

 **ROSEVILLE**
VARIANCE BOARD
REGULAR MEETING AGENDA

Wednesday, November 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:** October 3, 2018
- 5. Public Hearing**
 - a.** Consider a Variance from Section 1004.06H “Surface Parking” of the City Code to allow the redevelopment of the existing Presbyterian Homes care facility and site at 1910 County Road D (PF18-027).
 - b.** Consider a Variance from Section 1004.08 “Low Density Residential (One-Family) -1 (LDR-1) District” of the City Code to permit building of an enclosed front porch that would encroach within the front yard setback at 1276 Eldridge Avenue (PF18-029).
- 6. Adjourn**



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

- 1 **1. Call to Order**
2 Chair Daire called to order the regular meeting of the Variance Board meeting at
3 approximately 5:30 p.m. and reviewed the 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, Member Julie Kimble, and Alternate Member
9 Peter Sparby
10
- 11 **Members Absent:** Vice Chair Chuck Gitzen
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- 13 **Staff Present:** City Planner Thomas Paschke and Senior Planner Bryan Lloyd
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- 15 **3. Review of Minutes: June 6, 2018**
16 Chair Daire called attention to the first sentence on line 2, Chair Murphy should be Chair
17 Daire.
18
- 19 **MOTION**
20 **Member Kimble moved, seconded by Member Sparby, to approve the June 6, 2018**
21 **meeting minutes.**
22
- 23 **Ayes: 3**
24 **Nays: 0**
25 **Motion carried.**
26
- 27 **4. Approval of Agenda**
28
- 29 **MOTION**
30 **Member Sparby moved, seconded by Member Kimble to approve the agenda as**
31 **presented.**
32
- 33 **Ayes: 3**
34 **Nays: 0**
35 **Motion carried.**
36
- 37 **5. Public Hearing**
38 Chair Daire reviewed protocol for Public Hearings and public comment and opened the
39 Public Hearing at approximately 5:34 p.m.
40
- 41 **a. PLANNING FILE 18-0020**

42 **Consider a Variance pursuant to §1004.06H, Surface Parking, of the City Code**
43 **to allow standard parking spaces in the front of the Cherrywood Development at**
44 **2680 Lexington Ave.**

45 City Planner Thomas Paschke reviewed the variance request for this property, as
46 detailed in the staff report dated October 3, 2018.

47
48 Member Kimble asked what the main entry to the building was off of Woodhill.

49
50 Mr. Paschke stated there are two main entries to the building because that is what the
51 code speaks to. The code requires the applicant to have an entry on the primary
52 abutting street, which is Lexington Avenue. If that is the primary entry there can be a
53 secondary entry at the rear of the building. If there is an entry at the front of the
54 building that parking is limited both in size as well as usability.

55
56 Member Kimble asked if the Lexington entry was considered the front yard.

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58 Mr. Paschke indicated that was correct.

59
60 Member Kimble asked what is in the location now.

61
62 Mr. Paschke showed on a map the configuration with six handicap stalls in the center.
63 What the proposal is for is to expand this to eliminate two of those stalls and add ten
64 traditional stalls.

65
66 Member Kimble asked if someone were to come off of Lexington, the vehicle would
67 either go right into the proposed new building or left into the front yard of the existing
68 building.

69
70 Mr. Paschke stated that was correct. He noted there are two functions for this. One
71 for allowing people who are going to Cherrywood that need to park their car and do
72 not require a handicap stall and also the potential for overflow or shared parking for
73 the other facility.

74
75 Member Kimble asked if the Engineering Staff has reviewed this plan.

76
77 Mr. Paschke stated the Engineering Staff has and do not have any issues with the
78 proposed plan and have already approved numerous plan specifics related to the
79 proposed project.

80
81 Member Sparby asked in terms of the multi-family design standards why is the City
82 trying to limit the parking to just the ADA Compliant and drive lanes in the front.

83
84 Mr. Paschke stated he was sure there was a good reason for that in 2010 when the
85 City came up with it and he thought the goal was to limit the amount of parking in a
86 direct front yard between a building and the street and try to push it off to the side so
87 there would be side yard parking lot with any form of parking but if there needed to
88 be parking in the front yard then it had to be very small with only handicap stalls but

89 obviously the City have run into challenges with most all of the multi-family projects
90 the City is dealing with, specifically senior housing project where the goal is to have
91 them near the front door versus well off to the side or rear yard so that is why the
92 applicant has come forward seeking variances. There is some logic behind it but in
93 practice this does not work. The first is because of lot design, the second is because
94 of configuration of the senior housing projects the City has and how the City
95 addresses the public streets so there really is a need to go in and modify that somehow
96 to address that but for now the only opportunity is through a variance which, in his
97 mind, does make sense for these projects.

98
99 Member Sparby stated he saw this area as a drop off/handicap area. He asked how
100 many parking spots are on the backside of the building.

101
102 Mr. Paschke stated he did not.

103
104 The developer indicated it was approximately 53 spots.

105
106 Member Sparby asked if there were any concerns with an additional left turn onto
107 Lexington from this lot.

108
109 Mr. Paschke indicated he did not and has already been discussed with the Engineering
110 Department as it relates to the next phase project to the south. The addition of ten
111 stalls is not going to dramatically change how that impacts left and right turns out of
112 this particular site. There is no concern and has already been reviewed and is
113 supported.

114
115 Member Sparby stated the particular stalls, the ten that are proposed to be added, will
116 those be for resident parking or for some kind of emergency vehicle snow parking.

117
118 Mr. Paschke thought it would be for customers or visitors to Cherrywood and perhaps
119 residents or visitors for the proposed building. More visitor parking than anything.

120
121 Member Sparby stated in terms of the two separate projects, does the variance run
122 with one project or the other or is it a shared variance between the properties.

123
124 Mr. Paschke indicated the variance would be attached to the Cherrywood property
125 because it is their lot that is being modified to expand the parking on.

126
127 Member Sparby asked if the variance would all be on the one parcel.

128
129 Mr. Paschke stated that was correct. Between the two parcel there would be a shared
130 agreement to utilize all of the stalls if necessary.

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132 Member Kimble thought the curb cut is equal distance between the two stoplights,
133 one on Woodhill and one on C. She wondered if the curb cut will serve both
134 properties.

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Mr. Paschke indicated that was correct.

Member Kimble asked if the City required an easement between the two properties for a shared us.

Mr. Paschke stated the City would probably require a shared parking agreement.

Chair Daire stated there is not a typical front yard and the building extends out beyond the parking area.

Mr. Paschke stated he was not sure what a typical front yard was based on the current City Code.

Chair Daire thought the parking would line up in front of the building and the building faces out almost onto Lexington Avenue.

Mr. Paschke stated that was correct but because of the City's Design Standards as it supports buildings being close to property lines or adjacent to, at thirty feet. He believed this configuration is atypical as it relates to the configuration of the building and the parking still being in the front yard which is well back of any setback. It is not within the setback area but still considered the front yard area. He noted it is unique.

Chair Daire stated there is also some underground parking or in structure parking spaces in addition to the fifty-eight sitting outside so as far as this Cherrywood project, as a standalone, when approved met all of the parking requirements.

Mr. Paschke stated that was correct.

Chair Daire asked if the proposed project to the south meets all of its parking requirements as it is going through staff review without these extra stalls.

Mr. Paschke believed it was correct. Without the ten additional stalls, it does satisfy the parking requirements.

Chair Daire stated as two stand alone projects, each one would satisfy the parking requirements code.

Mr. Paschke thought that was correct.

Chair Daire stated what the City is dealing with is an expansion, an establishment of a shared parking area. He noticed that the sole driveway for the southern project, yet to be started, shares an entrance onto Lexington Avenue. He asked if there are any other connections with the rear parking area of the Cherrywood project.

Mr. Paschke indicated it did not.

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Chair Daire stated ingress and egress to the total southern structure is off Lexington Avenue.

Mr. Paschke stated that was correct.

Chair Daire asked if the Public Works Staff examined that in terms of the need for some type of control or yield signs or has staff estimated what the increased volume is likely to be on that particular drive.

Mr. Paschke stated the Public Works Department has reviewed this and approved it and there will be traffic control within the site to direct people the way to be directed. There will be stop signs at the intersection with Lexington and there might be other signs directing them to slow down at the curve but other than that his recollection from numerous discussions was this site isn't any different than any other site, so the City would not necessarily put any other traffic controls or require other onsite driving traffic controls on those sites.

