

 **ROSEVILLE**  
**VARIANCE BOARD**  
**REGULAR MEETING AGENDA**

**Wednesday, March 7, 2018 at 5:30 p.m.**

**Roseville City Hall Council Chambers, 2660 Civic Center Drive**

- 1. Call to Order**
- 2. Roll Call & Introductions**
- 3. Approval of Agenda**
- 4. Review of Minutes: January 3, 2018**
- 5. Public Hearings**
  - a. Planning File 18-003:** Request by Chick-fil-A for a variance to City Code §1005.05E Frontage Requirement, to permit the drive-through restaurant to be placed greater than 25 foot or less requirement adjacent to Snelling Avenue.
- 6. Adjourn**



**Variance Board Meeting**  
**City Council Chambers, 2660 Civic Center Drive**  
**Minutes – Wednesday, January 3, 2018 – 5:30 p.m.**

- 1    **1. Call to Order**  
2    Chair Daire called to order the Variance Board meeting at 5:30 p.m. and reviewed the  
3    role and purpose of the Variance Board.  
4
- 5    **2. Roll Call & Introductions**  
6    At the request of Chair Daire, City Planner Thomas Paschke called the Roll.  
7
- 8    **Members Present:** Chair James Daire, Vice Chair Chuck Gitzen, and Member Peter  
9    Sparby  
10
- 11   **Members Absent:** Member Julie Kimble  
12
- 13   **Staff Present:** City Planner Thomas Paschke  
14
- 15   **3. Approval of Agenda**  
16
- 17    **MOTION**  
18    Member Gitzen moved, seconded by Member Sparby to approve the agenda as presented.  
19
- 20    **Ayes: 3**  
21    **Nays: 0**  
22    **Motion carried.**  
23
- 24   **4. Review of Minutes**  
25    Member Gitzen inquired if Member Sparby was present at the October 25, 2017 meeting.  
26
- 27    Member Sparby confirmed he was present [in the audience as the alternate] and requested  
28    the minutes be changed to reflect this.  
29
- 30    **MOTION**  
31    **Member Gitzen moved, seconded by Member Sparby to approve meeting minutes of**  
32    **October 25, 2017 as amended.**  
33
- 34    **Ayes: 3**  
35    **Nays: 0**  
36    **Motion carried.**  
37
- 38   **5. Public Hearings**  
39    Chair Daire reviewed protocol for Public Hearings and public comment.  
40
- 41    **a. PLANNING FILE 17-020**  
42    **Request by Meritex-Highcrest DC III, LLC, 2501/2503 Walnut Street, for a**  
43    **variance to City Code §1011.03.A.3.e (Minimum Landscape Requirement) to**  
44    **allow a reduced number of trees and shrubs than required by the Code.**

**Variance Board Meeting**  
**Minutes – Wednesday, January 3, 2018**  
**Page 2**

45 City Planner Paschke reviewed the variance request for this property, as detailed  
46 in the staff report dated January 3, 2017. He reported the applicant proposes to  
47 build two 144,000 square foot office/warehouse structures on the property, which  
48 would require the installation of 288 trees and 1,728 shrubs under the Zoning  
49 Code. Due to the size of the current lot, the applicant would be unable to  
50 incorporate all the required trees and shrubs. They are requesting a variance to  
51 instead install 144 trees and 627 shrubs throughout the site, which is substantially  
52 more trees and shrubs than the perimeter landscape requirement identified in the  
53 Zoning Code.

54  
55 Mr. Paschke reported after reviewing the Zoning Code, the Planning Division  
56 concluded that the landscaping requirement never contemplated this type of large  
57 industrial development, it is an exception to the types of development projects the  
58 City typically considers, and staff recommends approval of this variance request  
59 with the following condition:

- 60 1. A final landscape plan consistent with the variance approval be submitted  
61 to the Planning Division for review and approval prior to building permit  
62 issuance.

63  
64 Dan Williams, consultant with Meritex, commented the two formulas in the  
65 Zoning Code yield very different quantities of trees and shrubs required. They  
66 found other communities requirements compared more closely to Roseville's  
67 parcel perimeter formula. They propose to install double the number of trees  
68 required under the parcel perimeter formula and also plan to incorporate 224  
69 perennials.

70  
71 Chair Daire inquired why the Norway Maple is included as part of the landscape  
72 plan since it is a high maintenance tree.

73  
74 Mr. Williams responded he was unsure, but would relay the concern to the  
75 landscape architect. He agreed they would not want a high maintenance tree.

76  
77 Chair Daire commented the landscaping looks to be set up to make the parking  
78 area attractive. There is water impoundment on the south end, and the traffic  
79 takes place on the interior of the two buildings. He inquired who will maintain  
80 the landscaping on the site.

81  
82 Mr. Williams responded Meritex will be responsible for ground maintenance and  
83 the cost would be billed backed to the tenants.

84  
85 Mr. Paschke stated they have not approved every trees species, perennial or shrub  
86 that are a part of this request. The included condition of approval indicates staff  
87 will continue to work with the applicant on the landscape plan. The final  
88 landscape plan will include the specific number of trees, shrubs, and perennials as  
89 part of the permit issuance. There may also be additional things required by the  
90 watershed with the infiltration areas.

91

92 Member Sparby inquired how the property is currently being used and how it will  
93 be used after it is developed.

94  
95 Mr. Paschke explained the building was formerly used as an office building for  
96 Unisys, which had 500 employees and a couple million square feet of building  
97 area. It has been reduced to this site, which consists of a three-story office  
98 building. It was purchased by Meritex with the goal to redevelop the site into two  
99 industrial office/warehouse buildings. The old building will be razed, and two  
100 new buildings will be constructed in its place. The square footage of both  
101 buildings triggered the higher standard of landscaping. In this area, there are two  
102 other large warehouses. They were able to meet the landscape requirements  
103 because either the square footage did not trigger the higher amount of landscaping  
104 or the larger property size provided enough room for it to be done.

105  
106 Member Sparby inquired if the property could handle the required number of trees  
107 and shrubs if the proposed buildings were smaller.

108  
109 Mr. Paschke responded the building could be designed to a size to allow the  
110 required landscaping to be included, but it defeats the purpose of redevelopment.  
111 When the zoning ordinance and landscape requirement was instituted, it did not  
112 contemplate this type of development project. They typically run into the number  
113 of trees related to tree preservation. It is not necessary to modify the code  
114 because the City is mostly developed, and they will only run into these types of  
115 variance requests once in a while.

116  
117 Member Daire inquired if the proposed number of parking spaces matches the  
118 code requirement.

119  
120 Mr. Paschke responded the applicant has a few more spaces than is required.

121  
122 Mr. Williams responded they were advised to increase the number of spaces  
123 based on trends in the marketplace, and it is designed to accommodate up to 25  
124 percent of office finish.

125  
126 Mr. Paschke stated the minimum requirement was 149 spaces per building, and  
127 the applicant is proposing 182 per building.

128  
129 Member Daire closed the public hearing at approximately 5:55 p.m.

130  
131 Member Gitzen stated he will support the variance due to the reasonable and  
132 practical difficulties with the tree coverage.

133  
134 Member Sparby expressed concern with the uniqueness. The applicant is creating  
135 the uniqueness because he is proposing to build a bigger building. However, the  
136 number of trees required seems excessive, there is a reasonable solution, and he  
137 supports the variance.

**Variance Board Meeting**  
**Minutes – Wednesday, January 3, 2018**  
**Page 4**

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Chair Daire commented the layout is nice, it is going to be an attractive development, and he support the variance request.

**MOTION**  
**Member Gitzen moved, seconded by Member Sparby to approve a resolution allowing a variance to Roseville City Code, §1011.03.A.3.e (Minimum Landscape Requirement) at 2501/2503 Walnut Street to allow the installation of a minimum of 144 trees and 627 shrubs at 2501 Walnut Street, subject to the condition outline in the staff report dated January 3, 2018.**

**Ayes: 3**  
**Nays: 0**  
**Motion carried.**

In response to Chair Daire, Mr. Paschke explained there is an appeal process after a variance is approve by the Variance Board. It will run for 11 days and if an appeal is not received, the variance is validated.

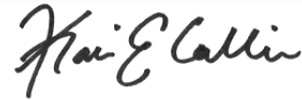
**6. Adjournment**

**MOTION**  
**Member Sparby moved, seconded by Member Gitzen to adjourn the meeting at approximately 6:00 p.m.**

**Ayes: 3**  
**Nays: 0**  
**Motion carried.**

Prepared By

Department Approval

Agenda Section  
**Public Hearings**

Item Description: Consider a Variance pursuant to §1005.05E, Frontage Requirement, and §1009, Variances, of the City Code to permit the drive-through restaurant to be placed greater than the 25 feet from the property line adjacent to Snelling Avenue (**PF18-003**)

**1 APPLICATION INFORMATION**

2 Applicant: Chick-fil-A, Inc.  
3 Location: HarMar Mall  
4 Property Owner: Gateway Washington, Inc.  
5 Application Submission: 02/02/18; deemed complete 02/08/18  
6 City Action Deadline: 04/03/18  
7 Planning File History: None

8 **LEVEL OF DISCRETION IN DECISION MAKING:** Actions taken on a Variance request is quasi-  
9 judicial; the City's role is to determine the facts associated with the request and weigh those facts  
10 against the legal standards in State Statutes and City Code.

