

ROSEVILLE
REQUEST FOR CITY COUNCIL ACTION

DATE: **04/21/2014**
ITEM NO: 13.b

Department Approval

City Manager Approval

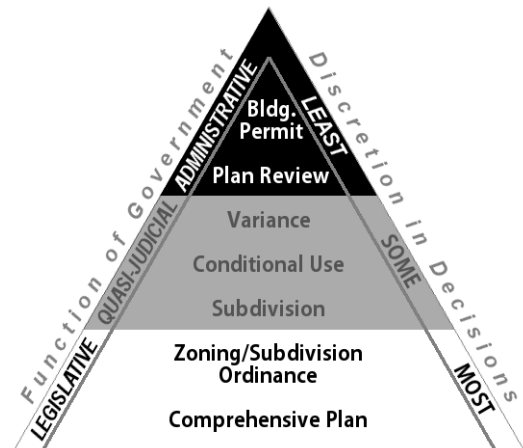


Item Description: Request by Roseville Housing and Redevelopment Authority (RHRA) and the Greater Metropolitan Housing Corporation (GMHC) for approval a preliminary plat of 657, 661, 667, and 675 Cope Avenue, and 2325 and 2335 Dale Street in preparation for redevelopment

Application Review Details

- RPCA prepared: March 27, 2014
- Public hearing: April 10, 2014
- City Council action: April 21, 2014
- Statutory action deadline: May 9, 2014

Action taken on a plat proposal is **quasi-judicial**; the City's role is to determine the facts associated with the request, and apply those facts to the legal standards contained in State Statute and City Code.



1.0 REQUESTED ACTION

RHRA and GMHC propose to plat the subject lots and/or parcels at 657, 661, 667, and 675 Cope Avenue, and 2325 and 2335 Dale Street into a mixed residential development of 25 lots, Outlot A, a common area, access roads, and utility and drainage easements for the development.

2.0 SUMMARY OF RECOMMENDATION

The Planning Division concurs with the recommendation of the Planning Commission to approve the PRELIMINARY PLAT; see Section 7 of this report for the detailed recommendation.

3.0 SUMMARY OF SUGGESTED ACTION

By motion, recommend approval of the proposed PRELIMINARY PLAT, pursuant to Title 11 (Subdivisions) of the City Code; see Section 8 of this report for the detailed action.

4.0 BACKGROUND

The subject properties, located in Planning District 7, have Comprehensive Plan Land Use Designations of Low-Density Residential (LR), High Density Residential (HR), and Institutional (IN). The respective zoning classifications are Low-Density Residential-1 (LDR-1), High Density Residential-1 (HDR-1), and Institutional (INST) Districts. The PRELIMINARY PLAT proposal has been prompted by plans to redevelop the 3-acre area into 25 residential lots with common areas. The proposed housing will be a mix of row homes, small-lot single-family homes, and townhomes.

When exercising the so-called “quasi-judicial” authority when acting on a PLAT request, the role of the City is to determine the facts associated with a particular request and apply those facts to the legal standards contained in the ordinance and relevant state law. In general, if the facts indicate the applicant meets the relevant legal standard, then they are likely entitled to the approval, although the City is able to add conditions to a plat approval to ensure that the likely impacts to roads, storm sewers, and other public infrastructure on and around the subject property are adequately addressed.

5.0 PRELIMINARY PLAT ANALYSIS

Plat proposals are reviewed primarily for the purpose of ensuring that all proposed lots meet the minimum size requirements of the Zoning Code, that adequate streets and other public infrastructure are in place or identified and constructed, and that storm water is addressed to prevent problems either on nearby property or within the storm water system. As a PRELIMINARY PLAT of medium density residential property, the proposal includes zoning issues that need to be addressed since the Zoning Code does establish minimum lot dimensions or area. The proposed Fire House Addition must have a minimum lot width of 40 feet and a lot area of 4,800 sq. ft. for each of the one-family detached housing units and a minimum of 3,600 sq. ft. for each of the attached units. There are no minimum lot width standards for attached units. PRELIMINARY PLAT is included with this report as Attachment C.

The present plat proposal has been prompted by a redevelopment plan which requires approval of a Comprehensive Plan land use change, rezoning, and text amendments to the Zoning Code regarding the medium density requirements. On March 13, 2014, the Development Review Committee (DRC) met to review the submitted preliminary plans for the Dale Street Redevelopment and no major concerns were identified. The City Engineer, however, did indicate that his staff has had preliminary meetings/discussions with the applicant (GMHC) over storm water management requirements for the development and indicated that the development’s engineer is working toward designing and resolving initial deficiencies.

On March 20, 2014, GMHC held the required public open house regarding their intention to redevelop the subject properties into the mixed-residential development of 25 residential lots with row homes, small-lot detached single-family homes, and townhomes. Although a number of residents attended the meeting, most comments/questions were related to the development itself and not the lots or their design/sized (Attachment D).

Roseville's Parks and Recreation Commission will complete their review regarding the park dedication requirements of §1103.07 of the City Code at its meeting on April 1, 2014, for which an update will be presented to Commissioners by the City Planner at the April 10th meeting.

On Tuesday, April 15, 2014, the Engineering and Planning Divisions met with representatives of/for GMHC to further review and discuss storm water management requirements for the redevelopment project. The most recent concept plans that address storm water management are included in the preliminary plat attachments and are being reviewed and considered for cost implications. The proposed plans meet the requirements of the City for rate/volume control and other requirements.

Similarly, the Planning Division has received the proposed tree preservation plan, which proposes to remove a number of trees. This plan is fluid, however, needing to be modified based upon the final storm water management plan, which final plan will impact tree protection and tree loss. It should be noted that all trees located within storm water easements, other public utility and drainage easements, and the public right-of-way are allowed to be removed without loss. Additionally 35% of the identified significant trees and 15% of the heritage trees are allowed to be removed without penalty. Remaining trees can be removed, but replacement requirements need to be achieved. The Planning Division will provide a final analysis of the tree preservation plan at the Final Plat.

6.0 PUBLIC COMMENT

Planning Division staff has received no communications about the proposal at the time this report was prepared.

For City Council's information the Planning Division has included a copy of the traffic study the RHRA had completed for the Dale Street redevelopment project (Attachment E). Such a study is not required as a component of the platting process, but concerns were raised during the previous processes concerning increased traffic on Lovell and Cope Avenues.

7.0 PLANNING COMMISSION ACTION

At the duly noticed public hearing on April 10, 2014, the Roseville Planning Commission considered the preliminary plat regarding the Dale Street Redevelopment. No citizens addressed the Commission and no Commissioner had any specific questions of the Planning Staff (Attachment F).

The Planning Commission voted 7-0 to recommend approval of the preliminary plat for Fire House Addition, based on the comments and findings outlined in Sections 4 – 6 of this report and pursuant to Title 11 of the Roseville City Code with the condition: The applicant shall continue working with the Public Works Department to address storm water infrastructure requirements and necessary easements

8.0 SUGGESTED ACTION

By motion, approve the proposed PRELIMINARY PLAT of Fire House Addition, based on the comments and findings of Sections 4 – 6 and the recommendation of Section 7 of this report.