Chair Daire stated in the Public Works Department review it was indicated there was likely to be time periods during the day in which there might be some conflicts between entering and exiting the southern project site.

Mr. Paschke thought it was safe to say that there will be at certain times, perhaps a time period where people have to wait longer than off peak times but that is not a cause for the Engineering Department to require any certain type of traffic control or other, specifically because these are County roads and the County is in charge of them and supports this access point down to Lexington Avenue as a full access point, which is what it is today and the County will not allow any other access.

Chair Daire asked if staff is not going to ask for a stop sign at the egress point of this driveway.

Mr. Paschke stated there will not be a stop sign on Lexington Avenue. There will be a stop sign in the development but there is no traffic control on Lexington Avenue. He noted there is a stop sign already at the access point because it is not a new access, it is already there.

Mr. Dave Young, United Properties, was at the meeting to answer questions.

Member Sparby stated he was curious about the number of stalls for both the proposed and existing facilities as presented.

Mr. Young stated the proposed facility is still under design and do not have a final count on that project yet. It was their intention to be in compliance with City Code. He believed at this time the parking count is at 161 stalls. The existing Cherrywood Point he did not recall what the underground parking stalls were, but when that was developed and approved it was in compliance.

230 Member Sparby wondered what the rationale was to add parking to the front and not
231 to the rear area.

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233 Mr. Young stated one reason is the residents are of the senior age and tend to want to
234 be closer to the building. As close to the front entry of the building would be
235 beneficial to the residents. Secondly, there is not a lot of room in the back of the
236 building to expand parking. There is storm water ponding in the back along with
237 some building amenities and with the utilization of a shared drive and with the
238 eighteen parking stalls already along the side of the proposed southern building, it
239 seemed to make more sense to incorporate that in this area. Those stalls are currently
240 heavily underutilized. There is maybe one vehicle parked in the front at one time,
241 there are rarely multiple cars parked in the front.

242
243 Member Sparby asked if the additional stalls in the front needed or is it more for a
244 look, feel and function.

245
246 Mr. Young stated for the Cherrywood site he was not sure the parking stalls were
247 needed but there are events where people park on the street, Oxford, which has been
248 an area that has served overflow parking for the seldom events that take place. He
249 thought it would be more beneficial to get those cars off the street and closer to the
250 door. The parking stalls will be utilized more than the six handicap stalls there now.

251
252 Member Sparby thought the parking would serve the new building but would run
253 with the Cherrywood property with a parking agreement but he wondered if it would
254 make more sense to apply for the variance with the new facility.

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256 Mr. Paschke stated it is not on their property or for the new project.

257
258 Mr. Young stated there is not any room on the southern half of the building. The rear
259 portion of the building has been redesigned to accommodate as much parking as
260 possible in the rear but also respect the wetland buffers that are required by the City
261 which reduce some initial parking counts planned on in the rear which is why the
262 design is still a little under designed. The southern site has been maxed out and the
263 best use is the under-utilized stalls at Cherrywood.

264
265 Member Kimble stated it is a possibility in the future that United Properties could sell
266 one of the two properties, so some sort of agreement would be needed.

267
268 Mr. Young stated that is the intention.

269
270 Chair Daire stated he has a friend that lives at Cherrywood and one day when visiting
271 he and his wife arrived at the site and the parking lot was full. The curbside parking
272 on Woodhill was full and he had to park on the street west of Oxford, between
273 Oxford and Larpenteur and he and his wife were not the only ones who were parked
274 there. He did have a sense that there is a need for more parking than what was
275 required. He was not going to say the City parking standards are inadequate but to
276 note that people like himself do visit people there and cannot find a parking spot in

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the parking lot or in the front yard or on Woodhill and he wondered if there has been any sort of complaints to staff about people parking on the street in order to visit residents in Cherrywood.

Mr. Paschke stated he has not received or heard of any complaints.

Mr. Young stated as the new buildings open the busiest time is the first few weeks that residents move in. During the first year there is a surge or parking that may not be a result of inadequate parking counts by design, but the initial surge and the Cherrywood building is heavily weighted towards the independent resident that still drives and as time moves on that changes. The parking counts for the assisted living facilities tend to be right in line with the standards.

Chair Daire asked what the opening date was for Cherrywood.

Mr. Young stated it was a year ago. He stated the facility is still new and most of the residents are still independent with vehicles.

Chair Daire closed the public hearing at 6:01 p.m.

Member Kimble stated in the staff report line 103 should note Attachment E, not Attachment D.

MOTION

Member Kimble moved, seconded by Member Sparby, adoption of a Variance Board Resolution (Attachment E), entitled “A Resolution Approving a Variance To Roseville City Code §1004.06H, Surface Parking, to Allow United Properties to redesign the existing front parking lot to include 4 ADA stalls and 10 traditional stalls in the Cherrywood Point site At 2680 Lexington Avenue.”, subject to the following condition:

- a. The final parking lot design adjacent to Lexington Avenue be substantially similar to the plan included in this variance request dated October 3, 2018.**

Member Sparby asked for an opportunity for discussion.

Chair Daire allowed it.

Member Sparby stated he seconded the motion to get it to the floor. He thought it was interesting it was noted the parking was not needed but it seemed like more of a look, feel and function. Additionally, he thought it was concerning there are not any unique circumstances here that were not created by the landowner. He did have some concerns on that front. He thought outside of anything additional, it is what it is.

Chair Daire stated he would like elaboration on that statement.

324 Member Sparby stated he asked the question to the applicant whether this was needed
325 or whether it is just look, feel and function and when the City is talking about a
326 variance, he wants to make sure that it is actually needed.

327
328 Chair Daire asked what Member Sparby’s opinion was regarding this variance.

329
330 Member Sparby stated that was what he wanted to discuss before approval.

331
332 Chair Daire stated this could be discussed.

333
334 Member Kimble stated the word function in and of itself points to a need and she
335 thought there was discussion about why it was important for this particular residential
336 group. To her, hearing function, points to a need. It maybe is not a Code required
337 parking need, but it does seem that there is a need. She thought there was a little bit
338 of confusion because of the other project coming up and there is obviously some
339 relationship. She thought the other for her is just the fact that the parking is already
340 there with a change to the existing and not an enormously big change. The fact that
341 this is not abutting or across from any single-family homes or anything that says the
342 City could not accommodate this.

343
344 Member Sparby stated the Board is potentially passing a variance to add parking to
345 the front when there is nothing prohibiting adding parking to the back side.

346
347 Member Kimble thought she heard there was amenity space and wetland easements
348 and she was not sure if the parking would be for visitors or residents, but it is a much
349 longer walk from the back to the front entry. She thought it was difficult to add
350 parking to the back versus the front.

351
352 Chair Daire stated it seems to him that without the new project to the south that these
353 spaces probably would not be needed because the primary entrance to the southern
354 project is on the north end of the building approximate to the turn around space in the
355 Cherrywood project and it appeared it was convenient for rearrangement of the
356 parking spaces based on the experience of the last year. If what the Board is told is
357 correct, that the first year there is a lot of traffic and then it tappers off after that, he
358 was not altogether sure what the synergy is between the two projects but it occurred
359 to him that Cherrywood would be able to stand on its own with the parking spaces as
360 initially approved with the project and that the inclusion of the larger, luxury senior
361 project to the south alters the game a little bit and it is being managed as a single
362 project with two stages rather than as two separate projects.

363
364 Chair Daire stated Member Kimble’s question was if the two developments could be
365 sold separately and the answer was yes but then the shared parking agreement would
366 carry with the sale.

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368 Mr. Paschke stated that was correct, the agreement would run in perpetuity.

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Member Kimble stated any buyer would require that because the site would need to be used the way it was designed.

Chair Daire stated because this is the same developer, he was viewing this as a single project with two stages and because of the addition of the second project, the first project undergoes some modification based on experience because it was the first of the two. That was his personal view of how these couple of projects are being treated.

Member Kimble thought Member Sparby’s issue was where it states the purpose of the variance.

Member Sparby stated he wanted to make sure that this was not creating the unique circumstances via another development coming in and using up more space and then alleviating that through a variance into the front yard when there were other options in the east parking lot.