**11 BRIEF INTRODUCTION**

12 This variance has been prompted by the applicant's/property owner's desire to develop a drive-  
13 through restaurant in the parking lot adjacent to Snelling Avenue. The property, HarMar Mall,  
14 lies within Community Business District, which includes two sets of Design Standards. Of those  
15 standards, §1005.05E, Frontage Requirement, requires a minimum of 30% of building facades  
16 abutting a primary street to be placed within 25 feet of the front property line. The information  
17 provided has placement of the restaurant generally 61 feet from the property line adjacent to  
18 Snelling Avenue (Attachment C).

**19 PROPOSAL**

20 The actual property line for the HarMar parcel lies approximately 167 feet within Snelling  
21 Avenue, so the City utilizes the edge of the roadway easement for Snelling Avenue as the  
22 "pseudo" property line. Even then a building cannot be placed at or near that line as there is a 20  
23 foot wide sewer easement that lies 20 feet from the pseudo property line or the roadway  
24 easement. As such, the proposed building has been placed generally 60 feet from the property  
25 line or roadway easement line in order to take advantage of more advantageous site design,  
26 which includes a row of parking and a two-way drive lane. Such placement of the building  
27 adjacent to the abutting primary street requires consideration of a 36 foot variance to §1005.05E.

28 **STAFF ANALYSIS**

29 The proposed site plan submitted by the Chick-fil-A representatives makes efficient use of a  
30 challenging location, especially when coupled with the design standards of §1005.02  
31 and §1005.05. Specifically, the property line for the HarMar Center adjacent to Snelling Avenue  
32 is, by default, the eastern boundary of the roadway easement. Additionally, a sewer easement  
33 lies 20 feet into the property, and any development proposal would be challenged to achieve  
34 compliance with all placement requirements.

35 This is especially true with the Chick-fil-A proposed site location and layout, where the building  
36 has been setback six feet from the sewer easement (or 58 feet from the pseudo property line) in  
37 order to take advantage of a single row of parking and a two-way drive lane, since parking lots  
38 and drive lanes can be within easements, but buildings cannot.

39 Additionally, the Chick-fil-A drive-through is designed along the south, east, and west sides of  
40 the building, thus providing a more pleasant appearance facing the public street, which  
41 eliminates that need for a screen fence and/or landscaping along Snelling Avenue.

42 In review of the Zoning Code, the Planning Division concludes that the requirement of  
43 §1005.05E, Frontage Requirement, and the easement limitations on the property, the best case  
44 scenario for building placement would be 40 feet from the right-of-way line. This location,  
45 however, would also require a variance from §1005.05E in the amount of 15 feet in order to be  
46 outside the easement.

47 Since the Planning Division determined that a variance to §1005.05E, Frontage Requirement,  
48 was necessary, staff and the Chick-fil-A representatives focused attention towards a site  
49 layout/design that adequately addresses vehicle circulation, drive-through stacking and  
50 circulation, and bicycle/pedestrian access.

51 The Planning Division has determined that due to the location of the 20 foot wide sewer  
52 easement, it is not possible to comply with §1005.05E, Frontage Requirement and place the  
53 structure 25 feet or closer to the property line adjacent to Snelling Avenue. Further, given other  
54 site design considerations, placing the building directly behind the easement line, 40 feet from  
55 the pseudo property line, is not advantageous to achieving the essence of the Frontage  
56 Requirement, as it limits efficient and effective site design. Therefore, the Planning Division  
57 concludes that the specific development location and proximity to Snelling Avenue is unique  
58 with practical difficulties that support the approval of a variance to §1005.05E of the Zoning  
59 Code.

60 **VARIANCE BOARD ACTION**

61 By motion, approve the attached resolution approving a 33 foot variance to §1005.05E, Frontage  
62 Requirement, to allow the construction of a Chick-fil-A on a predetermined land lease pad site at  
63 HarMar Mall.

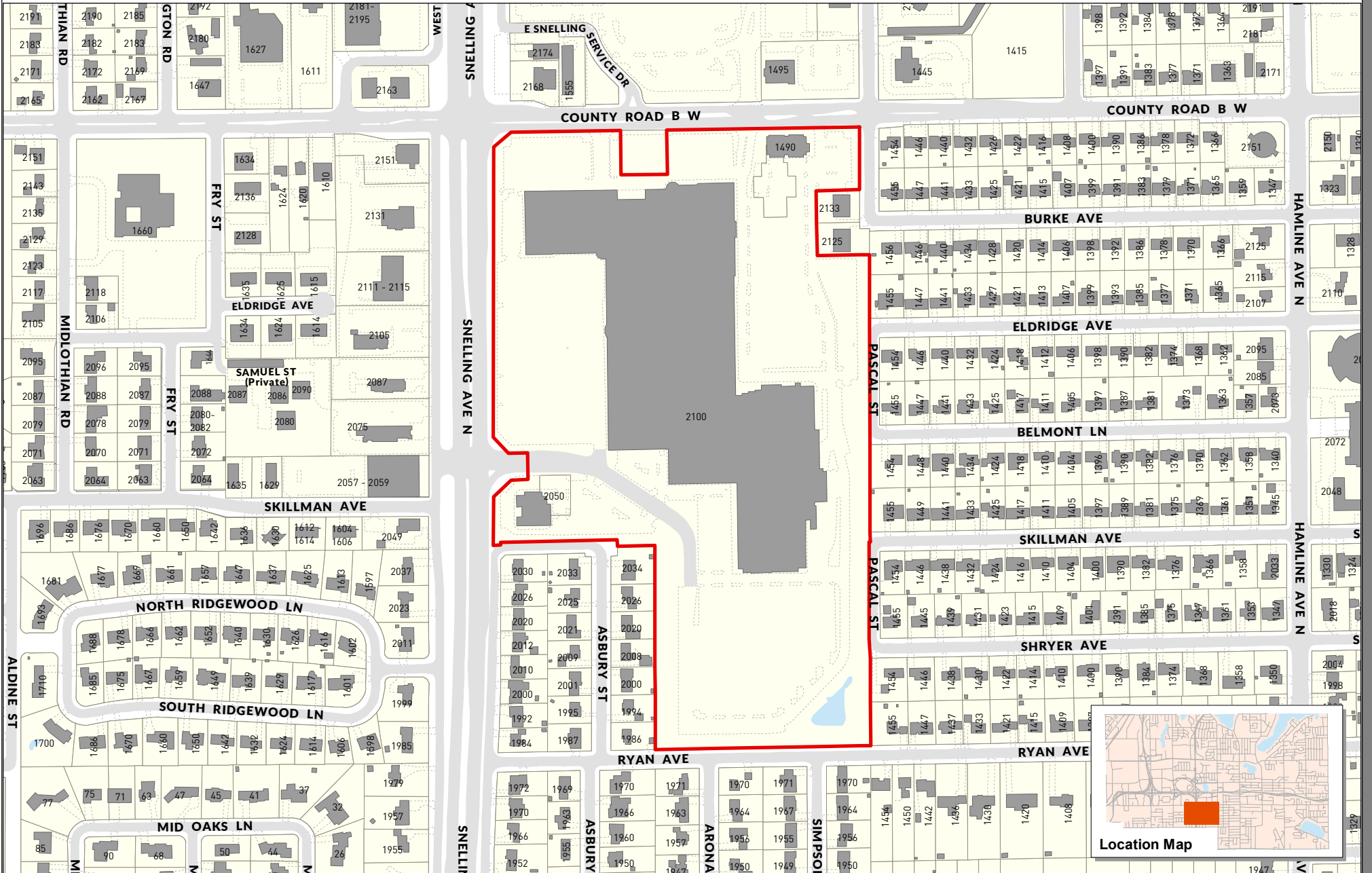
64 **ALTERNATIVE ACTIONS**

- 65 **a.** Pass a motion to table the item for future action. An action to table must be tied to the need  
66 of clarity, analysis and/or information necessary to make a recommendation on the request.
- 67 **b.** Pass a motion denying the proposal. An action to deny must include findings of fact  
68 germane to the request.