98 **9.0 OPTIONAL COUNCIL ACTIONS**

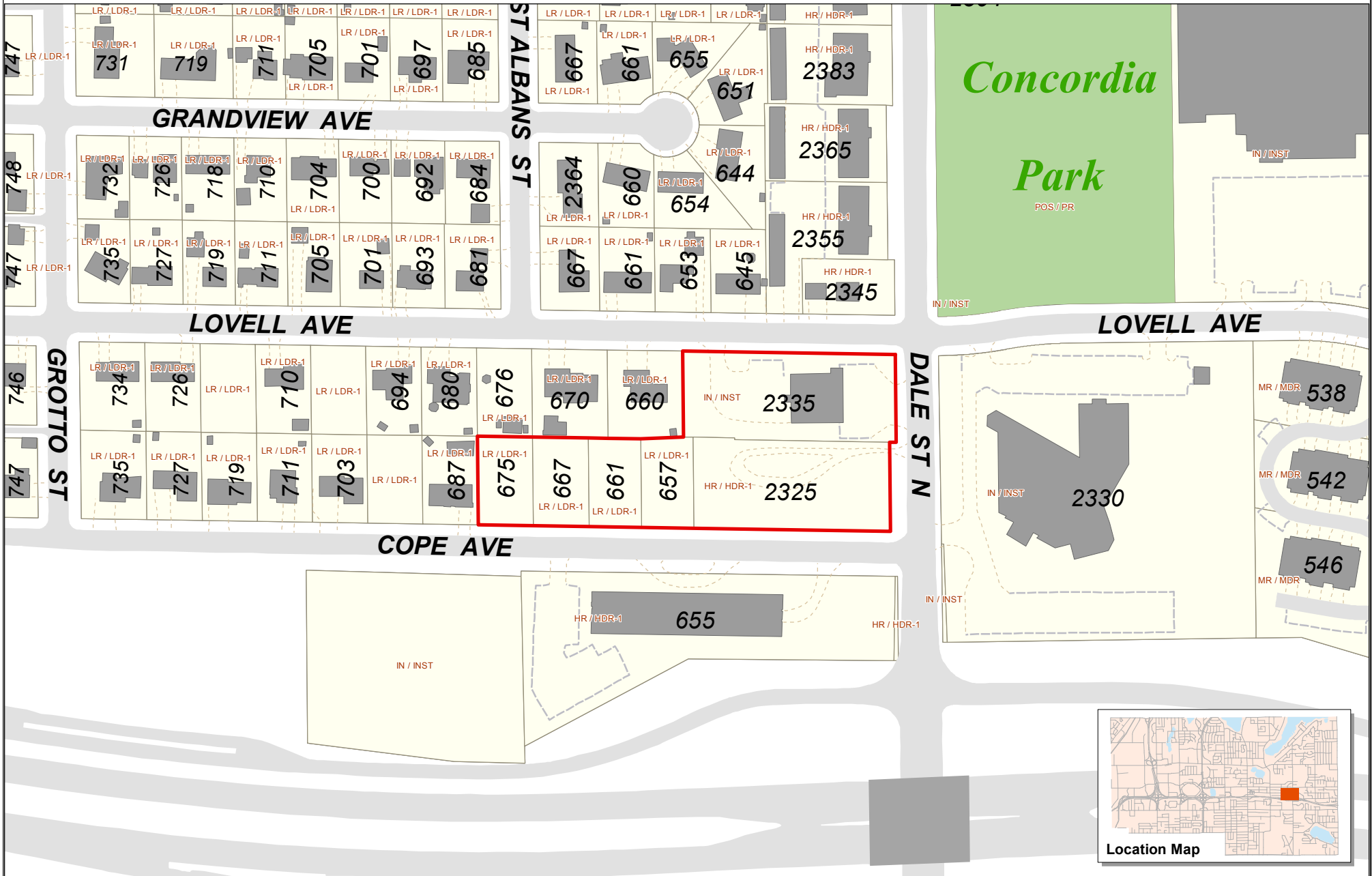
99 **Pass a motion to table the item for future action.** Tabling beyond May 9, 2014 will
100 require extension of the 60-day action deadline established in Minn. Stat. §15.99.

101 **Pass a motion, to deny the requested approvals.** Denial should be supported by
102 specific findings of fact based on the City Council’s review of the application, applicable
103 zoning regulations, and the public record.

Prepared by: City Planner Thomas Paschke
 651-792-7074 | thomas.paschke@ci.roseville.mn.us

- | | | |
|--------------|---------------------|------------------|
| Attachments: | A: Area map | D: Meeting notes |
| | B: Aerial photo | E: Traffic study |
| | C: Preliminary plat | F: PC minutes |

Attachment A for Planning File 14-004



Prepared by:

Community Development Department

Printed: February 18, 2014



Site Location

LR / LDR-1 Comp Plan / Zoning Designations

Data Sources

* Ramsey County GIS Base Map (2/4/2014)

For further information regarding the contents of this map contact:

City of Roseville, Community Development Department,

2660 Civic Center Drive, Roseville MN

Disclaimer

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 identified, the user of the map is advised that the City disclaims any liability for such errors or discrepancies. The City, its employees and the user of this map acknowledge 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.

mapdoc: planning_commission_location.mxd

Attachment B for Planning File 14-004



Prepared by:
Community Development Department
Printed: February 18, 2014



Site Location

Data Sources

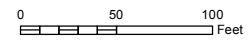
* Ramsey County GIS Base Map (2/4/2014)

* Aerial Data: MnGeo (4/2012)

For further information regarding the contents of this map contact:
City of Roseville, Community Development Department,
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Area: 128,949 sq. ft. or 2.96 acres

Site Address: 657, 667, and 675 Cope Avenue West; 2325 and 2335 Dale Street North, Roseville, MN

The North 164.0 feet of the East 325.0 feet EXCEPT the North 30 feet thereof and EXCEPT the South 3.0 feet of the West 78 feet EXCEPT the North 30 feet thereof and EXCEPT COPE'S SUBDIVISION OF THE SOUTH EAST QUARTER OF SECTION 11, TOWNSHIP 29, RANGE 23, Ramsey County, Minnesota; According to the plat thereof on file and recorded in the office of the Register of Deeds of said County and State.

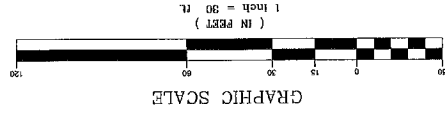
pub

Lots 18, 19, 20, 21 and 22, Block 1, O'NEIL'S ADDITION, Ramsey County, Minnesota.

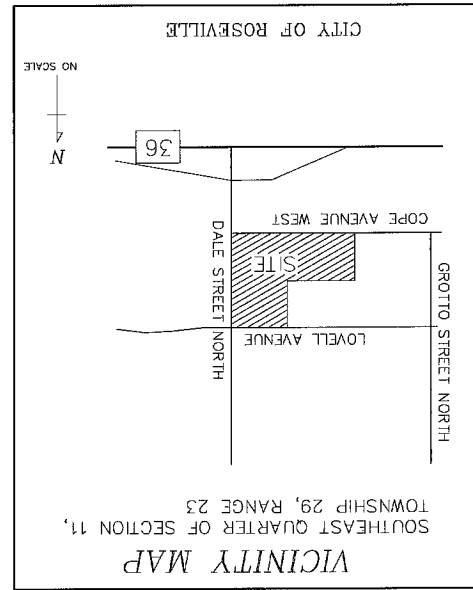
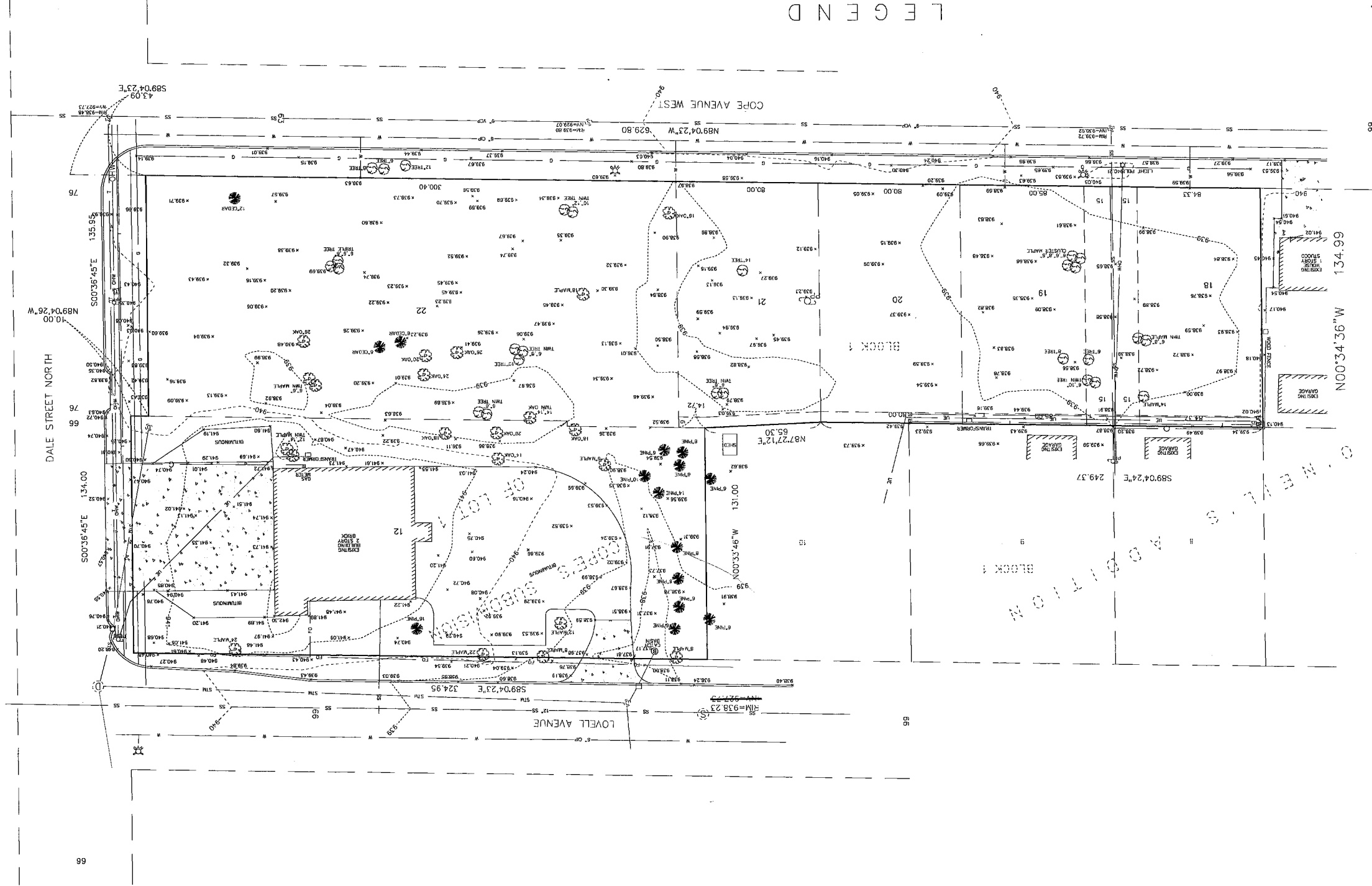
Current Legal Description:

LE E G E N D

- | | | |
|---------|----------|--------------------------|
| DETONES | EXISTING | HYDRANT |
| DETONES | EXISTING | CATCH BASIN |
| DETONES | EXISTING | TELEPHONE UTILITY BOX |
| DETONES | EXISTING | UTILITY POLE |
| DETONES | EXISTING | STORM SEWER LINE |
| DETONES | EXISTING | SANITARY SEWER LINE |
| DETONES | EXISTING | OVERHEAD UTILITY WIRES |
| DETONES | EXISTING | COUNTUR |
| DETONES | EXISTING | Spot ELEVATION |
| DETONES | EXISTING | SANITARY MANHOLE |
| DETONES | EXISTING | STORM (DRAINAGE) MANHOLE |

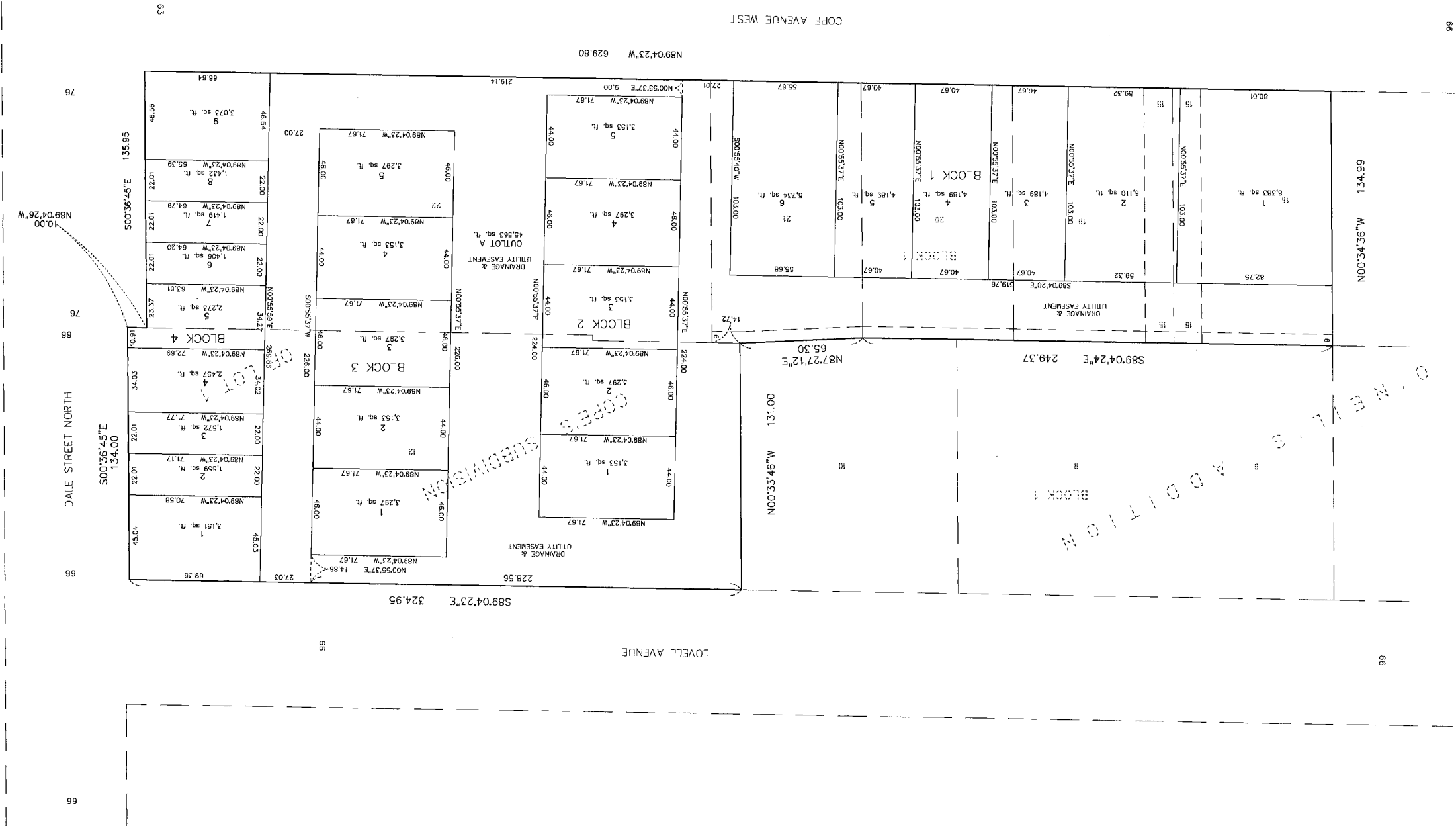


DESIGN METROPOLITAN HOUSING CORP. 15 SOUTH FIFTH STREET, SUITE 710 MINNEAPOLIS, MN 55402 617-299-0601 ext. 15	GREAT METROPOLITAN HOUSING CORP. 1200 CENTRE POINT, SUITE 275 ST PAUL, MN 55120 PHONE (601) 776-8211	Design by	\$	Original date	3-14	Revisions	I hereby certify that the information and material in this report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer in the State of Minnesota	Page title	POSTING CONDITIONS	Sheet number of
		Survey book No.	JK							
LAKES AND LAND SURVEYING, INC.										
201147										