Member Kimble thought she heard that the new project, even though not fully designed, will be able to be compliant with required code parking. She thought what this does is a practical design that helps the properties work better together and is beneficial to the residents.

Member Sparby thought since the new project can purportedly stand on its own, he wanted to make sure the Board discussed the ramifications of that since there is more coming down the pipe potentially in this same situation.

Chair Daire stated there is a question he thought to ask the developer since this is a simple project with two stages. He wondered if it would be permitted under the rules of the Variance Board.

Mr. Paschke thought it would be permitted to ask the developer a question even with the public hearing closed.

Chair Daire stated Roseville will ultimately run out of seniors so looking to the future with these two facilities in place and many others, what would be a reuse strategy.

Mr. Young stated United Properties, as a senior living developer, have looked at that. The reality is the population is increasing and will not run out of seniors. There are more thirty and forty-year-old today than in the past. The baby boomer spike was just the start of a mass increase in population in general. Once the population went up it has remained more of a steady growth than it has of a surge of a growth.

Chair Daire stated that was not what he was implying. He asked what United Properties seen as a reuse for the facilities because there are a lot of senior projects in the ground and the market for that may, at some point, need adjustment and what kind of adjustments or plan B is there if the demand for senior units drops off.

417 Mr. Young stated United Properties did not see a need for a strategic plan of existing
418 out of the senior market and felt the population will remain there. There is always an
419 opportunity to convert to market rate, non-age restricted apartment rentals and always
420 an opportunity to pursue but as a strategic thinking United Properties did not see a
421 need for that.

422
423 Chair Daire appreciated that comment but his thought, as a former planner, was if
424 these units would appeal to only the seniors or to younger groups of people. He
425 asked if this was something United Properties had considered and are those units
426 adaptable in that direction.

427
428 Mr. Young asked which property Chair Daire was referring to.

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430 Chair Daire stated he was referring to the southern property.

431
432 Mr. Young stated all of the homes in the southern property are full kitchen, full multi-
433 bedroom type homes and could easily change by removing the age restriction.

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435 **Ayes: 3**
436 **Nays: 0**
437 **Motion carried.**

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439 **6. Adjourn**

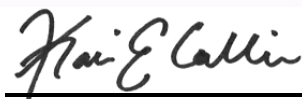
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441 **MOTION**
442 **Member Kimble, seconded by Member Sparby, to adjourn the meeting at 6:16**
443 **p.m.**

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445 **Ayes: 3**
446 **Nays: 0**
447 **Motion carried.**

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Prepared By

Department Approval

Agenda Section
Public Hearings

Item Description: Consider a Variance pursuant to §1004.06.H, Surface Parking, of the City Code to allow standard parking spaces in the front of the proposed Presbyterian Homes redevelopment at 1910 County Road D (PF18-027)

1	Applicant:	Senior Housing Partners
2	Location:	1910 County Road D
3	Property Owner:	Presbyterian Homes Care Centers, Inc.
4	Application Submission:	10/03/18; deemed complete 10/11/18
5	City Action Deadline:	12/02/18
6	Planning File History:	None

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

10 **BRIEF INTRODUCTION**

11 Senior Housing Partners is a subsidiary of Presbyterian Homes Care Centers, Inc. owners of the
12 property at 1910 County Road D. The property has a Comprehensive Plan Land Use designation
13 of High Density Residential (HR) and a Zoning Map classification of High Density Residential-1
14 (HDR-1) District.

15 Senior Housing Partners is seeking a variance from multi-family design standard §1004.06.H,
16 Surface Parking, which requires the following:

17 *H. **Surface Parking:** Surface parking shall not be located between a principal building front*
18 *and the abutting primary street except for drive/circulation lanes and/or handicapped*
19 *parking spaces. Surface parking adjacent to the primary street shall occupy a maximum of*
20 *40% of the primary street frontage and shall be landscaped according to Chapter 1019,*
21 *Parking and Loading Areas.*

22 To paraphrase this code section, only ADA-compliant parking stalls and/or drive lanes may be
23 constructed between the front of a multi-family building and the abutting primary street (primary
24 street is defined as the street where the highest level of pedestrian activity is anticipated). All
25 other parking stalls must be behind or beside the building. Any parking stalls located in front of
26 the building along the street frontage shall occupy no more than 40% of the width of the parcel
27 along the street front.

28 **REDEVELOPMENT PROPOSAL**

29 Presbyterian Homes is redeveloping the existing site into a two phase project, one phase on the
30 northern portion of the site and one phase at the center of the site, to include a separate senior
31 care facility and a separate senior apartment. Specifically the northern facility, the Interlude
32 building, will be built in the first phase. It is a three-story, 50 bed, transitional care facility that is
33 a licensed care center providing healthcare services and programs with 24-hour nursing
34 personnel as well therapy, dining, and commercial kitchen services. To be constructed in phase
35 two will be the southern facility or Terrace building. It will be a three-story, 80 unit senior
36 housing apartment building with a underground parking garage. Connecting these two buildings
37 will be a one-story town center that will also be built in phase two. This area will be used mainly
38 by therapy guests in the Interlude / transitional care facility. Parking for employees, and guests
39 is proposed adjacent to County Road D and Arthur Street in separate lots.

40 **PLANNING DIVISION COMMENTS**

41 The Planning Division has discussed the proposal, its uniqueness as a redevelopment project/site
42 that retains the existing care facility during the first phase development, as well as the pre-
43 existing non-conforming status of the site as it relates to the Zoning Code and specifically
44 §1004.06.H, Surface Parking. Site considerations including vehicle access, which is controlled
45 by Ramsey County, potential neighborhood impacts, and maximizing efficient design, was also a
46 staff consideration.

47 To that point, it has been noted on several previous variances to City Code Section §1004.06.H
48 that senior housing projects, in general, are challenged to comply with all of the Design
49 Standards, not just the Surface Parking requirement. These projects are designed specifically for
50 seniors, which is fundamentally not the same as a conventional multi-family development. The
51 proposal by Senior Housing Partners to redevelop the site with an interconnected two phase
52 approach, while keeping the existing care facility, was going to be a challenge to meet the
53 parking requirement, as it would require buildings to be developed close to County Road D and
54 Arthur Street.

55 Specifically, in order to achieve Code compliance the first phase of the development would
56 require the building to be tucked in the northeast corner fronting both streets and the parking lot
57 to the side (west) and rear (south). The second phase, with the interconnected “therapy center”
58 would need to be partially placed along Arthur Street in a manner that creates a primary entry
59 towards the street and parking to side (south) and/or rear (west) of the site. Such a design might
60 be possible, but it would come at the expense of potential neighborhood impacts, inefficiencies
61 in construction, difficulty separating truck delivery, and the potential for greater loss of green
62 space, and most likely still require a variance to §1004.06.H.

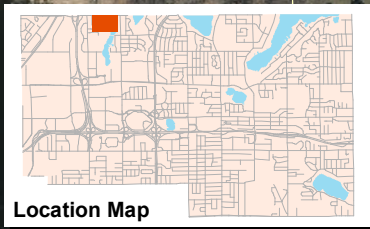
63 The Planning Division is confident that the proposed development will limit neighborhood
64 impacts from truck delivery and vehicles, will be designed with internal separation of uses, will
65 provide efficient use of the site versus a Code compliant parking lot, and will afford greater
66 preservation of green space. These are all considerations in support of a variance.

67 **VARIANCE ANALYSIS**

68 Section 1009.04C of the City Code establishes a mandate that the Variance Board make five
69 specific findings about a variance request as a prerequisite for approving the variance. Planning
70 Division staff has reviewed the application and offers the following draft findings.

