



**Variance Board Regular Meeting  
City Council Chambers, 2660 Civic Center Drive  
Minutes – Wednesday, January 3, 2024 – 5:30 p.m.**

**1. Call to Order**

Vice Chair Bjorum called to order the regular meeting of the Variance Board meeting at approximately 5:30 p.m. and reviewed the role and purpose of the Variance Board.

**2. Roll Call**

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

**Members Present:** Vice Chair Bjorum; and Members Aspnes and McGehee.

**Members Absent:** Chair Karen Schaffhausen.

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

**3. Approval of Agenda**

**MOTION**

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

**Ayes: 3**

**Nays: 0**

**Motion carried.**

**4. Review of Minutes: October 4, 2023**

**MOTION**

**Member Aspnes moved, seconded by Member Bjorum to approve the October 4, 2023 meeting minutes.**

**Ayes: 2**

**Nays: 0**

**Abstain: 1 (McGehee)**

**Motion carried.**

**5. Public Hearing**

Vice Chair Bjorum reviewed protocol for Public Hearings and public comment and opened the Public Hearing at approximately 5:35 p.m.

- a. Request by PPF RTL Rosedale Shopping Center LLC, in cooperation with Kimley Horn, for VARIANCES to Tabel 1019-2 and 1019.04.D.2.d.i to allow**

**reductions in required EV charging equipment in connection with Dick's Sporting Goods at Rosedale Center**

City Planner Thomas Paschke reviewed the variance request for this property, as detailed in the staff report dated January 3, 2024.

Member McGehee asked if there were any other specific reasons for the reduction by two thirds.

Mr. Paschke indicated he was not aware of anything specific, but he thought it was something discussed as a collective group and felt it would be a number that could be supported. From a staff perspective, holding firm on both would have been something that would not have been out of the ordinary but understands with a large parking lot and large installation and upfront costs, especially with the charging stations themselves that supporting a variance was something staff could reasonably do and staff felt that doing the six versus three and the two different types of equipment was something that staff could support.

Member McGehee thought staff did a good job of finding some good middle ground and she did not see any price for the EVSE spots with the documentation the applicant presented. She asked if staff ever presented this format to Rosedale and Kimley Horn, what is before the Board.

Mr. Paschke indicated staff did present it to the applicant and the response was the current proposal presented to the Board.

Vice Chair Bjorum asked if there is a recent State law or mandate that was passed requiring these. He asked what that entails.

Community Development Director Janice Gundlach explained the Legislature during the last session did pass a law that says the Building Code is going to have to incorporate EV charging equipped and ready stalls for anything that is essentially non-residential uses. She indicated the law does not specify what the actual requirement will be.

Vice Chair Bjorum invited the applicant to make comments.

Mr. Gar Herring, lead developer of the project, and Mr. Brian Wurdeman, addressed the Board.

Member McGehee indicated she did see the benefit to the employees, and she did not know how retail employment works but assumed some managers and salespeople are at the place of business for an eight-hour shift. She thought there would be a need and a reasonable use.

Vice Chair Bjorum asked at the Von Mar location are there additional EV spots that would be EV ready or just the four in the one location.

Mr. Wurdeman indicated it could be expanded upon. He indicated the conduit is not currently there.

Mr. Herring explained what the layman does not account for is the amount of power that these take with massive transformers and equipment required which reduces the parking ratio and the cost of the equipment with all of the power to it that is overwhelming.

Member McGehee asked what the difference is in cost to put the conduit in now or going to the Van Mar parking lot and putting in two more level three EV stations.

Mr. Herring the conduit piece is a big cost and also the power to it. If there is not enough power, then a new transformer is required for additional power.

Member McGehee thought if the conduit is already there, those would be follow-ons, should there be a need in the future to install them. The cost of putting the conduit in place so it can be accessed in the future seems to be a rather minimal cost as opposed to digging up the parking lot and digging up the strip and laying conduit, unless there is something she is missing.

Mr. Wurdeman indicated that would be correct. The cost of the conduit is relatively minimal compared to the rest of the equipment.

Member McGehee indicated if the conduit is run there is the flexibility of either putting in level two or level three as this moves along and will give optimal flexibility.

Mr. Herring indicated this has been tough because the really wanted to look at a master plan to see if there will ultimately be charging stations around the mall at different locations, would it be better to have them all grouped in one area, the cost of the power and bringing that to other locations, combined with trying to see five years or so into the future if there is a possibility of this being drastically different than what is being done today. He explained it is difficult to try to make sure they are taking care of the short-term demand, near term future and then the long-term future. He noted they are looking for some flexibility.

Vice Chair Bjorum asked if they were proposing to move this work out to the outlot off the movie theater, which is going to require that area to be ripped up as well along with part of this project and he wondered if it would be more cost effective to just locate these in the area already being developed.

Mr. Herring explained where they looked at it for Dick's Sporting Goods is over by the big parking deck and over there the asphalt would not be disturbed as much. The charging stations would also be very visible there. Over there is also a landscape buffer where the conduit could be put in so the parking lot would not be torn up as much. Both options did have some sitework on them.

Mr. Wurdeman reviewed the architectural plans with the Board.

Member McGehee asked if Dicks Sporting Goods was going to have any solar panels.

Mr. Herring indicated he was not sure but there are solar powered EV Stations.

Member Aspnes asked how many total parking spaces Rosedale has.

Mr. Wurdeman indicated he has not checked recently but he thought it was around 5,300 stalls.

Mr. Herring referred to a colleague who indicated the total number of parking stalls is 5,400.

Member Aspnes asked if the total parking included the parking stalls for Dicks Sporting Goods.

It was indicated that the 5,400 includes the Dicks Sporting Goods parking stalls.

Member Aspnes indicated what came to her attention is the City is looking at five thousand parking spaces and the City is asking the developer to put a lot of money but asking the developer to put in six charging stations and the potential for fifteen more. There is already four charging stations and she wondered how often those stations are used.

Ms. Lisa Crain, Mall Manager, indicated usages is typically used eight to ten hours per day with four locations and is predominantly used by the tenants' employees. These are not in the best location.

Member Aspnes asked how long the average person stays at Rosedale.

Ms. Crain believed it is close to 128 minutes.

Member Aspnes thought charging an EV while shopping is a convenience and not expected to be a complete charge of the vehicle, which should be done at a private dwelling. She did not think that out of a five thousand stall parking area it is unreasonable what City staff is asking for, especially when the four charging stations are currently being used by employees. Plus looking at the number of charging stations in attachment three, Target in Roseville has eight and what they are asking the City to approve is so below that. She understands that technology evolves but the Ordinance was put in place for the sustainability and to reduce greenhouse gases and what staff has asked the applicant to compromise to is reasonable.

Member McGehee concurred.

Vice Chair Bjorum closed the public hearing at 6:20 p.m.

**MOTION**

**Member McGehee moved, seconded by Member Aspnes, adoption of Variance Board Resolution No. 163 (Attachment 4), entitled “A Resolution Approving a Variance to Table 1019-2, Required Electric Vehicle Charging Stations (EVCS) and Denying a Variance to §1019.04.D.2.d.i, Electric Vehicle Supply Equipment (EVSA), of the Roseville City Code, for Rosedale Center, 1595 Highway 36 (PF23-014).”**

**Ayes: 3**

**Nays: 0**

**Motion carried.**

**6. Adjourn**

**MOTION**

**Member Aspnes, seconded by Member McGehee, to adjourn the meeting at 6:23 p.m.**

**Ayes: 3**

**Nays: 0**

**Motion carried.**