PRELIMINARY PLAT: FIRE STATION ADDITION

PRELIMINARY PLAT: FIRE STATION ADDITION



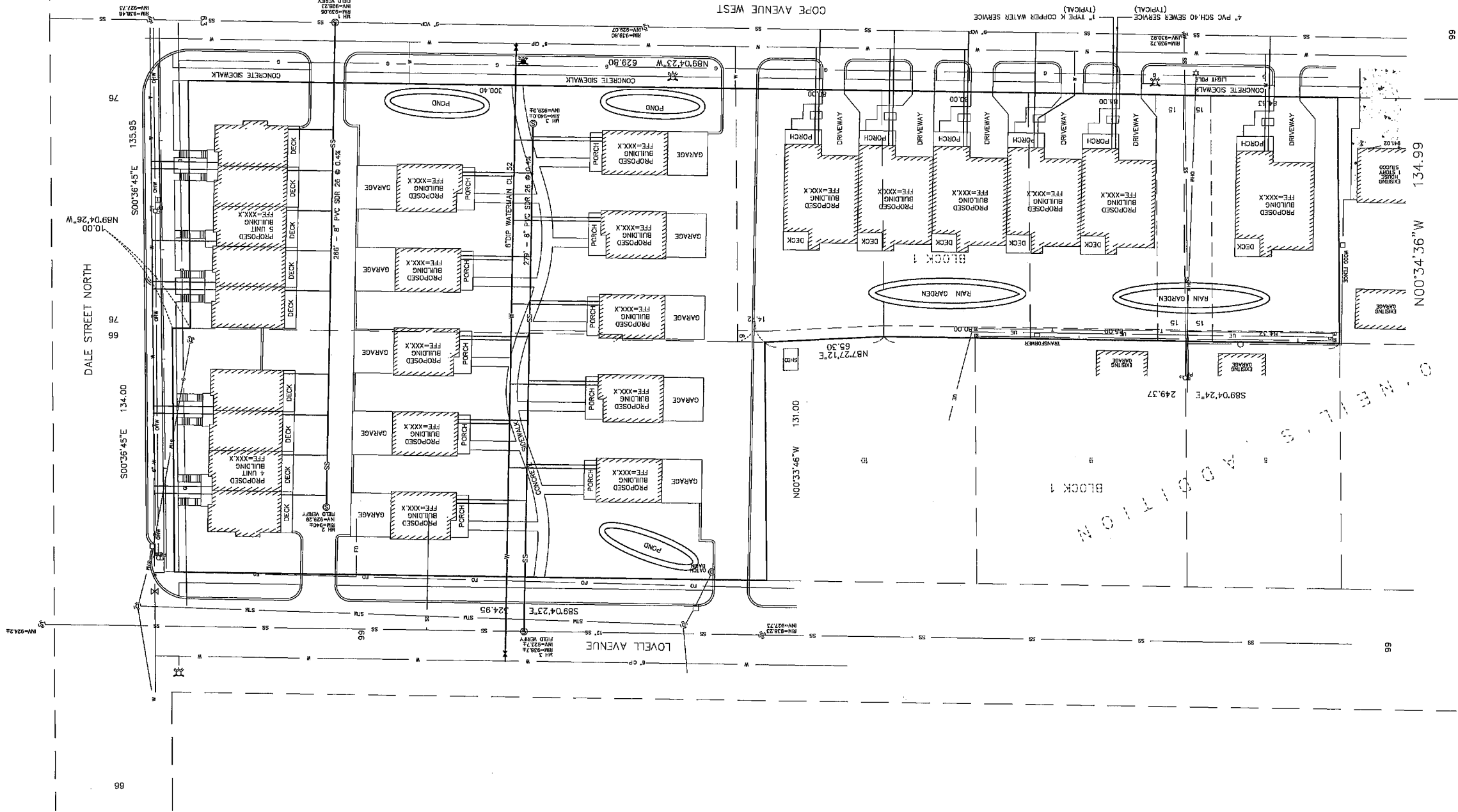
Design by JF		Original date 3-5-14	
Drawn by JK		Revisions None	
Survey book No. JK		Page title PRELIMINARY PLAT	
S.A.P. number 2013.147		Sheet number 2 of 4	

15 SOUTH FISH STREET, SUITE 710
MINNEAPOLIS, MN 55402
612-339-0601 ext 15

GREATER METROPOLITAN HOUSING CORP.

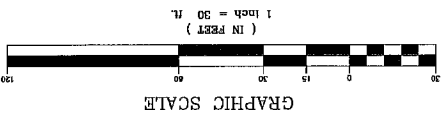
LAKE AND LAND SURVEYING, INC.
SURVEYING/CIVIL ENGINEERING
1800 CENTRE POINT, SUITE 275
ST PAUL, MN 55108
PHONE (651) 778-0211

PRELIMINARY PLAT: FIRE STATION ADDITION



OPTION 4
BLOCK 1

- LEGEND
- W — DENOTES EXISTING HYDRANT
 - S — DENOTES EXISTING CATCH BASIN
 - S — DENOTES EXISTING TELEPHONE UTILITY BOX
 - S — DENOTES EXISTING UTILITY POLE
 - S — DENOTES EXISTING STORM SEWER LINE
 - S — DENOTES EXISTING SANITARY SEWER LINE
 - S — DENOTES EXISTING UNDERGROUND TELEPHONE LINE
 - S — DENOTES EXISTING SANITARY MANHOLE
 - S — DENOTES EXISTING STORM (DRAINAGE) MANHOLE
 - S — DENOTES PROPOSED STORM (DRAINAGE) MANHOLE
 - S — DENOTES PROPOSED SANITARY SEWER
 - S — DENOTES PROPOSED WATERMAIN



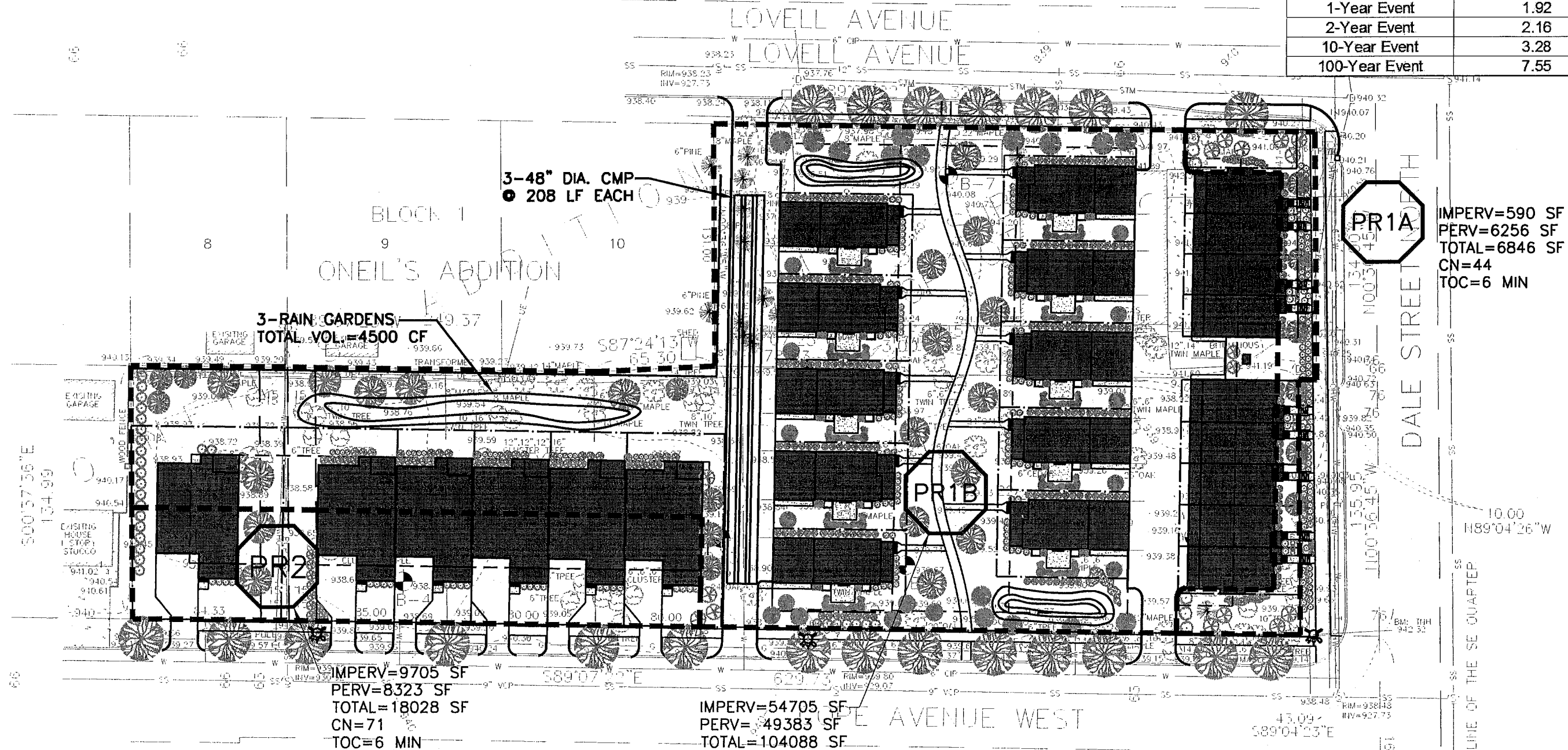
Client	Greater Metropolitan Housing Corp.
Design by	JF
Drawn by	JK
S.A.P. number	2013.147
Sheet number of	16454
Page title	UTILITY PLAN
Location	15 SOUTH FIFTH STREET, SUITE 710 MINNEAPOLIS, MN 55402
Project	LAKE AND LAND SURVEYING, INC. 1200 CENTER POINTS, SUITE 275 ST PAUL, MN 55102 PHONE (612) 778-3211