- 71 a. *The proposal is consistent with the Comprehensive Plan.* Planning Division staff finds that
72 the proposed redevelopment is generally consistent with the Comprehensive Plan (General
73 Land Use and Residential Goals and Policies) in that it represents high-quality design and
74 maintains orderly transitions between uses. The project also includes pedestrian connectivity
75 and walkability, provides increased housing options, and increased densities. Specific to the
76 surface parking variance, the proposal provides safe vehicular and pedestrian movements,
77 allows for adequate parking, incorporates generous landscaping, and ensures a creative
78 aesthetic character. Therefore, Planning Division staff believes the senior cooperative
79 embodies the sort of reinvestment that is supported by the Comprehensive Plan.
- 80 b. *The proposal is in harmony with the purposes and intent of the zoning ordinances.* Overall,
81 the redevelopment aligns favorably to all other Code standards except for §1004.06.H,
82 Surface Parking. That said, a significant part of the purpose for prohibiting standard parking
83 stalls between a building and the front street is to avoid an auto-oriented development type
84 whereby buildings are set back on the site and large parking areas are placed near the street.
85 Although the zoning code permits a drive lane and ADA-compliant parking stalls to be
86 constructed in front of the building, such a standard has been proven not to work in all
87 development situations and particularly not with senior housing where there is a need for
88 some traditional parking stalls in the front of a building. The challenges become greater
89 when the project is a redevelopment which will keep an existing building which
90 constructing in phases and a project that includes parking that is fundamentally consistent
91 with the clients served and residents that live within. For these reasons, Planning Division
92 staff believes that the proposal is consistent with the intent of the zoning ordinances.
- 93 c. *The proposal puts the subject property to use in a reasonable manner.* Planning Division
94 staff believes that the redevelopment design and placement of buildings and parking lots,
95 makes reasonable use of the subject property because the separation of the two uses
96 (transitional care and senior apartments) limits potential neighborhood impacts. Further,
97 staff does not believe the Surface Parking requirement of the Code could have been fully met
98 under a different building and parking lot design as the lot shape has its challenges. Lastly,
99 Planning Division staff believes that the proposal to centralize buildings and uses; segregate
100 parking lots and truck deliveries; and minimize access to adjacent streets is a reasonable
101 request for this redevelopment.
- 102 d. *There are unique circumstances to the property which were not created by the landowner.*
103 Planning Division staff finds that the existing, nonconforming site, the shape of the lot, and
104 constructing in phases while keeping the existing health care facility open are unique aspects
105 or circumstances contributing to the need for a variance to §1004.06.H, Surface Parking.
106 The Planning Division staff believes without major changes to the use, function, and design
107 of the project site, a variance to this section would be unavoidable, and therefore staff
108 supports the granting of a variance in this situation.
- 109 e. *The variance, if granted, will not alter the essential character of the locality.* The Planning
110 Division staff perceives senior housing to be different than multi-family housing on a number
111 of levels and thus it has supported other variances to §1004.06.H, Surface Parking, as parking
112 close to front entries are a critical design element. The proposal for this site redevelopment
113 (1910 County Road D) to include multifaceted parking options within the front of the
114 transitional care facility and the senior apartment building will not alter or significantly
115 change the character of the property or the adjacent neighborhood.

Attachment B for Planning File 18-027



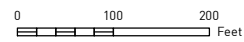
Location Map



Site Location

Data Sources
 * Ramsey County GIS Base Map (10/9/2018)
 * 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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 This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies are found please contact 651-792-7085. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.02, Subd. 21 (2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access or use of data provided.





September 25, 2018

Thomas Paschke

City Planner

651.792.7074

thomas.paschke@cityofroseville.com

Roseville

2660 Civic Center Drive

Roseville, MN 55113

Re: Presbyterian Homes & Services Langton Place: Roseville Chapter 1004.06 Standard H Variance Narrative

Mr. Paschke,

This is a supplement variance application document for the phase one parking at the Langton Place TCU (Transitional Care Unit) facility along County Road D in Roseville, Minnesota. Please refer to the proposed architectural, civil and landscape plans that were submitted to the city of Roseville on September 9th, 2018 for site and proposed parking lot information.

The current city standard (Chapter 1004.06 Standard H) reads:

H. Surface Parking: Surface parking shall not be located between a principal building front and the abutting primary street except for drive/circulation lanes and/or handicapped parking spaces. Surface parking adjacent to the primary street shall occupy a maximum of 40% of the primary street frontage and shall be landscaped according to Chapter 1019, Parking and Loading Areas.

Due to the large amount of staff required during shift change, as well as a high rate of traffic for visitors to the TCU, we believe parking in excess of the maximum 40% a necessity. Additionally, compared to a typical Care Center with the majority of permanent residents in their late 80s and 90s, many TCU occupants are short-term guests and therefore much more likely to have their own personal vehicles. We have also reduced the parking count considerably from the current number and are adding more green space with features such as the wellness wandering path and enhanced landscaping to improve the quality of the streetscape while still providing the for the building's needs. Parking and receiving will also be restricted solely to County Road D, which will eliminate traffic and on adjacent streets such as Arthur and Brenner, which are currently used by staff and receiving for the existing TCU building.

Sincerely,

Pope Architects

Anna Lory

POPE ARCHITECTS

Direct (651) 789-1587

alory@popearch.com

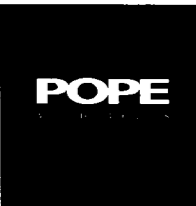
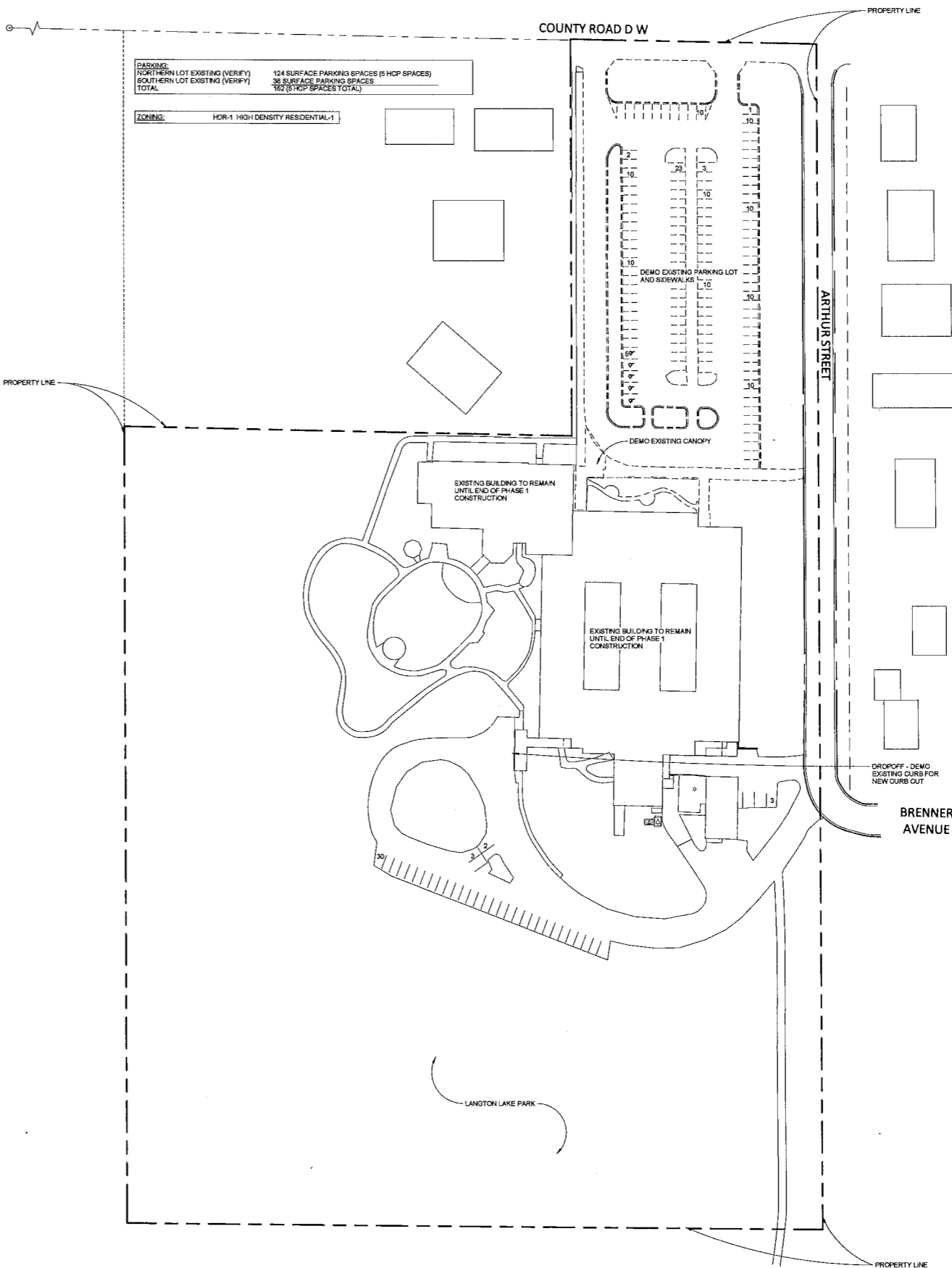
1295 Bandana Blvd N, Suite 200, St. Paul, MN 55108

(651) 642-9200 | www.popearch.com

SITE PLAN GENERAL NOTES

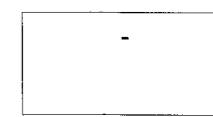
A) SITE INFORMATION HAS BEEN TAKEN FROM A SITE SURVEY PREPARED BY SAMBATEK DATED JULY 26th, 2018. GENERAL CONTRACTOR IS TO VERIFY ALL SITE INFORMATION BEFORE STARTING CONSTRUCTION, AND NOTIFY THE ARCHITECT IN WRITING OF ANY DISCREPANCIES.