**Report prepared by:** Thomas Paschke, City Planner 651-792-7074 | [thomas.paschke@cityofroseville.com](mailto:thomas.paschke@cityofroseville.com)

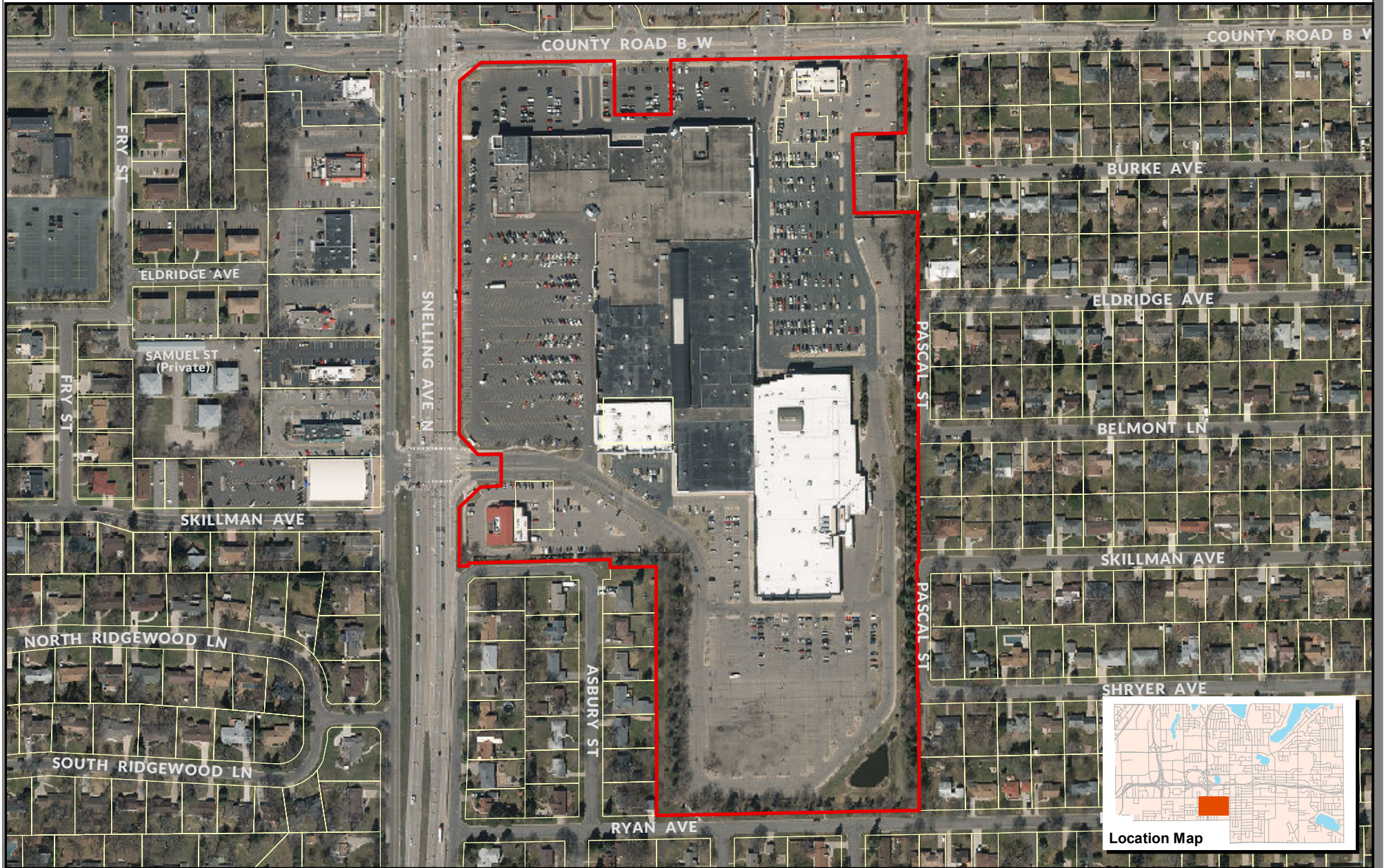
**Attachments:** A. Area map B. Aerial map C. Narrative  
D. Plan set E. Draft resolution

# Attachment A for Planning File 18-003



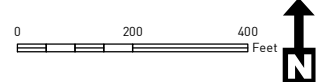


# Attachment B for Planning File 18-003



**Data Sources**  
 \* Ramsey County GIS Base Map (11/31/2018)  
 \* Aerial Data: Sanborn (4/2017)  
 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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## Introduction:

The following narrative outlines the proposed Chick-fil-A restaurant to be constructed within the HarMar Mall development located southeast of the intersection of Snelling Avenue and County Road B in Roseville, MN (the "Project"). Chick-fil-A is in the process of executing a ground lease to redevelop a portion of the existing parking lot into a new Chick-fil-A restaurant.

## Site Summary

The proposed Chick-fil-A leased area is 0.52 acres in size. The site is located on the east side of Snelling Avenue and approximately 700 feet south of the intersection of Snelling Avenue and County Road B. The site is currently zoned CB (Community Business) which permits restaurants with a conditional use permit required for a drive-thru. All property adjacent to the Chick-fil-A leased area is also zoned CB. The project will consist of removal of the existing pavement within the project area, mass grading of the site, installation of utilities, and the construction of the proposed Chick-fil-A restaurant, which will contain approximately 4,741 square feet of floor area. This restaurant development will be attractively landscaped, utilize the latest LED lighting technologies to illuminate the site at night, and will feature an outdoor seating area adjacent to Snelling Avenue. Although not part of this application, Chick-fil-A's landlord will also be making improvements to the overall parking lot to enhance circulation and efficiency by reorientation of the parking stalls from 60 degree angled parking with one-way traffic flow to 90 degree parking with traffic flow in both directions.

## Lot Layout/Configuration

The challenges for Chick-fil-A in determining a site layout for this property were implementing a plan that would fit a building and drive-thru facility within the leased area while complimenting the existing shopping center. Both the existing development and the Chick-fil-A site will share common parking lot access drives and an access onto Snelling Avenue. It was paramount to develop a site plan that would not compromise the flow of traffic throughout the center and access to the proposed drive-thru lane. Additionally, locating the building such that it could be visible from Snelling Avenue was important from a brand recognition standpoint and for potential customers to easily identify where we are located within the HarMar Mall center. Visibility and appropriate signage will be vital to the success of the restaurant. Chick-fil-A feels the plan presented before you accomplishes all of the aforementioned challenges.

The site has been oriented to locate the building along the western side of the development area with the playground facing west towards Snelling Avenue. It was important to orientate the site in a way to provide for the most efficient points of access in order to minimize traffic congestion within the overall development. Additionally, this layout allowed us to isolate the drive-thru traffic from the dine-in traffic which will help to eliminate traffic congestion and provide better pedestrian safety. The drive-thru lane has been proposed to wrap around the east and south sides of the building. The

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proposed drive-thru will feature two stacking lanes up to the order points that will merge into one lane leading to the pickup window. Chick-fil-A has found that this drive-thru configuration increases efficiency and minimizes vehicle overflow into the parking lot and adjoining internal access drive. Additionally, over the last year Chick-fil-a has enhanced the operations of the drive-thru lane by adding the ability for face to face ordering as well as automated payment prior to the pickup window. Innovative features such as these are what have earned Chick-fil-A best drive-thru in America for eight consecutive years as determined by a nationally recognized quick service authority. Out of all the quick service restaurants surveyed, Chick-fil-A scored the highest in order accuracy, friendliness of the order takers, and speed of service. Chick-fil-A targets just 90 seconds as an overall average wait time from the time an order is placed to pick up.

Vehicular access to the proposed restaurant will be provided via the existing internal access drive that routes through the HarMar Mall development. These internal access drives route traffic through the development to Snelling Avenue and County Road B. Existing access to Snelling Avenue is provided on the south side of the subject property via the signalized entry magazine to the development. This configuration will minimize impacts to the existing roadways as vehicular traffic will have many options to access the site.

Chick-fil-A is proposing parking on the north, south, and west sides of the building for dine-in customer use. A concrete sidewalk connection for pedestrian access to the Chick-fil-A restaurant is proposed along the west side of the site. The maximum building setback of 25' will need to be amended to allow for the Chick-fil-A building to be setback 57' from Snelling Avenue due to the existing utility easement located along the frontage of the property as well as to maintain the north/south drive aisle to preserve efficient traffic circulation.

#### Parking

Per City of Roseville Code, restaurants are required to provide one stall for every 60 square feet of gross floor area, which requires Chick-fil-A to provide 79 required parking stalls. As this is a lease deal, Chick-fil-A will have the right to utilize the shared parking field that resides north, south, and west of the building. With the reorientation of the parking lot there will be approximately 461 stalls available for both Chick-fil-A and the tenants immediately adjacent to utilize.

#### Utilities

Utility service to the proposed restaurant will be provided via existing infrastructure located within the overall development and/or within the Snelling Avenue right-of-way. Water service is located east of the proposed building from a private main fronting along the inline retail buildings. A sanitary sewer service will be extended from the main located south of the site adjacent to the Chianti Grill. Dry utility services will be connected to existing infrastructure within the Snelling Avenue right-of-way. Stormwater runoff from the proposed improvements will drain to a water quality feature prior to

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being discharged to an overall site storm sewer system to the east. The Chick-fil-A storm sewer is proposed to tie into an existing parking lot inlet structure within the parking lot southeast of the proposed development. Stormwater generated by the proposed building will be collected by a roof drainage system and directed to the main Chick-fil-A storm system.