PIERCE PINI &
ASSOCIATES, INC
9298 CENTRAL AVENUE,
SUITE 312
BLAINE, MN 55434
TEL 763.537.1311
FAX 763.537.1354

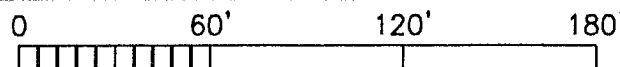
PPA PROJECT: 14-029
DATE: 04.14.14
DRAWN BY: DJK

Drainage Area	Proposed Conditions Rate (cfs)			
	1-YR (2.5")	2-YR (2.8")	10-YR (4.2")	100-YR (7.4")
PR1A	0.05	0.05	0.08	0.31
PR1B				
PR2	0.78	0.88	1.33	2.56
TOTAL	0.83	0.93	1.41	2.87

	Existing Conditions Rate (ac-ft)	Proposed Conditions Rate (ac-ft)
1-Year Event	1.92	0.83
2-Year Event	2.16	0.93
10-Year Event	3.28	1.41
100-Year Event	7.55	2.87



1D PROPOSED CONDITIONS



PROPOSED DISCHARGE RATES

Drainage Area	Proposed Conditions Rate (cfs)			
	1-YR (2.5")	2-YR (2.8")	10-YR (4.2")	100-YR (7.4")
PR1A	0.05	0.05	0.08	0.31
PR1B				
PR2	0.78	0.88	1.33	2.56
TOTAL	0.83	0.93	1.41	2.87

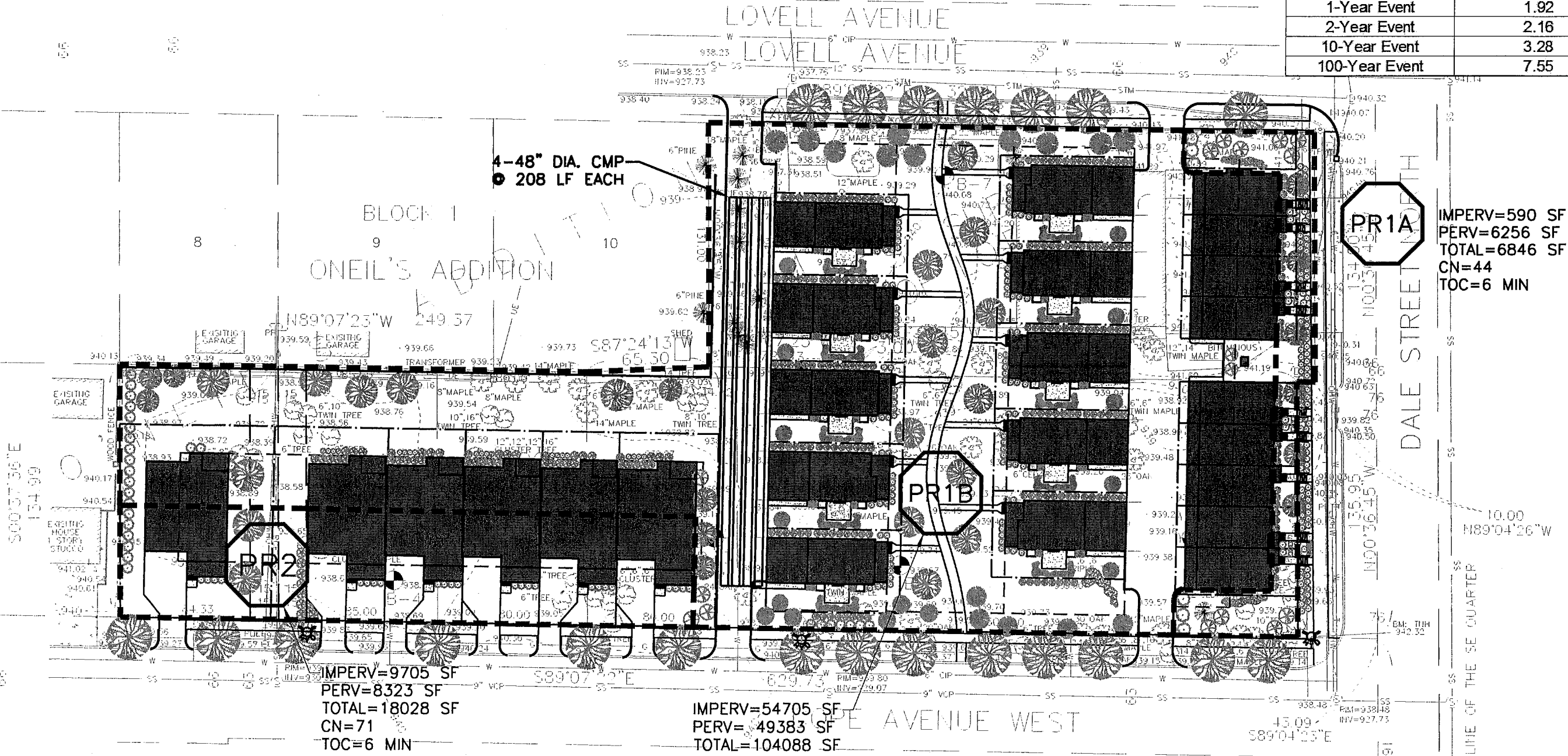
PIERCE PINI &
ASSOCIATES, INC
9298 CENTRAL AVENUE,
SUITE 312
BLAINE, MN 55434
TEL 763.537.1311
FAX 763.537.1354

ROSEVILLE TOWNHOME AND
RESIDENTIAL DEVELOPMENT
ROSEVILLE, MINNESOTA

PPA PROJECT: 14-029
DATE: 04.14.14
DRAWN BY: DJK

DISCHARGE RATE SUMMARY

	Existing Conditions Rate (ac-ft)	Proposed Conditions Rate (ac-ft)
1-Year Event	1.92	0.83
2-Year Event	2.16	0.93
10-Year Event	3.28	1.41
100-Year Event	7.55	2.87



Thomas Paschke

From: Jeanne Kelsey
Sent: Friday, February 21, 2014 8:51 AM
To: *RVCouncil
Cc: Thomas Paschke; Marc Culver
Subject: Dale Street Neighborhood Meeting
Attachments: GMHC Presentation 2-18-14.pdf

Notes from last night's meeting giving the neighborhood an update and public process for the rezoning. I have attached the plans that were presented as well to the RHRA and neighborhood.

19 People attended the meeting including Mike Boguszewski from planning commission. Meeting concluded around 8:15pm.

Development proposal is –

- 9 attached townhomes 2.5 stories on Dale Street with 2 car garages. 3bedrooms 2bath upper level. Open floor plan with laundry and ½ bath on main level. Option to finish the lower level. Total sq.ft. 2100 price range \$270,000.
- 10 Single family detached homes in courtyard with 2 car garages. 3bedrooms 2bath upper level. Open floor plan with laundry and ½ bath on main level. Option to finish the lower level. Total sq.ft. 2600 price range \$330,000-\$350,000. 4 different style outside concepts will be available but similar floor plans inside.
- 7 attached townhomes single story on cope with 2 car garages. 2 bedrooms 2bath. Open floor plan with laundry. All living on one level. Total sq.ft. 1500 price range \$230,000.