B) REFER TO THE GENERAL NOTES FOR OTHER APPLICABLE INFORMATION



POPE ARCHITECTS, INC.
1295 BANDANA BLVD N, SUITE 200
ST. PAUL, MN 55108-2725
(651) 642-9200 | FAX (651) 642-1101
www.popearch.com

PRESBYTERIAN
HOMES & SERVICES
LANGTON PLACE
CAMPUS
REDEVELOPMENT
PHASE ONE
ROSEVILLE, MN



**EXISTING SITE
PLAN & PHASE 1
DEMO**

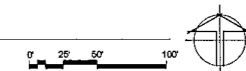
Issue and Revisions	
▲ CITY SUBMITTAL	09/11/18
▲ DESIGN DEV	10/01/18
▲ FTG / FOUND	10/15/18

Coordinate No. 72535-18030
Drawn by AL
Checked by DW

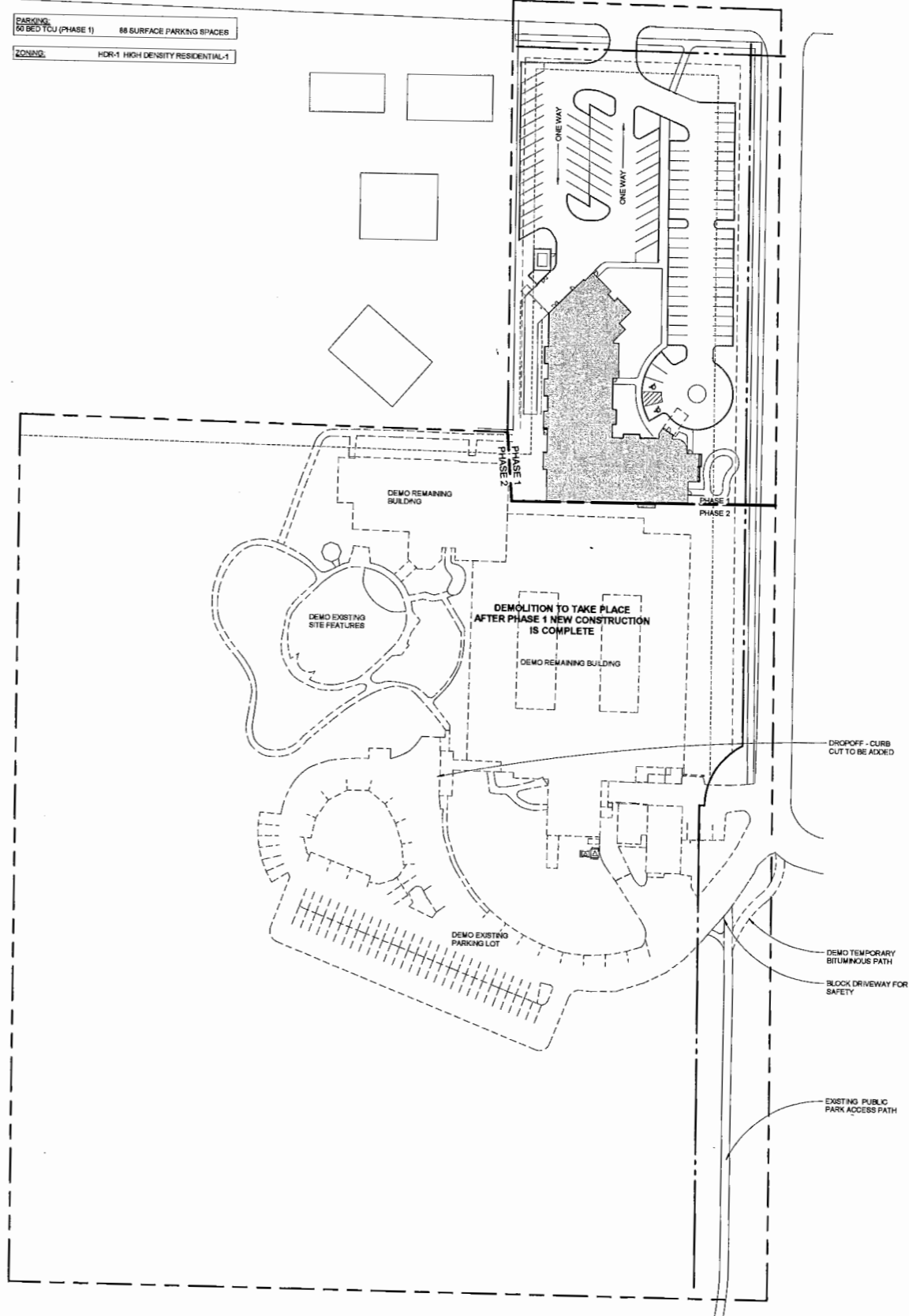
SHEET

A1.1

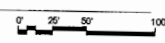
1 SITE PLAN - EXISTING & PHASE 1 DEMO
A1.1 1" = 50'-0"



SEE SHEET A1.1 FOR TYPICAL SITE PLAN NOTES



1 SITE PLAN - PHASE 2 DEMO
A1.1 1" = 50'-0"



NOT FOR CONSTRUCTION

POPE

POPE ARCHITECTS, INC.
1295 BANDANA BLVD N, SUITE 200
ST. PAUL, MN 55108-2735
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PRESBYTERIAN
HOMES & SERVICES
LANGTON PLACE
PHASE TWO
ROSEVILLE, MN



DESIGN
DEVELOPMENT -
10/01/18

PHASE 2 DEMO
PLAN

Dates of Review:	
CITY SUBMITTAL	09/11/18
DESIGN DEV	10/01/18

Revision No.	72535-18030
Drawn by	AL
Checked by	DW

SHEET

A1.1

**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 7th Day of November 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 A VARIANCE TO ROSEVILLE CITY CODE §1004.06.H, SURFACE
PARKING, AT 1910 COUNTY ROAD D (PF18-027)**

WHEREAS, the subject property is assigned Ramsey County Property Identification Number 04-29-23-21-0064, and is legally described as:

REQUIRES LEGAL DESCRIPTION

WHEREAS, City Code §1004.06.H (Surface Parking) requires: *Surface parking shall not be located between a principal building front and the abutting primary street except for drive/circulation lanes and/or handicapped parking spaces. Surface parking adjacent to the primary street shall occupy a maximum of 40% of the primary street frontage and shall be landscaped according to Chapter 1019, Parking and Loading Areas;* and

WHEREAS, Presbyterian Homes (doing business as Senior Housing Partners), owner of the property at 1910 County Road D, is redeveloping the property from the current care facility into a new transitional care facility and senior rental apartments; and

WHEREAS, Senior Housing Partners has requested a variance to §1004.06.H to allow all forms of parking to occupy greater than 40% of the primary street frontage in the front of each of the two new facilities; and

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 redevelopment is generally consistent with the Comprehensive Plan (General Land Use and Residential Goals and Policies) in that it represents high-quality design and maintains orderly transitions between uses. The project also includes pedestrian connectivity and walkability, provides increased housing options, and increased densities. Specific to the surface parking variance, the proposal provides safe vehicular and pedestrian movements, allows for adequate parking, incorporates generous landscaping, and ensures a creative aesthetic character. Therefore, Planning Division staff believes the senior cooperative embodies the sort of reinvestment that is supported by the Comprehensive Plan.
- b. *The proposal is in harmony with the purposes and intent of the zoning ordinances.* Overall, the redevelopment aligns favorably to all other Code standards except for §1004.06.H, Surface

40 Parking. That said, a significant part of the purpose for prohibiting standard parking stalls
 41 between a building and the front street is to avoid an auto-oriented development type whereby
 42 buildings are set back on the site and large parking areas are placed near the street. Although
 43 the zoning code permits a drive lane and ADA-compliant parking stalls to be constructed in
 44 front of the building, such a standard has been proven not to work in all development situations
 45 and particularly not with senior housing where there is a need for some traditional parking stalls
 46 in the front of a building. The challenges become greater when the project is a redevelopment
 47 which will keep an existing building which is constructed in phases and a project that includes
 48 parking that is fundamentally consistent with the clients served and residents that live within.
 49 For these reasons, Planning Division staff believes that the proposal is consistent with the intent
 50 of the zoning ordinances.