### Signage

Given the location of the building within development, signage will be paramount in notifying potential customers that are approaching the site from multiple directions of where the restaurant is located. As such, 60" script signs are proposed on all four elevations to assist customers traveling on Snelling Avenue and within the shopping center to locate the restaurant. Total building signage square footage is proposed to be 235 sq. ft. Additionally, a monument sign is proposed immediately west of the proposed building within the Snelling Avenue right-of-way, which includes an icon sign.

### Landscaping

The project will be attractively landscaped with a variety of deciduous and evergreen trees and shrubs along with ornamental grasses and perennials to give the site year round interest.

### Building Elevations

The building is proposed to be a mixture of brick, prefinished metal/aluminum, and glass. Mechanical units for heating and cooling will be located on the roof and will be screened via a parapet wall. Accent light via wall sconces are proposed around the building to provide nighttime interest. A trash enclosure is proposed which will be constructed out of CMU with brick veneer to match the building. The gates for the enclosure will be constructed out of a plastic resin that we've found to be more durable than metal and certainly more durable than wood.

### Conditional Use Requirements

- 1) The proposed use is consistent with the lots current zoning of CB as well as what is planned for on the 2030 Comprehensive Plan with the same zoning designation. The portion of the proposed use that is not allowed by right is the drive-thru component for which we are requesting a conditional use permit.
- 2) To our knowledge the proposed use does not conflict with any regulating maps or other adopted plans.
- 3) Regarding conflicts with City code the only variation that has been identified is relief from the maximum building setback requirement of 25'. The building had to be setback 57 feet from the Snelling Avenue right-of-way due to existing easements that run along the frontage of Snelling Avenue as well as the need to preserve the north/south drive aisle west of the store to maintain efficient traffic flow through the site.
- 4) Given that the proposed development is a commercial use, it will not impact surrounding parks. Public streets will not be excessively impacted as the Chick-fil-A

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will complement the commercial uses around it rather than acting as a destination. We anticipate a number of customers will visit Chick-fil-A because they are already traveling to the mall or passing by on their way to their primary destination.

- 5) The Chick-fil-A will not impact property values and, in most cases, could increase the value of the surrounding commercial properties. See above for discussion on traffic. From a safety standpoint, the site plan has been designed to separate drive-thru traffic from dine-in customers to greatly minimize the conflict between customers walking into the restaurant and cars pulsing through the drive-thru lane. Additionally, an ADA accessible route has been provided from the public sidewalk along Snelling Avenue to the store to provide a safe, accessible route for customers with disabilities.

#### Variance Justification

As noted above in the Conditional Use requirements, Chick-fil-A is requesting relief from the code required maximum building setback requirement of 25' due to the existing utility easements that run along the frontage of Snelling Avenue as well as the need to preserve the existing north/south drive aisle west of the restaurant to maintain efficient traffic circulation.

#### The Chick-fil-A Story

It is a story that actually began 94 years ago when a man named Truett Cathy was born in 1921 in the small town of Eatonton, Georgia, about 80 miles from Atlanta. Truett's mom ran a boarding house, which meant she had to cook a lot of meals – but Truett helped, and he paid close attention, and picked up cooking and serving tips that would come in quite handy later. Along the way, he also learned to be quite the entrepreneur. He sold magazines door to door, delivered newspapers all over the neighborhood, and sold Coca-Colas from a stand in his front yard, all the while he was learning the importance of good customer service.

In 1946, after serving his country in World War II, Truett used the business experience he gained growing up and opened his first restaurant with his brother, Ben, calling it the Dwarf Grill (later renamed the Dwarf House). Hamburgers were on the menu but, ironically, no chicken because he said it took too long to cook. Truett worked hard with that first venture, but considered Sunday to be a day of rest, for himself and his employees and as you know, that's a practice that Chick-fil-A honors to this day.

The early 60s would be a pivotal time in Truett's life. That's when he first took a boneless breast of chicken and spent the next few years experimenting until he found the perfect mix of seasonings, he breaded and cooked the filet so that it stayed juicy, put it between two buttered buns and added two pickles for extra measure and in 1963 unveiled what we now know as the Chick-fil-A Chicken Sandwich. As far as the name, Truett says it just came to him. He had the sandwich registered in 1963 and created a logo that is still very similar to today's familiar script.

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The Chick-fil-A sandwich was a huge hit, and in 1967 Truett opened his first Chick-fil-A restaurant in an enclosed shopping mall where, up to that point, food normally was not sold. Frankly, the developer of the Greenbriar Shopping Center in Atlanta was not too keen on serving food inside his mall, but as we know that turned out to be a very smart decision on both his and Truett's part. In 1986 Chick-fil-A opened its first "freestanding" restaurant on North Druid Hills Road in Atlanta. Today there are close to 2,100 restaurants locations in 43 states and it has become so popular that people literally camp out in the parking lot the night before a grand opening of a new restaurant. The campers are hopeful to be one of the first 100 people in line because they'll be rewarded with a free Chick-fil-A for a year.

Chick-fil-A is now the largest quick-service chicken restaurant and one of the largest restaurant chains that is privately held. Currently, two generations of Cathy family members are involved in the business, including Truett's sons Dan (the president and CEO) and Bubba (senior VP) along with several of his grandchildren.

#### *Our Food*

There are a lot of things people say they like about Chick-fil-A, but it all begins with the food, and especially the Original Chick-fil-A Chicken Sandwich. It was a significant product innovation, and it remains our best-selling item on the menu. Our innovations didn't stop with the chicken sandwich. In 1982, we were the first restaurant to sell chicken nuggets nationally, and three years later added our trademark Waffle Potato Fries to the menu, and we still use 100% fully refined peanut oil, which is cholesterol and trans fat free. In 2010, we introduced the Chick-fil-A Spicy Chicken Sandwich. With its special blend of peppers and other seasonings, it became such a "hot" selling item that we soon after introduced the Spicy Chicken Biscuit. More recently and within the last couple years we introduced to our menu a new grilled chicken sandwich and grilled chicken nuggets. People also like the fact that we offer a variety of menu options for those wanting foods that are lower in calories, carbs or fats, such as the Chick-fil-A Chargrilled Chicken Sandwich, entrée salads and fruit cups, which are an option with our kids meals these days. In fact, Men's Health magazine named us "America's Healthiest Chain Restaurant for Kids." The high quality of our food is the number one reason people keep coming back to Chick-fil-A but there are a few more reasons – and one has four legs and is a terrible speller.

#### *Serving our Customers*

Whenever you ask people what they like about Chick-fil-A, one of first things they say is "the service" and it is an important part of our story, because it goes back to Truett's experience as a young businessman and to the values he instilled in Chick-fil-A. We call it Second Mile Service, and it is based on the belief that if someone asks you to carry something for them one mile, you do one better and carry it for them for two. It is doing those unexpected things that make people feel special. Our drive-thru has been voted "America's #1 drive-thru" for six years in a row. We do our best to ensure a quick and pleasurable experience, and might even have a nugget for the family pet when you

Chick-fil-A, Inc.  
5200 Buffington Road  
Atlanta, Georgia 30349-2998  
Telephone 404-765-8900



arrive at the window. But no matter if you are being served in our restaurants, at our drive-thrus, or with an outside delivery, you can always count on our team members responding to your words of thanks with two special words of their own – “My pleasure.”

