proposed new owners are attempting to do is ask for either or both a conditional use permit or a variance to the zoning code. All of these single family homes are 1A/1B/4BB. The current taxable value for Mr. Beugen is over \$850,000.00, a good deal for him. However, if I understand the application which you haven't provided me, the request is to change the 50 plus year designation of the properties from 1A/1B/4BB to an Industrial use (I). Is that correct? I would like the documentation that the City is using to justify this change based on a legal interpretation from the City of Roseville Attorney. The consequence of this decision will not only impact my health as a retired senior citizen but also the value of my house.

The plan doesn't show the setback of the proposed parking lots from my property. I would like that.

The plan doesn't show the type of lighting that will be shining into my home forever, I would like the details of the lighting proposed.

The plan shows an ingress and egress with a concrete separation with controlled gates. Are these access points available to be used 24 hours a day seven days a week? I would like a written response to that question.

The plan shows that the lot closest to me is for parking of vans. Do you have a written agreement with the proposed owners as to what will happen if they violate the van scenario and start parking Semi's? I would like an opinion from the City attorney as to how that requirement is going to be enforced and what financial cost they will have to pay if they don't adhere to the original request. The fence proposal along my property gives no specifics. How high is it, will it be concrete, wood, allow air to pass through etc. I request the written plan with elevations.

There is no description as to use other than vans park. Well, are they coming and going each day? Have you done a traffic study as to how much of an increase there is going to be on county road C2 and how that will affect my right to live in my residential home peacefully? I request a written response from the City Attorney to direct staff to do a traffic study. If you dont think it's necessary, have the attorney give me the statutes that allow you to permit a change of use to commercial, resulting in significant increase in commercial traffic and not consider the impact on the only single owner occupied home left. That

6A BENCH HANDOUT

would be me, the retired senior citizen. What rights do I have as a veteran serving during the Vietnam war? If you don't know I can write to Congresswoman Amy Kloubecher, I'm sure she will let us know.

As you know County Road C2 was redone just in the last few years. I've had trouble since then with my sewer discharge, to the tune of \$4,000.00 so far. My plumber says it is because the contractor broke it during construction and they said he wasn't responsible for it. Isn't that the same contractor you hired to do sewer work in other parts of the City? That would be the ones that Channel 4 did an expose on for flooding a Roseville single home property owners house that Roseville has left in limbo while her home is wrecked. If you haven't seen it, you should. The road has already began to sink where my sewer enters the system, further compromising my sewer system and in all likelihood because of the excessive weight of semi's racing through here all day long. Which is why there should be a traffic study to ensure that if there is continually damage by increased traffic from Mr. Beugen's sale/project I don't get saddled again on assessments to my property taxes.

This area is full of wildlife. This project will impact that severely by taking out all the natural trees and habitat. The Holding pond must be required to offset the effect on the habitat. In addition, that pond could be put on my side of the project, further protecting me from excessive noise, exhaust, lighting and the like. Does this project comply with the City of Roseville's master plan?

I'm retired, I live on a fixed income and I have nowhere else to go. I don't have any family in the area any more. The adverse impact on the value of my home will affect my quality of life if I have to go to a nursing home. I'm not a wealthy guy like Mr. Beugen, he obviously can go anywhere he wants. I request a market analysis by an independent appraisal paid for by the applicants to evaluate the financial impact on my property.

I believe my neighbor and AUNI holdings negotiated in bad faith on the entire project. When I researched AUNI and their parent company Cauble holdings I came up with they are a foreign investor. Is that correct? Reason I ask is that if FedEx is going to use this, why aren't they buying and building it?. As an international group FedEx would be wasting money leasing from AUNI. What is the real agreement both short term and long term for these lots?

When AUNI researched this and approached my neighbor, why did you allow them to box in the only remaining owner occupied single family home when they could have just as easily approached me is outrageous. Why is the City not insisting as a condition of the requested change that they make me whole?

Obviously I have many concerns, these are some of the questions I have now and there will probably be more once you provide me with the answer to my questions.

Sincerely,
Frank Yaquinto

On 12/28/2022 1:45 PM Thomas Paschke <thomas.paschke@cityofroseville.com> wrote:

Frank,