Questions from neighbors –

- How does the sq.ft. of home and yard compare to the surrounding homes.
 - o We really have not looked at it from this perspective as we were part of the CDI process which the neighborhood favored this concept over an apartment building.
- Who will be taking care of the yards and drives.
 - o Home owners association for all of the 26 units.
- Are there fences for privacy.
 - o No, only some screening between the single family homes on the patios.
 - o Vegetation only on the property lines between this development and existing neighborhood.
- It appears homes will have little interaction with the existing neighborhood.
- Do you know of other communities that have been built like this in the cities.
 - o Bungalow Courts in Minneapolis on Main Street in NE.
- Who will be buying these homes.
 - o Based upon Bungalow Courts that we built it was young professional sand small families.
- Are these starter homes or move-up homes.
- Who will buy these homes.
 - o Townhomes on Dale have a starter home price range. Detached homes have a move-up price range. Single level townhomes most likely seniors, empty nesters or young single person need home in starter price range.
- How long and what is build out timing.
 - o Start construction this summer on 2 townhome buildings one on Dale Street and the other on Cope Street and finish out one of the units for model and rough in the others, build 4 detached homes with various concepts but finish out only one for model, and rough in the others.
 - o Depending how the homes sell out we anticipate finishing in 1.5 years.
- Concern over density for a neighborhood that compares to 4 units an acre.
 - o Neighbor answered: This was the least density proposal compared to the others.
- How is traffic going to be mitigated?

- o Engineering is planning on studying this summer.
- What is going to be done about crossing on Dale street for pedestrians and traffic.
 - o County will need to study and City Engineer has contacted them.
- What about parking concerns that were raised at the RHRA meeting this week
 - o Currently site addresses parking requirements that are in the code.
 - o Parking will also be available alongside the garages in the alleys.
- How are you going to mitigate the water run off on the site.
 - o Several rain gardens have been designed to catch the site run off.
- What will be the addresses for the single family detached homes.
 - o To be determined
- What is the setback along my property (Ken Hartmann)
 - o 7 feet. Requirement by code is only 5 feet.
 - Ken Hartmann: I want the city to consider 10-15 feet and I will be asking for it.
- You have removed 3 units from your original proposal and what if we want 4 more units removed. How much more can the City subsidize the development so we can have it less dense.
 - o City Subsidy has not been determined at this time.
- What if the City ends up over subsidizing the development will you need to add back in the 3 units you removed to make up the cost over runs.
 - o No, we are very comfortable with the design as it is being presented to you tonight as it provides for a nice layout and mix of units types.
- Why is this so Dense.
 - o Michelle Harris advised how the neighborhood went through the CDI process.
- Have you thought of only having one way and blocking off the drives that are on Lovell. (Concern was that people who live at Rosetree apartments will cut through with their cars).
 - o No we are meeting with the City Planner, Engineering and the Fire Marshall to review design.
- Where will the mailboxes go?
 - o We still need to review that detail with the post office.
- What type of options for finishes will be available.
 - o A variety of interior finishes will be options such as carpet, hardwood floors, tile, etc.
- Why are there sidewalks on cope and Lovell?
 - o We think this provides better access to getting people to the main trail on Dale and parks across the street. We are going to encourage the city to finish outside walks into the neighborhood. (Information was provided that this would need a petition signed by the neighborhood for the City to look into.)
- Will basements be finished?
 - o That will be an upgrade option.

Jeanne Kelsey | Acting Executive Director HRA



2660 Civic Center Drive | Roseville, MN 55113

651.792-7086 (office) | 651.792.7070 (fax)



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Memorandum

SRF No. 0148431

To: Marc Culver, PE, Assistant Public Works Director/City Engineer
City of Roseville

From: Matt Pacyna PE, Senior Associate
Emily Gross, EIT, Engineer

Date: March 26, 2014

Subject: Dale Street Residential Development Traffic Study

Introduction

As requested, SRF has completed a traffic study for the proposed residential development located along Dale Street between Lovell Avenue and Cope Avenue in the City of Roseville (see Figure 1: Project Location). The main objectives of this study are to review existing operations within the study area, evaluate the traffic impacts to the adjacent roadway network and recommend any necessary improvements to accommodate the proposed development. The following information provides the assumptions, analysis and study recommendations offered for consideration.

Existing Conditions

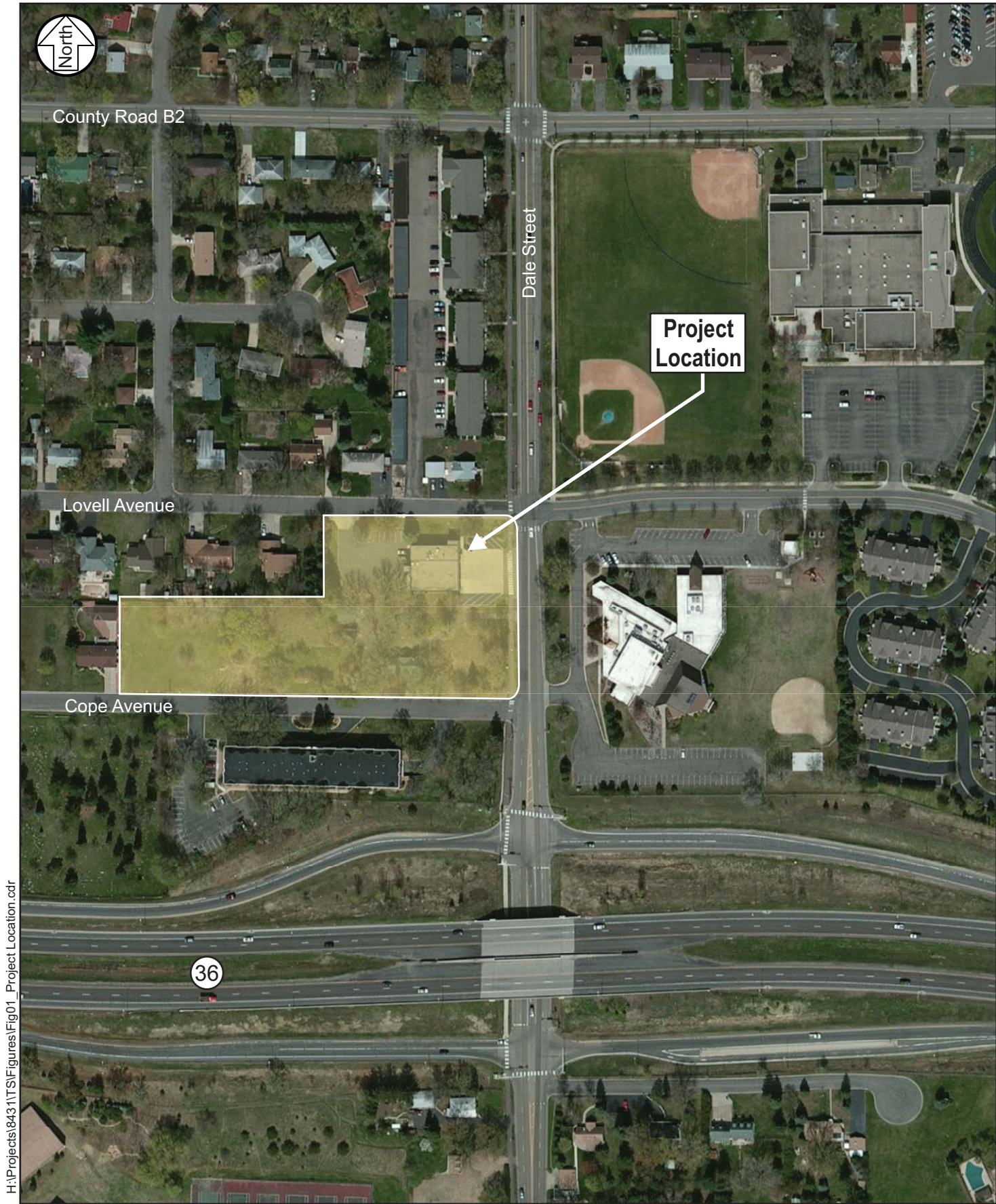
The existing conditions were reviewed to establish a baseline in order to identify any future impacts associated with the proposed development. The evaluation of existing conditions includes peak hour intersection turning movement counts, field observations and an intersection capacity analysis.