- 51 **c.** *The proposal puts the subject property to use in a reasonable manner.* Planning Division staff
 52 believes that the redevelopment design and placement of buildings and parking lots, makes
 53 reasonable use of the subject property because the separation of the two uses (transitional care
 54 and senior apartments) limits potential neighborhood impacts. Further, staff does not believe
 55 the Surface Parking requirement of the Code could have been fully met under a different
 56 building and parking lot design as the lot shape has its challenges. Lastly, Planning Division
 57 staff believes that the proposal to centralize buildings and uses; segregate parking lots and truck
 58 deliveries; and minimize access to adjacent streets is a reasonable request for this
 59 redevelopment.
- 60 **d.** *There are unique circumstances to the property which were not created by the landowner.*
 61 Planning Division staff finds that the existing, nonconforming site, the shape of the lot, and
 62 constructing in phases while keeping the existing health care facility open are unique aspects or
 63 circumstances contributing to the need for a variance to §1004.06.H, Surface Parking. The
 64 Planning Division staff believes without major changes to the use, function, and design of the
 65 project site, a variance to this section would be unavoidable, and therefore staff supports the
 66 granting of a variance in this situation.
- 67 **e.** *The variance, if granted, will not alter the essential character of the locality.* The Planning
 68 Division staff perceives senior housing to be different than multi-family housing on a number of
 69 levels and thus it has supported other variances to §1004.06.H, Surface Parking, as parking
 70 close to front entries are a critical design element. The proposal for this site redevelopment
 71 (1910 County Road D) to include multifaceted parking options within the front of the
 72 transitional care facility and the senior apartment building will not alter or significantly change
 73 the character of the property or the adjacent neighborhood.

74 NOW THEREFORE BE IT RESOLVED, by the Roseville Variance Board, to approve the
 75 variance to §1004.06.H of the City Code, based on the proposed plan, the testimony offered at the
 76 public hearing, and the above findings.

77 The motion for the adoption of the foregoing resolution was duly seconded by Variance
 78 Board Member _____ and upon vote being taken thereon, the following voted in favor:
 79 _____;
 80 and _____ voted against;

81 WHEREUPON said resolution was declared duly passed and adopted.

**REQUEST FOR VARIANCE BOARD ACTION
PUBLIC HEARING**

Agenda Date: 11/7/2018
Agenda Item: 5b

Item Description: Request for a variance Code §1004.08, “Dimensional Standards” for Low Density Residential (One-Family) District (LDR-1), to permit building a front porch that would encroach within the front yard setback (**PF18-029**)

APPLICATION INFORMATION

Applicant: Sara Barsel and Randall Neprash
 Location: 1276 Eldridge Avenue, in Planning District 14
 Property Owner: Sara Barsel and Randall Neprash

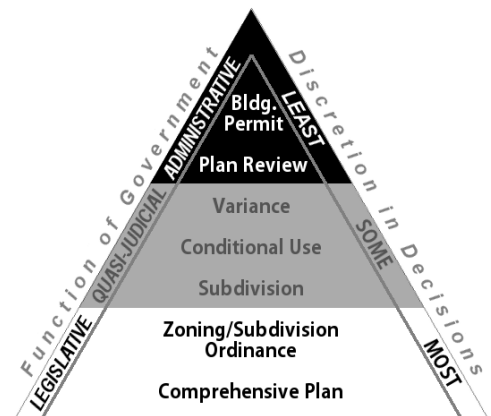
 Open House Meeting: NA
 Application Submission: received and considered complete on October 5, 2018
 City Action Deadline: December 4, 2018, per Minn. Stat. §15.99

GENERAL SITE INFORMATION			
Land Use Context			
	Existing Land Use	Guiding	Zoning
Site	Single-family detached	LR	LDR-1
North	Single-family detached	LR	LDR-1
West	Church	IN	INST
East	Single-family detached	LR	LDR-1
South	Single-family detached	LR	LDR-1

Natural Characteristics: none
 Planning File History: **1984** (PF1681) Approval of “minor variance” to allow the detached garage to be enlarged, expanding its then-existing encroachment within the side yard setback

LEVEL OF CITY DISCRETION IN DECISION-MAKING

Action taken on a variance is **quasi-judicial**; the City’s role is to determine the facts associated with the request, and weigh those facts against the legal standards contained in State Statute and City Code.



1 **BACKGROUND AND PROPOSAL OVERVIEW**

2 The homeowners are proposing to build a front porch that will increase the size of the main floor
3 and conform to ADA accessibility standards so that it can be easily navigated by Ms. Barsel, in
4 the event that the progression of her multiple sclerosis leads to her use of a wheelchair. While the
5 front yard setback standards of the zoning code encourage *open* front porches by allowing them
6 to extend forward to a setback of 22 feet from the front property line, the zoning code regulates
7 the proposed *enclosed* porch as a typical home addition. For this reason, the applicable front yard
8 setback requirement is 30 feet.

9 The subject property is comprised of two lots in the *Midway Hills Rearrangement of Como*
10 *Garden Lots* plat. The property is approximately 76 feet in width, which is narrower than the
11 100-foot minimum required width. While City records do not include the date on which the plat
12 was filed, the subject parcel was developed in 1940, which is necessarily sometime after the
13 platting date. Because the nonconforming width of the property was created before Roseville's
14 subdivision and zoning codes were first adopted in 1956 and 1959, respectively, this width is a
15 legal nonconformity and not a component of the variance request.

16 It is also possible that the addition of the proposed home addition and stoop/ramp area will cause
17 the impervious surfaces to exceed 30% of the property, but this is not a variance condition. If that
18 happens, the applicants will need to work with Roseville's Public Works Department staff to
19 obtain a Residential Storm Water Permit to mitigate the additional storm water generated by the
20 excess impervious coverage.

21 The requested variance is necessary because the proposal would construct a home addition closer
22 than 30 feet from the front property line. The proposed site plan, building plans, and written
23 narrative detailing the proposal are included with this report as Attachment C.

24 **VARIANCE ANALYSIS**

25 City Code §1004.08.B (Residential Setbacks) requires principal structures in the LDR-1 zoning
26 district to be set back at least 30 feet from front property lines. This front yard setback standard is
27 intended to reserve usable front yard space and create some uniformity of the alignment of
28 houses along a street. At corner properties like this, the minimum front yard setback is also
29 intended to provide more open sight lines for motorists approaching the adjacent intersection.

30 The application materials indicate an existing principal structure setback of about 27 feet from
31 the front property line. Given that the house was built in 1940, before the adoption of Roseville's
32 zoning code in 1959, it is certainly possible that the house stands less than 30 feet from the front
33 property line, but the 27-foot setback identified in the current application is at odds with other
34 information on file. Planning File 1681, noted on the first page of this RVBA, considered a
35 minor variance for the proposed expansion of the garage within the required side yard setback
36 adjacent to Dellwood Avenue, but the homeowner's project included enlarging and enclosing
37 what had been a small screen porch for year round use. This previous porch expansion and
38 conversion didn't trigger the need for a variance because the plans submitted with the application
39 indicated that the existing house was at least 30 feet from the front property line.