#### *Chick-fil-A Philosophy & Operator/Employment Model*

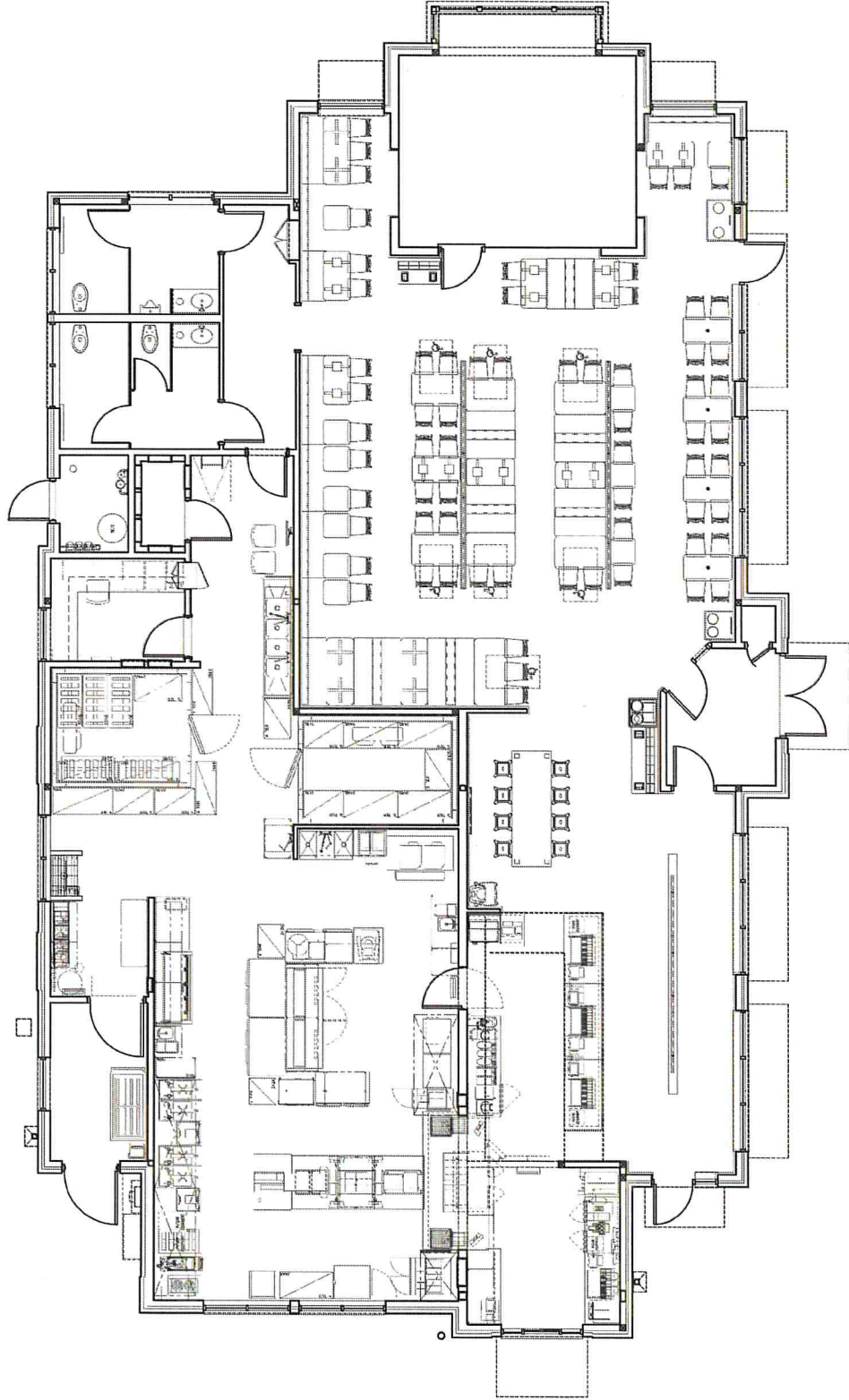
The Company's philosophy is that their restaurants become integral parts of the communities in which they are located. Toward that end, Chick-fil-A makes scholarships available to store employees and sponsors the Winshape Foundation which supports a family of programs designed to encourage outstanding young people nationwide. The Foundation has a college program and operates a series of camps, foster homes, and retreats. On the local level, individual restaurant operators typically engage in community support activities such as sponsoring youth sports teams, supporting educational activities, and leadership initiatives. Finally, and in accordance with company policy, the operators and employees in each Chick-fil-A Restaurant strive for a level of customer service unequalled in the quick-service food industry. It is quite common to go into a Chick-fil-A and have your tray carried to your table, have people clear your table, and ask if they can come and refresh your beverage.

Beyond the above, Chick-fil-A's operators model is very unique in the fast food industry. The operator is a part owner with Chick-fil-A. It is similar to a franchise except they typically have just one location so they can focus time on being involved in the community, are part of the community, and they spend a lot of time in the community. What Chick-fil-A likes to say is that their operators are in business for themselves, but not by themselves. The retention rate for operators is about 98%. A typical Chick-fil-A store will employ approximately 75 total employees with 30-40 of those being part-time and the balance being full time. Approximately 120 jobs will be created for temporary construction employment. A typical store will operate between the hours of 6:00 a.m. to 10:30 p.m.; Monday thru Saturday and are always closed on Sundays.



S08H Building A | Floor plan

Heated Area: 4,741 SF  
Seat Count: 127



Roseville FSU, Roseville, MN – Store #03541



S08H Building A | Exterior Elevations



Modified S08H-A (max. bldg. hgt. = 21'-0")



Roseville FSU, Roseville, MN – Store #03541

S08H Building A | Exterior Elevations



Modified S08H-A (max. bldg. hgt. = 21'-0")

Roseville FSU, Roseville, MN – Store #03541



**LEGEND**

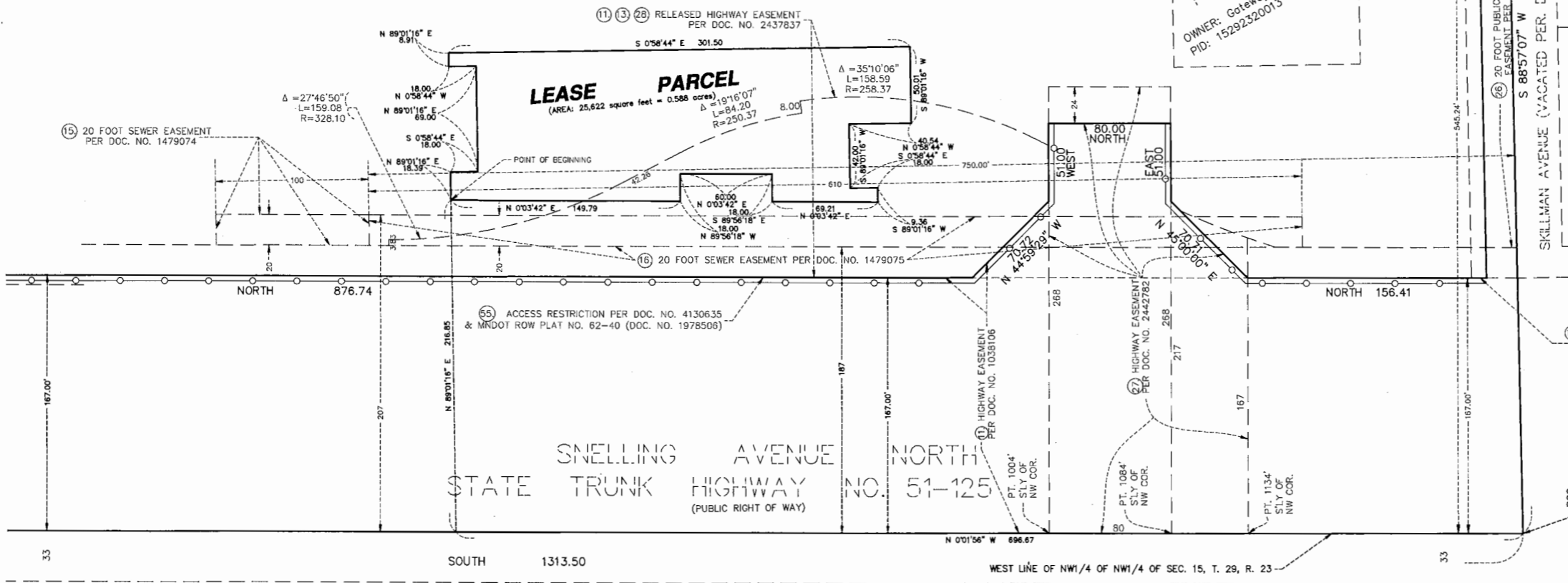
- Property Corner
- Concrete Curb
- Overhead Electric
- Underground Electric
- Overhead Telephone
- Underground Telephone
- Water
- Gas
- Sanitary Sewer
- Storm Sewer
- Setback Line
- Electric Meter
- Electric Box
- Electric Manhole
- Power Pole
- Hydrant
- Unknown Manhole
- Gate Valve
- Catchbasin
- Catchbasin
- Deciduous Tree (Dia. In In.)
- Light Pole
- Gas Meter
- Telephone Box
- Water Manhole
- Sanitary Manhole
- Storm Manhole
- Existing Contour
- Existing Spot Elevation Gutter
- Existing Spot Elevation
- (55) Right of Access per Doc. Nos. 4130635 & 1978506 & MNDOT ROW PLAT NO. 62-40

PART OF THE NW 1/4 OF NW 1/4 OF  
SEC. 15, T. 29, R. 23

OWNER: Gateway Washington Inc.  
PID: 15292320014  
PARCEL 1

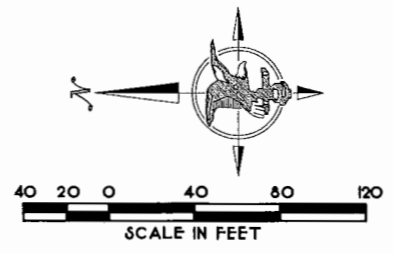
PARCEL 6  
OWNER: Gateway Washington Inc.  
PID: 15292320017