Data Collection

Vehicular turning movement counts were collected by SRF during the a.m. and p.m. peak periods the week of March 10, 2014 at the following study intersections:

- Dale Street and Lovell Avenue
- Dale Street and Cope Avenue

It should be noted that there are three schools located within a quarter-mile of the project. The a.m. peak hour of the school coincides with the peak hour of the adjacent roadway. However, the p.m. peak of the school is before the p.m. peak hour of the adjacent roadway. Review of the p.m. volumes indicate that the p.m. peak hour of the adjacent roadway represents the busiest period and was analyzed as part of this study.



H:\Projects\8431\TSP\Figures\Fig01_Project Location.cdr

Observations were completed to identify roadway characteristics within the study area (i.e. roadway geometry, posted speed limits, and traffic controls). Currently, Dale Street is a four-lane undivided minor arterial roadway south of Cope Avenue and a two-lane undivided roadway north of Cope Avenue. Lovell Avenue and Cope Avenue are both two-lane undivided local roadways. The posted speed limit on these study area roadways is 30 miles per hour (mph). Both study intersections have side-street stop control. Existing geometrics, traffic controls, and volumes within the study area are shown in Figure 2.

Intersection Capacity Analysis

An existing intersection capacity analysis was completed to establish a baseline condition to which future traffic operations could be compared. The existing study intersections were analyzed using a combination of Synchro/SimTraffic software (V8.0) and the *Highway Capacity Manual* (HCM).

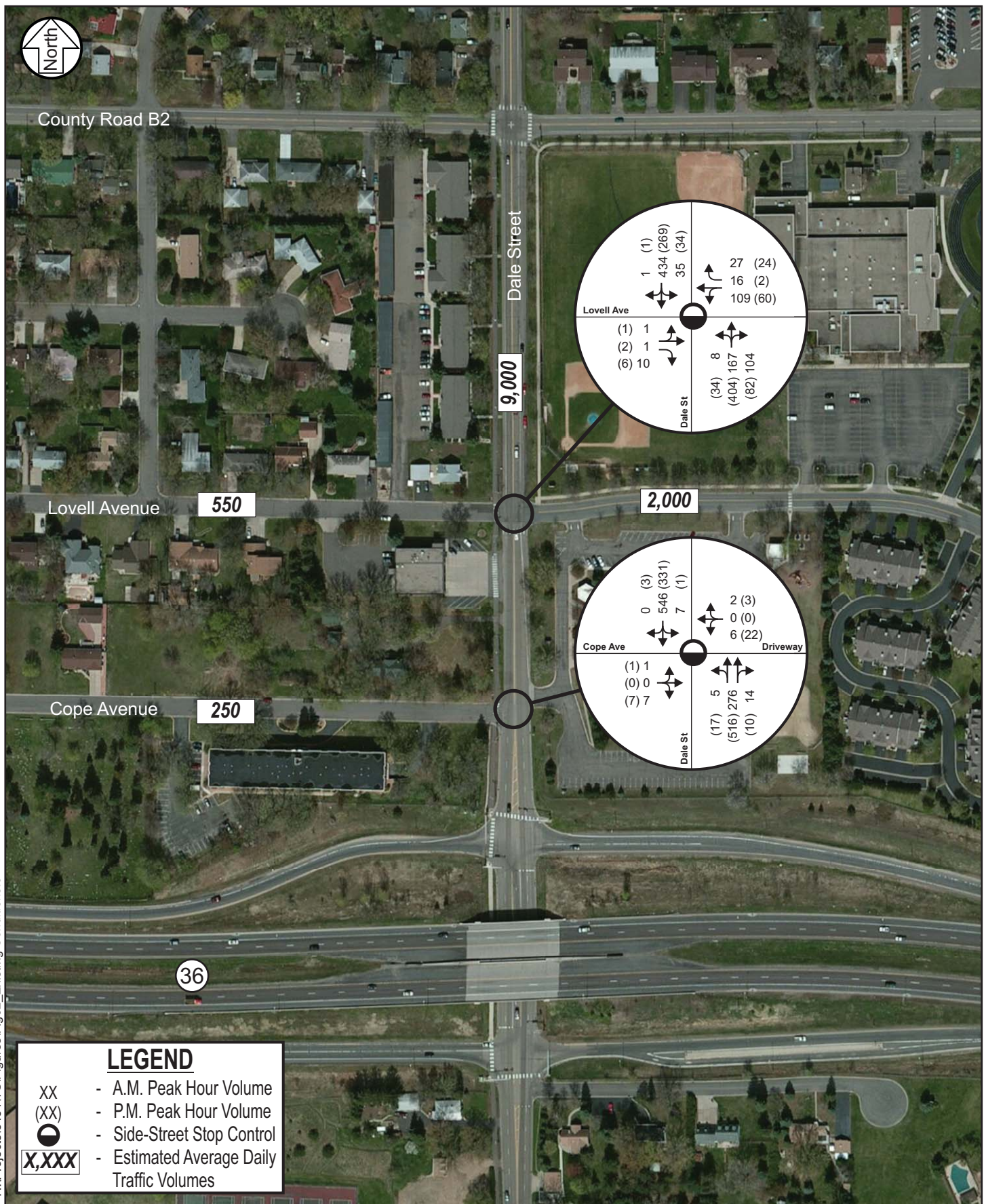
Capacity analysis results identify a Level of Service (LOS) which indicates how well an intersection is operating. Intersections are ranked from LOS A through LOS F. The LOS results are based on average delay per vehicle, which correspond to the delay threshold values shown in Table 1. LOS A indicates the best traffic operation, while LOS F indicates an intersection where demand exceeds capacity. Overall intersection LOS A through LOS D is generally considered acceptable in the Twin Cities Metropolitan Area.

Table 1. Level of Service Criteria for Signalized and Unsignalized Intersections

LOS Designation	Signalized Intersection Average Delay/Vehicle (seconds)	Unsignalized Intersection Average Delay/Vehicle (seconds)
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

For side-street stop controlled intersections, special emphasis is given to providing an estimate for the level of service of the side-street approach. Traffic operations at an unsignalized intersection with side-street stop control can be described in two ways. First, consideration is given to the overall intersection level of service. This takes into account the total number of vehicles entering the intersection and the capability of the intersection to support these volumes.

Second, it is important to consider the delay on the minor approach. Since the mainline does not have to stop, the majority of delay is attributed to the side-street approaches. It is typical of intersections with higher mainline traffic volumes to experience high levels of delay (i.e. poor levels of service) on the side-street approaches, but an acceptable overall intersection level of service during peak hour conditions.



Results of the existing intersection capacity analysis shown in Table 2 indicate that the study intersections currently operate at an acceptable overall LOS A during the a.m. and p.m. peak hours. The side-streets at Lovell Avenue and Cope Avenue also operate acceptably during the a.m. and p.m. peak hours. However, it should be noted that during the a.m. peak hour, the westbound approach at Lovell Avenue experiences delay and queuing issues for approximately 10 minutes. Furthermore, southbound queues from the TH 36 North Ramps/Dale Street intersection were observed to occasionally extend (less than five percent of the peak hour) to Cope Avenue during the a.m. and p.m. peak hours, but had minimal impact to the study intersection operations. No other significant side-street delays or queuing issues were observed in the field or traffic simulation.

Table 2. Existing Intersection Capacity Analysis

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay	LOS	Delay
Dale Street/Lovell Avenue ⁽¹⁾	A/C	21 sec.	A/C	20 sec.
Dale Street/Cope Avenue ⁽¹⁾	A/C	18 sec.	A/C	21 sec.

(1) Indicates an unsignalized intersection with side-street stop control, where the overall LOS is shown followed by the worst approach LOS. The delay shown represents the worst side-street approach delay.