40 A variance for the current proposal would be required whether the existing structure is 27 feet or
41 30 feet from the front property line. If the existing setback is 30 feet from the front property line,
42 then the proposed 10-foot addition would extend as close as 20 feet from the front property line,
43 and a 10-foot variance would be necessary. If the existing setback is 27 feet from the front

44 property line, then the proposed 10-foot addition would extend to as close as 17 feet from front
45 property line, and a 13-foot variance would be necessary. Since this discrepancy will affect
46 neither the need for a variance nor the location of the proposed addition relative to the street or
47 nearby homes, a variance approval can address the specific proposed home addition and the
48 magnitude of the resulting encroachment can be verified as the addition is built.

49 REVIEW OF VARIANCE APPROVAL REQUIREMENTS

50 Section 1009.04C of the City Code establishes a mandate that the Variance Board make five
51 specific findings about a variance request as a prerequisite for approving the variance. Planning
52 Division staff has reviewed the application and offers the following draft findings.

- 53 **a.** *The proposal is consistent with the Comprehensive Plan.* Planning Division staff believes
54 that the proposal is generally consistent with the Comprehensive Plan because it
55 represents the Comprehensive Plan’s goals of residential reinvestment and
56 accommodating the changing housing needs of the community’s current and future
57 residents through all stages of life.
- 58 **b.** *The proposal is in harmony with the purposes and intent of the zoning ordinance.*
59 Planning Division staff finds that the proposal is generally consistent with the intent of
60 the zoning ordinances. Although the request represents a significant encroachment of the
61 principal structure into the standard front yard setback, the design and location of the
62 proposed addition is quite similar to the kind of open front porch that is encouraged by
63 the zoning code. In this case, there is also a substantial amount of landscaping (including
64 mature trees and large shrubs and perennials) in and around the location of the proposed
65 home addition. With respect to the preservation of sight lines for motorists, therefore, it
66 appears that the addition would replace some of this landscaping and continue to be
67 screened by other trees and shrubs, in which case the new structure would not have the
68 effect of reducing the sight lines at the adjacent intersection.
- 69 **c.** *The proposal puts the subject property to use in a reasonable manner.* Planning Division
70 staff believes that the proposal makes reasonable use of the subject property because the
71 ADA accessibility is essential to the applicant’s ability to continue residing in the home
72 once she begins using a wheelchair or scooter. Additionally, if the applicant’s future
73 wheelchair use will limit her mobility to the first floor of the house, the existing basement
74 and second story of the house would become unusable to her. For this reason, expanding
75 this first floor area will also contribute to the applicant’s ability to continue residing in the
76 home.
- 77 **d.** *There are unique circumstances to the property which were not created by the*
78 *landowner.* Planning Division staff finds that the existing (and potentially
79 nonconforming) location of the house and the substandard size of the lot were established
80 long before the applicant acquired the property, resulting in unique circumstances that
81 were not created by the landowner.
- 82 **e.** *The variance, if granted, will not alter the essential character of the locality.* While the
83 proposed home addition would project substantially farther forward than other homes in
84 the neighborhood, the property would remain clearly residential in nature and a
85 considerable portion of the proposed addition is likely to be screened by the existing
86 landscaping. Therefore, the variance, if approved, would not alter the character of the
87 surrounding residential neighborhood.

88 Section 1009.04 (Variances) of the City Code explains that the purpose of a variance is “to
89 permit adjustment to the zoning regulations where there are practical difficulties applying to a
90 parcel of land or building that prevent the property from being used to the extent intended by the
91 zoning.” The proposal appears to compare favorably with the above requirements essential for
92 approving variances. Moreover, if the subject property were 25 feet wider and conformed to the
93 minimum parcel width requirement, there may well be space to build an ADA-accessible
94 addition onto a side of the house that would not require a variance. As it stands, Planning
95 Division staff believes that the restricted space available as a result of the nonconforming width
96 represents a practical difficulty which the variance process is intended to relieve.

97 **PUBLIC COMMENT**

98 At the time this report was prepared, Planning Division staff has received one phone call from a
99 nearby homeowner in support of the proposal.

100 **RECOMMENDED ACTION**

101 **Adopt a resolution approving the requested variance** to §1004.08.B (Residential Setbacks) to
102 allow the proposed 10-foot home addition at 1276 Eldridge Avenue to encroach up to 13 feet into
103 the required front yard setback, based on the proposed plans, the testimony offered at the public
104 hearing, and the comments and findings of this report, with the following condition:

- 105 • The applicant shall engage a surveyor prior to construction to verify the existing setback
106 of the principal structure to ensure that the home addition will not stand less than 17 feet
107 from the front property line.

108 **ALTERNATIVE ACTIONS**

109 **Pass a motion to table the application for future action.** Tabling the variance to the December
110 5 meeting would require extension of the 60-day action deadline established in Minn. Stat. 15.99.

111 **Adopt a resolution denying the requested variance.** Denial of the application should be
112 supported by specific findings of fact based on the Variance Board’s review of the application,
113 applicable City Code regulations, and the public record.

Prepared by Bryan Lloyd, Senior Planner, 651-792-7073

bryan.lloyd@cityofroseville.com

Attachments: A: Area map
B: Aerial photo

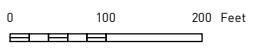
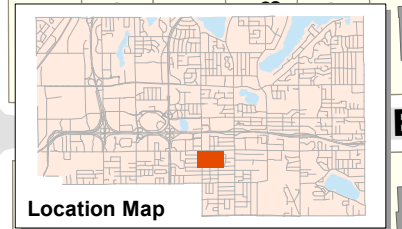
C: Narrative and Plans
D: Draft resolution

Attachment A for Planning File 18-029



Data Sources
 * Ramsey County GIS Base Map (10/9/2018)
 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 for Planning File 18-029



Site Location

Data Sources

- * Ramsey County GIS Base Map (10/9/2018)
- * Aerial Data: Sanborn (4/2017)

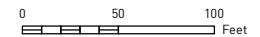
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Location Map



Prepared by:

Community Development Department

Printed: October 31, 2018

Variance Application

Written narrative

From Sara Barsel and Randy Neprash – homeowners at this address since 1994

Variance Request – To build a 10'-wide porch on the front of 1276 Eldridge Ave., Roseville

Reasons for the front porch

1. Repair and upgrade the front entrance of the house
2. To make this new front entrance suitable for ADA-compliant access to the house, specifically access to the house by wheelchair
3. To expand the living space on the first floor of the house
4. This is the only location in the house that is suitable for ADA-compliant access – ramp and doorways suitable for wheelchair access

Justification for 10'-wide porch

- A. The Center for Inclusive Design and Environmental Access, in work funded by National Institute on Disability and Rehabilitation Research, determined that, in order for 95% of the manual and powered chair users in the study to successfully complete a 360-degree turn, a minimum square area of 6'11" x 6'11" is required. Corresponding dimensions for scooter users was found to be 8'2" x 8'2". (<http://www.udeworld.com/wmdescriptionofresearch/wmturningspace.html>)
- B. The design needs in the case are complicated by a 2-door configuration: the first door to access the porch and a second door to access the main part of the house. Please see plans.
- C. The 10' width is the minimum for this porch space to be a useful addition to the house, especially for use with a wheelchair.

Special condition

Sara Barsel has multiple sclerosis. It is impossible to predict the progression of MS. There is the very real possibility that Sara will need to use a motorized wheelchair in the future. She may also be limited to the use of only the first floor of our home. We wish to modify our home now so that we can continue to live in it into the future.

Proposed project

- A 10'-wide porch across the front of the existing house. Please see plans.
- Suitable for the addition of an ADA-compliant ramp, when needed
 - With two doors suitable for wheelchair access, at this time.