PARCEL 4  
OWNER: Gateway Washington Inc.  
PID: 15292320013



- PROPOSED LEASE PARCEL DESCRIPTION:**  
(TO BE DETERMINED)
- NOTES CORRESPONDING TO SCHEDULE B FOR PROPOSED LEASE PARCEL:**
- (11) Terms and conditions of Final Certificate recorded as Document No. 1038106. Partially released by Deed Document No. 2437837. (PORTION OF EASEMENT AFFECTS LEASE PARCEL AS SHOWN ON SURVEY)
  - (13) Terms and conditions of Highway Easement recorded as Document No. 1589283. Partially released by Deed Document No. 2437837. (PORTION OF EASEMENT AFFECTS LEASE PARCEL AS SHOWN ON SURVEY)
  - (28) Terms and conditions of Highway Easement recorded as Document No. 1589283. Partially released by Deed Document No. 2437837. (PORTION OF EASEMENT AFFECTS LEASE PARCEL AS SHOWN ON SURVEY)
  - (16) Terms and conditions of Easement for sewer purposes in favor of the City of Roseville as evidenced by Document No. 1479075. (PORTION OF EASEMENT AFFECTS LEASE PARCEL AS SHOWN ON SURVEY)
  - (27) Terms and conditions of limitation of access to Trunk Highway No. 125, renumbered 51, and to County Road B, as evidenced by Document No. 2437837. (PORTION OF EASEMENT AFFECTS LEASE PARCEL AS SHOWN ON SURVEY)

**VICINITY MAP**



**HARRY S. JOHNSON CO. INC.**  
LAND SURVEYORS & CONSULTANTS  
9063 Lyndale Avenue South  
Bloomington, Mn. 55420  
(952) 884-5341  
(952) 884-5344 Fax  
Email: tom@hjsurveyors.com  
Web: www.hjsurveyors.com

**LAND TITLE SURVEY**  
**ALTA/NSPS**  
for:  
**HR GREEN**  
**SITE: HAR MAR MALL / LEASE PARCEL**  
**ROSEVILLE, MINNESOTA**

File No.	1-3-9722	Page	10
Map No.	2017349	Sheet	655
Sheet No.	3 OF 3	Code	CT

Aarchitects  
 100 Portland Ave. South  
 Suite 100  
 Minneapolis, MN 55401

612 371-6440 T  
 612 332-0710 F

www.aarchitectsllc.com

This drawing represents the proposed site plan for the project. It is not to be used for any other purpose without the written consent of Aarchitects LLC. The client is responsible for obtaining all necessary permits and approvals from the appropriate authorities. The architect is not responsible for the accuracy of the information provided by the client. The architect is not responsible for the construction of the project. The architect is not responsible for the performance of the project. The architect is not responsible for the safety of the project. The architect is not responsible for the health of the project. The architect is not responsible for the environment of the project. The architect is not responsible for the community of the project. The architect is not responsible for the future of the project. The architect is not responsible for the past of the project. The architect is not responsible for the present of the project. The architect is not responsible for the future of the project. The architect is not responsible for the past of the project. The architect is not responsible for the present of the project.

This drawing is the property of Aarchitects LLC. It is not to be used for any other purpose without the written consent of Aarchitects LLC. The client is responsible for obtaining all necessary permits and approvals from the appropriate authorities. The architect is not responsible for the accuracy of the information provided by the client. The architect is not responsible for the construction of the project. The architect is not responsible for the performance of the project. The architect is not responsible for the safety of the project. The architect is not responsible for the health of the project. The architect is not responsible for the environment of the project. The architect is not responsible for the community of the project. The architect is not responsible for the future of the project. The architect is not responsible for the past of the project. The architect is not responsible for the present of the project.

Drawn: \_\_\_\_\_  
 Date: \_\_\_\_\_

**VANBARTON**  
 SERVICES LLC

PROJECT  
**HAR MAR MALL**  
 2100 N. SNELLING AVENUE  
 ROSEVILLE, MINNESOTA

SHEET TITLE  
**PROPOSED SITE PLAN**

PROJECT NO.  
 76.00

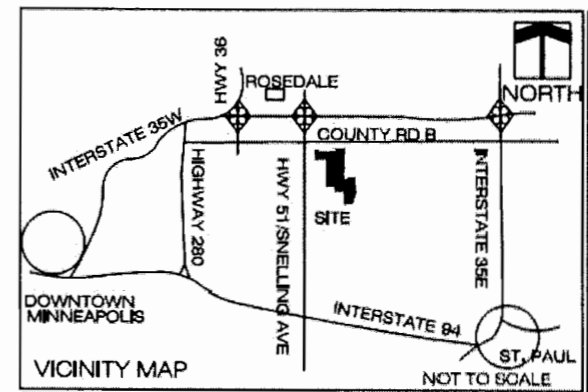
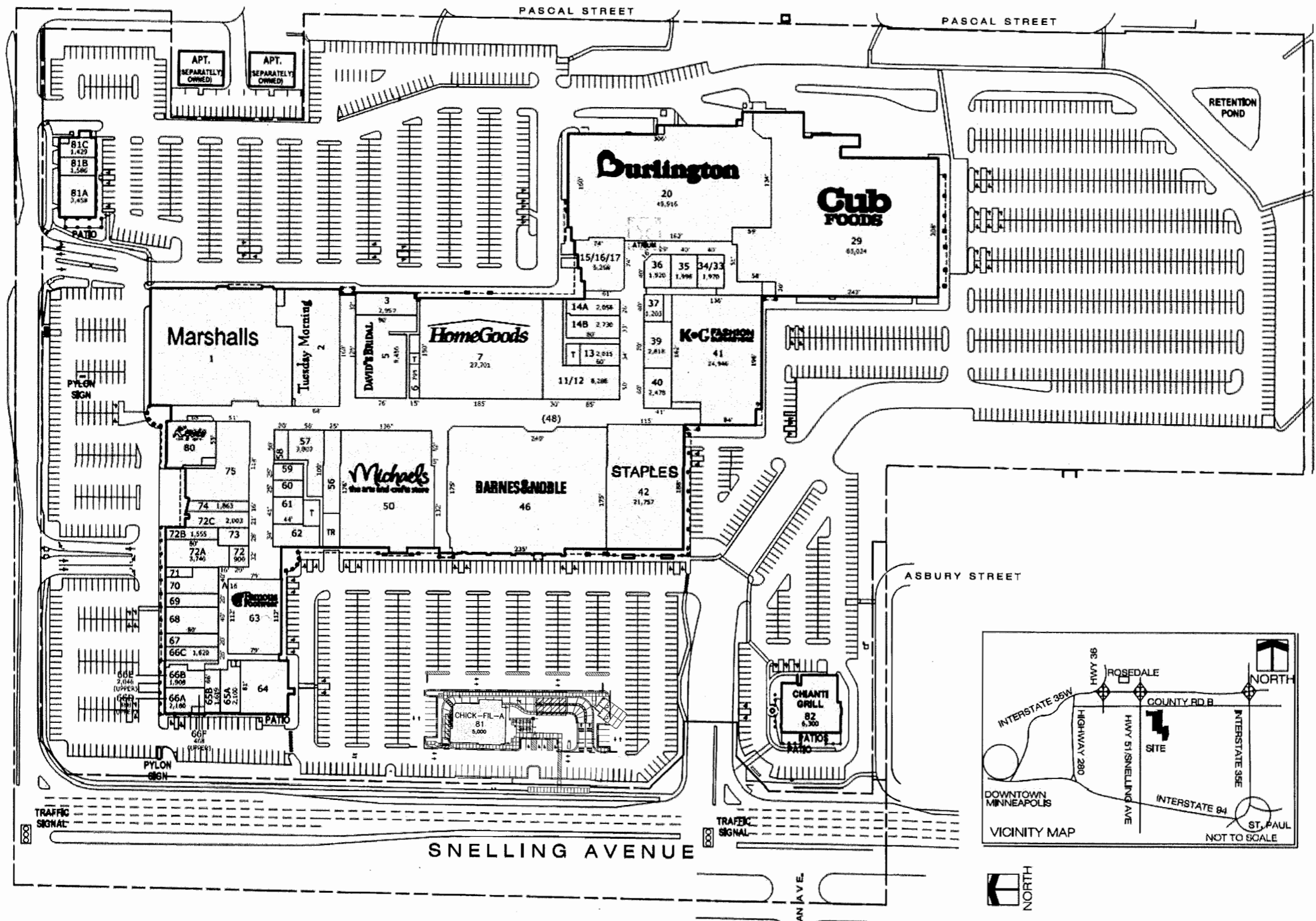
SCALE  
 AS SHOWN

DATE  
 06/08/17

REVISION DATE

SHEET NO.

t-83



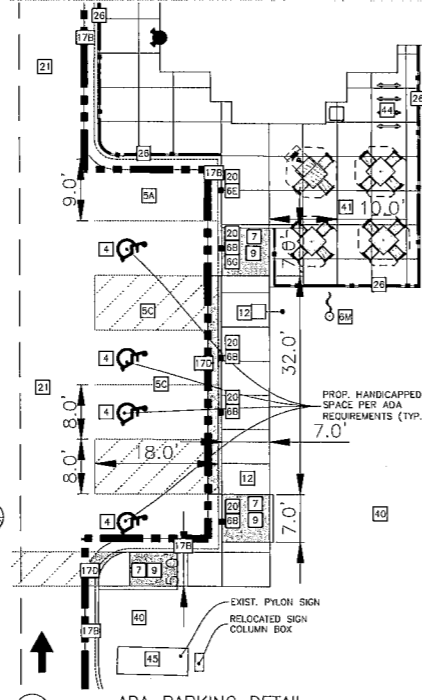
**HAR MAR MALL**  
 ROSEVILLE, MINNESOTA

**CHICK-FIL-A** | **VANBARTON**  
 SERVICES LLC

JUNE 2017

**SITE PLAN DESIGN NOTES & KEY PLAN**

- 1 DIRECTIONAL ARROW
  - 2 DRIVE-THRU GRAPHICS
  - 3 STOP LINE GRAPHIC
  - 4 PAINTED HANDICAP PARKING SYMBOL
  - 5 STANDARD PARKING STALL (8.0'x18.0') PER CODE
  - 6 STANDARD 60 DEGREE PARKING STALL (9'x21'-10.0')
  - 7 4" SOLID WHITE STRIPING
  - 8 4" SOLID YELLOW STRIPING
  - 9 4" SKIP DASH YELLOW STRIPING
  - 10 DIRECTIONAL SIGNAGE
- ALL SIGNS SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" BY THE U.S. DEPARTMENT OF TRANSPORTATION. (SEE SIGN LEGEND)
- 6A THRU 6F (SEE SIGNAGE LEGEND, THIS SHEET)
- 6G CHICK-FIL-A PYLON SIGN, SEE SIGNAGE PACKAGE
- 6H CHICK-FIL-A "ENTER" SIGN, SEE SIGNAGE PACKAGE
- 6I CHICK-FIL-A "EXIT" SIGN, SEE SIGNAGE PACKAGE
- 6J CHICK-FIL-A "DRIVE THRU" SIGN, SEE SIGNAGE PACKAGE
- 6K CLEARANCE BAR, SEE SIGNAGE PACKAGE
- 6L DRIVE-THRU MENU BOARD, SEE SIGNAGE PACKAGE
- 6M FLAGPOLE, 50', SEE SIGNAGE PACKAGE
- 7 SIDEWALK (ADA COMPLIANT) RAMP
  - 8 HANDICAP RAMP W/ FLARED SIDES (ON SIDEWALKS)
  - 9 HANDICAP RAMP W/ FLARED SIDES (GRASSED AREAS)
  - 10 RETURNED CURB HANDICAP RAMP
  - 11 TRUNCATED DOWNS
  - 12 TYPICAL CONCRETE SIDEWALK, 5' MIN
  - 13 7' WIDE SIDEWALK W/ CURB & GUTTER
  - 12A INTEGRAL CURB & 7' WIDE SIDEWALK
  - 14 DRIVE THRU PLAN
  - 15 DRIVE-THRU ISOMETRIC
  - 16 SOUP-PLASTIC WHEEL STOP
  - 17 LANDSCAPE & IRRIGATION PROTECTOR
  - 18 24" CONCRETE CURB & GUTTER
  - 17A SPILLING CURB SECTION
  - 17B CATCHING CURB SECTION
  - 17C DEPRESSED SPILLING CURB
  - 17D DEPRESSED CATCHING CURB
  - 18 ROLL-OVER/ADJUSTABLE CURB
  - 19 REFUSE ENCLOSURE FOUNDATION
  - 20 CONCRETE BOLLARD
  - 21 TYPICAL PAVEMENT SECTION
  - 21A PAVEMENT EDGE DETAIL
  - 21B CONCRETE APRON SECTION
  - 22 TRANSVERSE & LONGITUDINAL CONTRACTION JOINT
  - 23 TRANSVERSE & LONGITUDINAL DOWELED CONSTRUCTION JOINT
  - 24 CONCRETE APRON @ TRASH ENCLOSURE
  - 25 CONCRETE PAVING @ DRIVE THRU LANE
  - 26 ALUMINUM HANDRAIL
  - 27 TYPICAL STAR HANDRAIL
  - 28 CONTRACTION JOINT
  - 29 KEVED CONSTRUCTION JOINT
  - 30 LONGITUDINAL BUTT JOINT
  - 31 EXPANSION JOINT
  - 32 DRIVE-THRU DIRECTIONAL GRAPHICS
  - 33 CROSSWALK DETAIL
  - 34 DRIVE THRU ORDER POINT ISLAND CURB
  - 35 MENU BOARD LOOP DETECTION SYSTEM
  - 36 ENTRY DOOR FROST SLAB DETAIL
  - 37 GREASE TRAP
  - 38 PROPOSED TRANSFORMER
  - 39 ROOF DOWNSPOUT (TO CONNECT TO SITE DRAINAGE SYSTEM)
  - 40 LANDSCAPED AREA
  - 41 TYPICAL LOCATION FOR OUTDOOR TABLES (SEE EQUIPMENT SCHEDULE)
  - 42 CONCRETE STRIP BETWEEN BUILDING AND BACK OF CURB
  - 43 CONCRETE PAD FOR OPTIONAL CASH STATION
  - 44 BIKE RACK
  - 45 EXISTING PYLON SIGN
  - 46 DRIVE-THRU LANE STRIPING (SEE CFA DESIGN NOTE #2017-038)
  - 47 FACE-TO-FACE DRIVE-THRU CANOPY SYSTEMS
  - 48 FACE-TO-FACE OMD CANOPY SYSTEMS



**SIGN LEGEND**

6A	DO NOT ENTER	12' x 18" (TYP.)
6B	HANDICAPPED PARKING	87-8, 12' x 18" (TYP.)
6C	STOP	81-1, 30' x 30" (TYP.)
6D	PEDESTRIAN CROSSWALK	12' x 18" (TYP.)
6E	CATERING & CARRY OUT	12' x 18" (TYP.)
6F	RIGHT ONLY	12' x 18" (TYP.)
6G	VAN ACCESSIBLE	D9-BP (BOLLARD MOUNTED WITH 6E)

**HATCH LEGEND**

21	STANDARD PAVEMENT SECTION
22	CONCRETE SECTION
17B	PROG. SIDEWALK
17C	AREA OF DEPRESSED SIDEWALK
17D	AREA OF DEPRESSED CURB AND GUTTER WITH LENGTH NOTED ON PLANS
17A	REVERSE CURB & GUTTER
17E	PAVEMENT MILL & OVERLAY AREA

**SITE DATA:**

- PARCEL ID #: PART OF PARCEL #15-29-23-220-017
- ZONING: C8 (COMMUNITY BUSINESS DISTRICT)
- LEASE PARCEL SIZE: 22,721± SQ. FT. (0.52 ACRES)
- PROP. PERVIOUS ADDED: 5,407 SQ. FT.

**BUILDING DATA:**

- BUILDING FOOT PRINT: 4,791± SQ. FT.
- NUMBER OF EMPLOYEES DURING LARGEST SHIFT = 15 EMPLOYEES
- TOTAL NUMBER OF SEATS = 138
- INDOOR SEATS = 122
- OUTDOOR SEATS = 16