Legend

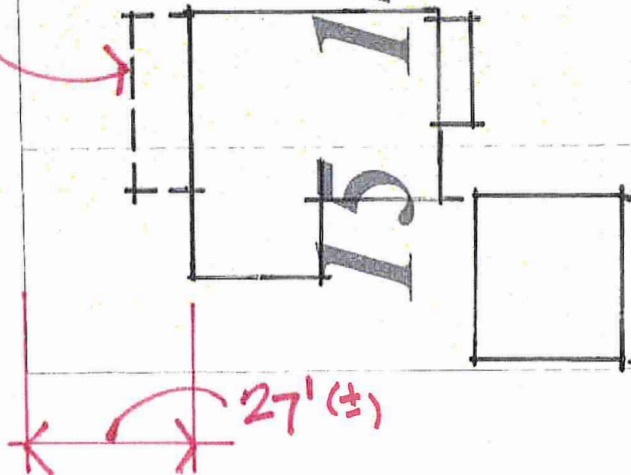


Notes

Enter Map Description



PROPOSED PORCH



30' FRONT YARD SETBACK REQ'D

15 14 13 12 11



60.0 Feet

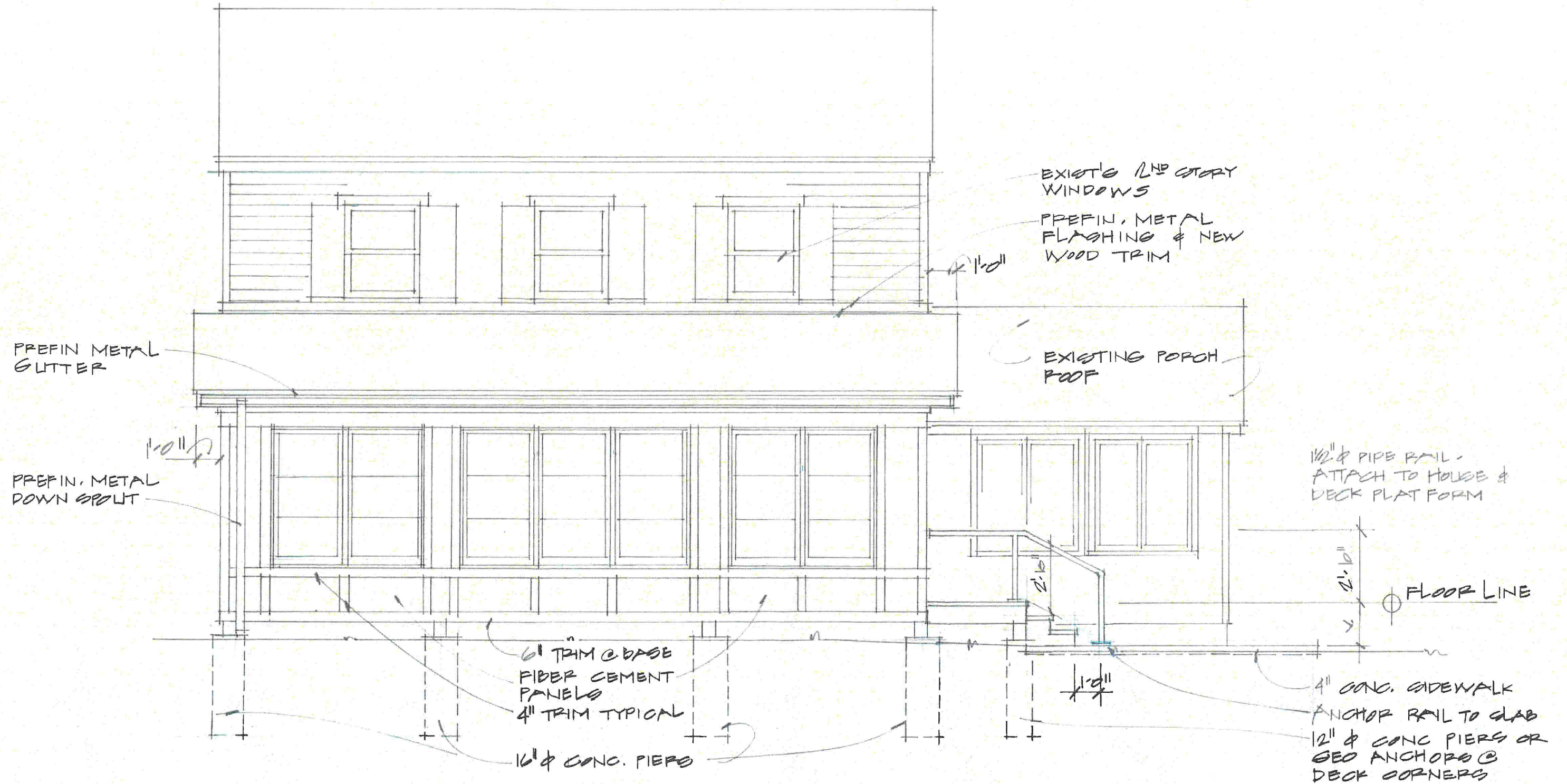
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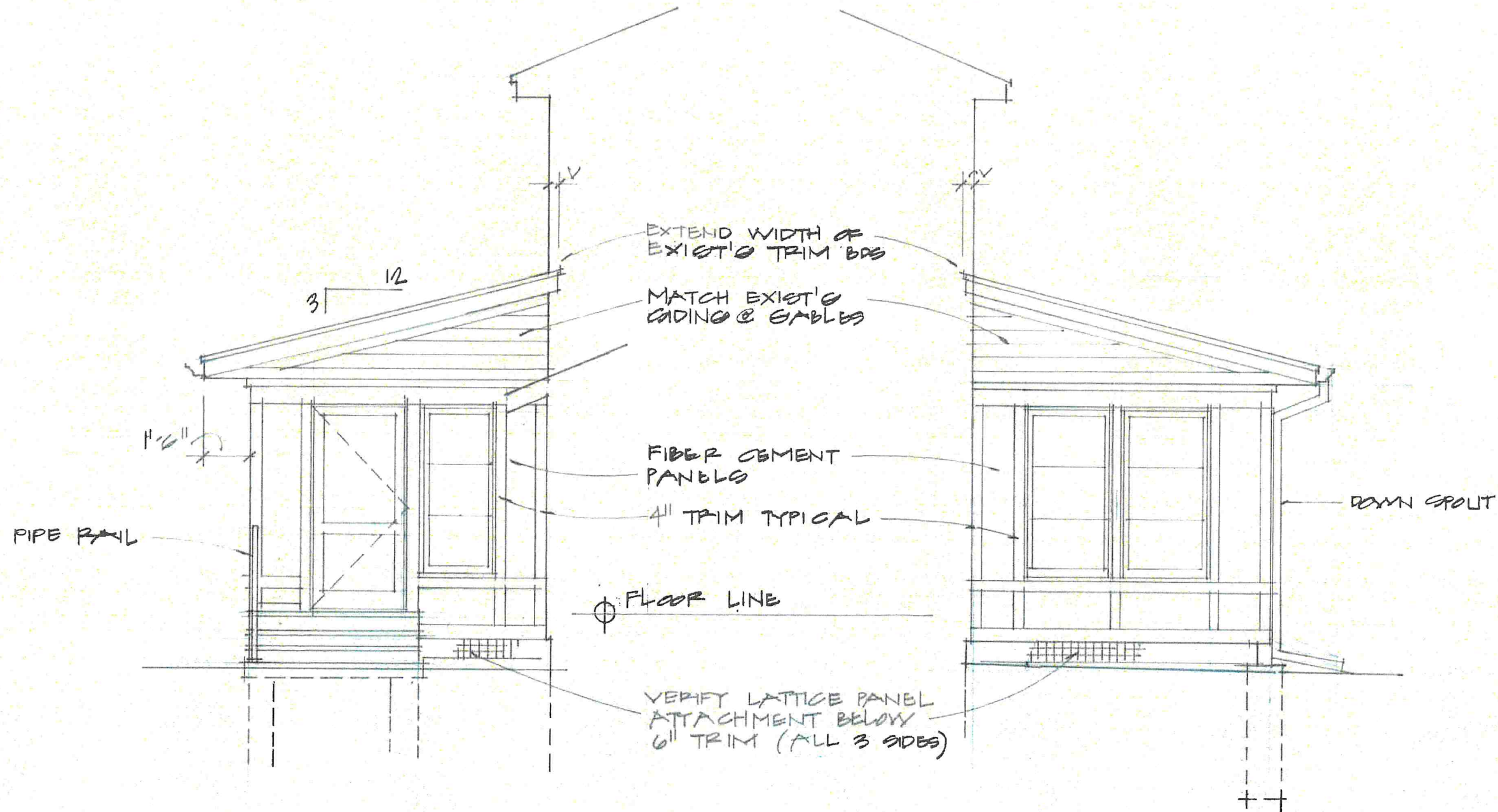
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1 NORTH ELEVATION
1/4" = 1'-0"



2 EAST ELEVATION
1/4" = 1'-0"

1 WEST ELEVATION
1/4" = 1'-0"