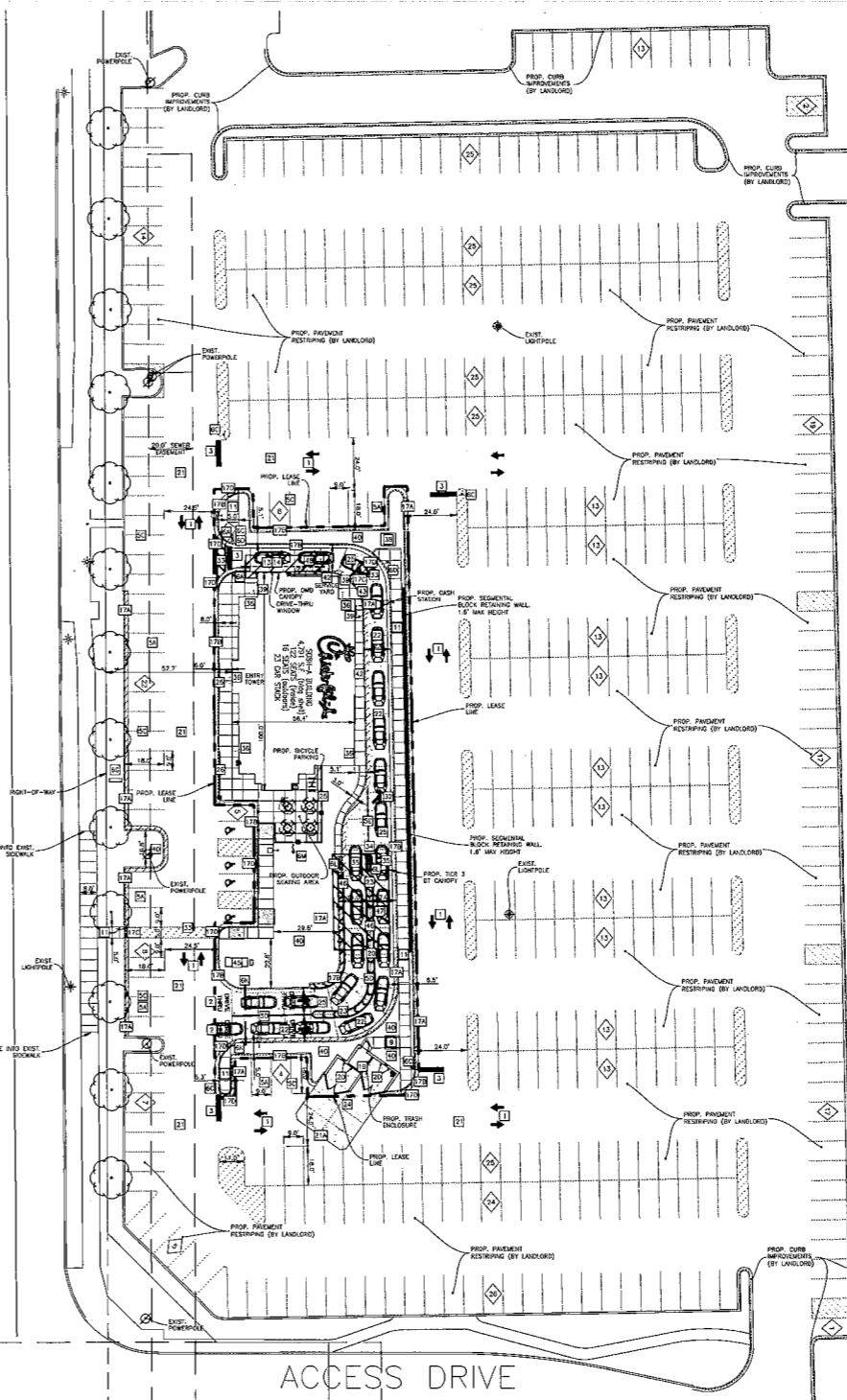
**PARKING DATA:**

- NUMBER OF ADA SPACES: 4 (NOTE: CFA HAS THE ABILITY TO SHARE PARKING WITH THE OVERALL DEVELOPMENT TO MEET THEIR PARKING REQUIREMENT.)
- TOTAL BICYCLE PARKING PROVIDED: 8 BIKE STALLS
- TOTAL NUMBER OF SPACES REQUIRED: 80
- TYPICAL PARKING WIDTH: 9.0'
- TYPICAL 90° PARKING LENGTH: 18.0'
- MINIMUM ISLE WIDTH: 24.0'

**PROJECT NOTES:**

- ALL CONSTRUCTION WITHIN PUBLIC R.O.W./ EASEMENTS AND OR CONNECTION TO PUBLIC SEWERS AND STREETS SHALL COMPLY WITH THE CITY OF ROSEVILLE STANDARD CONSTRUCTION SPECIFICATIONS
- AT LEAST ONE WEEK PRIOR TO ANY CONSTRUCTION WITHIN PUBLIC R.O.W./ EASEMENTS AND/OR ANY CONNECTION TO PUBLIC SEWERS AND STREETS, THE CONTRACTOR SHALL CONTACT THE CITY TO OBTAIN APPLICABLE CITY PERMITS.
- INGRESS/EGRESS WILL BE PROVIDED INTERNAL AND EXTERNAL TO THIS SITE.
- ALL CONCRETE CURB & GUTTER SHALL BE 24" (86-18) UNLESS OTHERWISE NOTED ON THE PLANS.
- ALL PAVEMENT DIMENSIONS ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- ALL CURB ADJOINING SIDEWALKS SHALL BE DOWELED INTO THE CURB. SEE DETAIL ON SHEET C-400.
- ALL CONSTRUCTION MATERIALS, DUMPSTER, DETACHED TRAILERS OR SIMILAR ITEMS ARE PROHIBITED ON PUBLIC STREETS OR WITHIN THE PUBLIC RIGHT-OF-WAY

SNELLING AVENUE



1" = 30'  
 BAR IS ONE INCH ON OFFICIAL DRAWINGS  
 IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY  
 PRELIMINARY - NOT FOR CONSTRUCTION



**CHICK-FIL-A**  
**HAR MAR MALL FSU**  
 2100 N SNELLING AVE, ROSEVILLE, MN 55113

**FSR# 03541**

**REVISION SCHEDULE**

NO.	DATE	DESCRIPTION

ENGINEERS PROJECT # 170682  
 PRINTED FOR PRELIMINARY  
 DATE 02/02/2018  
 DRAWN BY ERN  
 CHECKED BY TMR

**SITE PLAN**  
 SHEET NUMBER C-200

PRELIMINARY NOT FOR CONSTRUCTION

**EXTRACT OF MINUTES OF MEETING OF THE  
VARIANCE BOARD OF THE CITY OF ROSEVILLE**

Pursuant to due call and notice thereof, a regular meeting of the Variance Board of the City of Roseville, County of Ramsey, Minnesota, was held on the 7<sup>th</sup> day of March, 2018, at 5:30 p.m.

The following Members were present: \_\_\_\_\_;  
and \_\_\_\_\_ were absent.

Variance Board Member \_\_\_\_\_ introduced the following resolution and moved its adoption:

**VARIANCE BOARD RESOLUTION NO. \_\_\_\_**

**A RESOLUTION APPROVING VARIANCE TO §1005.05E, FRONTAGE REQUIREMENT  
OF THE ROSEVILLE CITY CODE AT HARMAR MALL, 2100 SNELLING AVENUE (PF18-001)**

WHEREAS, City Code §1005.05.E (Frontage Requirement) requires 30% of a buildings facing a public street to be placed 25 feet or closer to the property line adjacent to the public street; and

WHEREAS, Gateway Washington, Inc., property owner of 2100 Snelling Avenue, in cooperation with Chick-fil-A, requests a VARIANCE to §1005.05.E (Frontage Requirement) to allow Chick-fil-A to construct a drive-through restaurant that exceeds the required building placement adjacent a public street by 33 feet; and

WHEREAS, the property at 2100 Snelling Avenue is legally described as:

**PID #**

**Legal description**

WHEREAS, City Code §1009.04 (Variances) establishes the purpose of a variance is "to permit adjustment to the zoning regulations where there are practical difficulties applying to a parcel of land or building that prevent the property from being used to the extent intended by the zoning;" and

WHEREAS, the Variance Board has made the following findings:

- a. *The proposal is consistent with the Comprehensive Plan.* Planning Division staff finds that the proposed drive-through restaurant is generally consistent with the Comprehensive Plan (Commercial Area Goals and Policies) in that it represents investment in an existing industrial property, achieves efficient use of the land, and ensures a creative aesthetic character.
- b. *The proposal is in harmony with the purposes and intent of the zoning ordinances.* Planning Division finds that proposal to place the Chick-fil-A building 33 feet outside of the 25 foot wide building placement area is in harmony with the purpose and intent of §1005.05.E (Frontage Requirement), as a variance was necessary given the 20 foot sewer easement, and the current location provides better layout and design options.
- c. *The proposal puts the subject property to use in a reasonable manner.* Planning Division concludes that it is a reasonable request to place a structure further from an easement to adequately address addresses site design and layout, vehicle circulation, drive-through stacking, vehicle circulation, and bicycle/pedestrian access, which location requires a slightly greater variance.

- d. *There are unique circumstances to the property which were not created by the landowner.* The Planning Division has determined that due to the location of the 20 foot wide sewer easement it is not possible to comply with §1005.05E, Frontage Requirement and place the structure 25 feet or closer to the property line adjacent to Snelling Avenue. Further, given other site design considerations, placing the building directly behind the easement line, 40 feet from the pseudo property line, is not advantageous to achieving the essence of the Frontage Requirement, as it limits efficient and effective site design. Therefore, the Planning Division concludes that the specific development location and proximity to Snelling Avenue is unique with practical difficulties that support a variance to §1005.05E of the Zoning Code.
- e. *The variance, if granted, will not alter the essential character of the locality.* Planning Division staff has determined that the requested variance to §1005.05E, Frontage Requirement would not alter the essential character of the locality if granted.

WHEREAS, the Planning Division has concluded the proposal satisfies the “practical difficulty” clause and compares favorably with all of the above requirements essential for approving variances.

NOW THEREFORE BE IT RESOLVED, by the Roseville Variance Board, to approve the requested 33 foot variance to §1005.05E, Frontage Requirement, of the City Code, based on the above findings.

The motion for the adoption of the foregoing resolution was duly seconded by Variance Board Member \_\_\_\_\_ and upon vote being taken thereon, the following voted in favor:

\_\_\_\_\_;  
and \_\_\_\_\_ voted against;

WHEREUPON said resolution was declared duly passed and adopted.

*Variance Board Resolution No. \_\_\_ - 2100 Snelling Avenue – Chick-fil-A (PF18-003)*

STATE OF MINNESOTA    )  
  ) ss  
COUNTY OF RAMSEY    )

I, the undersigned, being the duly qualified City Manager of the City of Roseville, County of Ramsey, State of Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a regular meeting of said Roseville Variance Board held on the 7<sup>th</sup> day of March, 2018.

WITNESS MY HAND officially as such Manager this 7<sup>th</sup> day of March, 2018.

SEAL

\_\_\_\_\_  
Patrick Trudgeon, City Manager