Proposed Development

The proposed residential development is located west of Dale Street between Lovell Avenue and Cope Avenue. The site is currently occupied by a former fire station that is now vacant. The current development proposal consists of 10 single-family homes and 16 townhomes. Access to the development is proposed at the following locations:

- 1) Multiple residential driveways on Cope Avenue (350 feet west of Dale Street)
- 2) Alley access to Lovell Avenue and Cope Avenue (80 feet west of Dale Street)
- 3) Alley access to Lovell Avenue and Cope Avenue (300 feet west of Dale Street)

The proposed residential development site plan is shown in Figure 3.

Traffic Forecasts

Background Growth

The proposed development is estimated to be completed in the year 2015. Therefore, traffic forecasts were developed for year 2016 conditions (i.e. one year after construction). An annual growth rate of one-half percent was applied to the existing peak hour volumes to develop year 2016 background traffic forecasts. This growth rate is consistent with historical growth in the study area (based on MnDOT annual average daily traffic volumes).

H:\Projects\8431\TS\FigureFig03_Proposed Site Plan.cdr



Proposed Site Plan

Dale Street Residential Development Traffic Study
City of Roseville

0148431
March 2014

Figure 3

Proposed Development

To account for traffic impacts associated with the proposed development, trip generation estimates for the a.m. and p.m. peak hours and a daily basis were developed. These trip generation estimates, shown in Table 3, were developed using the *ITE Trip Generation Manual, Ninth Edition*. It should be noted that to provide a conservative estimate no modal reductions were applied.

Table 3. Trip Generation Estimates

Land Use Type (ITE Code)	Size	A.M. Peak Hour Trips		P.M. Peak Hour Trips		Daily Trips
		In	Out	In	Out	
Single-Family Housing (210)	10 Dwelling Units	2	6	6	4	95
Residential Townhomes (230)	16 Dwelling Units	1	6	6	3	93
New System Trips		3	12	12	7	188

Results of the trip generation estimates indicate that the proposed residential development will generate approximately 15 a.m. peak hour, 19 p.m. peak hour and 188 daily trips. These trips were distributed throughout the area based on the directional distribution shown in Figure 4. This distribution was developed based on existing area travel patterns and engineering judgment. The resultant year 2016 peak hour traffic forecasts, which take into account the background growth and traffic generated by the proposed residential development, are shown in Figure 5

Year 2016 Conditions

Intersection Capacity Analysis

To determine if the existing roadway network can accommodate the year 2016 traffic forecasts, a detailed intersection capacity analysis was completed. The study intersections and proposed access locations were once again analyzed using Synchro/SimTraffic software and the HCM.

Results of the year 2016 intersection capacity analysis shown in Table 4 indicate that the study intersections are expected to continue to operate at an acceptable overall LOS A during the a.m. and p.m. peak hours. Side-street delays are also expected to operate acceptably. It should be noted that southbound queues from the TH 36 North Ramps/Dale Street intersection are expected to continue to occasionally extend to Cope Avenue during the a.m. and p.m. peak hours. However, since side-street traffic volumes along Cope Avenue are relatively low, no operational issues are expected.



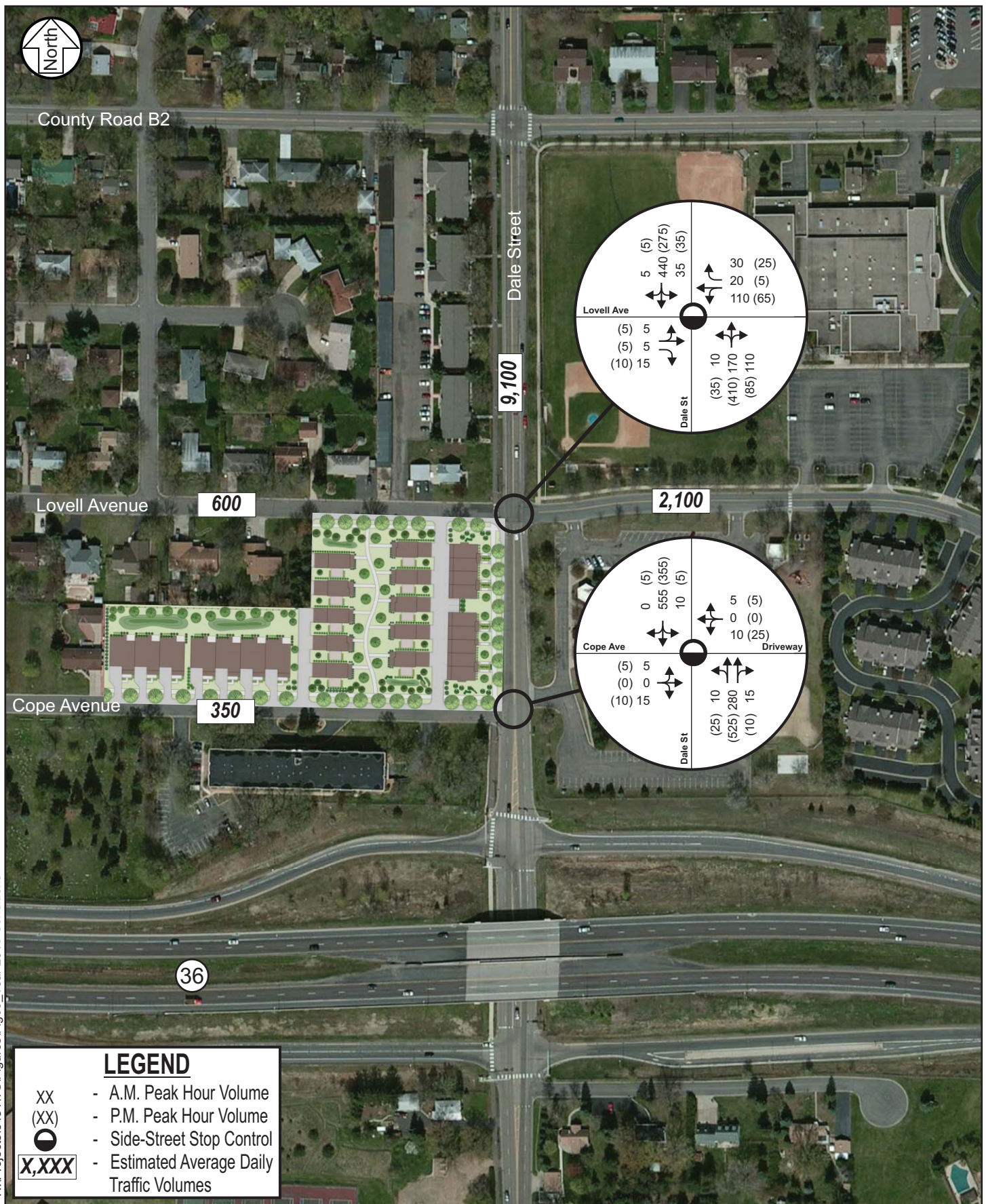


Table 4. Year 2016 Intersection Capacity Analysis

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay	LOS	Delay
Dale Street/Lovell Avenue ⁽¹⁾	A/C	22 sec.	A/C	20 sec.
Dale Street/Cope Avenue ⁽¹⁾	A/C	18 sec.	A/C	22 sec.

(1) Indicates an unsignalized intersection with side-street stop control, where the overall LOS is shown followed by the worst approach LOS. The delay shown represents the worst side-street approach delay.

The results of the operations analysis indicate that the proposed development will have minimal impact to the adjacent roadway network. Therefore, no roadway improvements are recommended from an operations perspective.

Site Review

A review of the proposed site plan was completed to identify potential issues and recommend improvements with regard to access spacing, sight distance, and circulation. The following findings are offered for consideration:

Access Spacing

The site plan proposes driveway access along Cope Avenue and construction of two alleys, approximately 80 feet and 300 feet west of Dale Street. The easternmost proposed alley is located within the existing eastbound right-turn lane at the Dale Street/Lovell Avenue intersection. Although this access spacing is not ideal, there is not expected to be any operational issues due to the relatively low traffic volumes along Lovell Avenue and Cope Avenue. It should be noted that the function of local streets is to provide access to adjacent properties and neighborhoods.

Sight Distance

Based on field observations, there is currently adequate sight distance at the proposed access locations to clearly identify approaching vehicles. Special consideration should be made to limit any sight distance impacts from future structures, landscaping and signing. This includes trees in the boulevard as shown on the proposed site plan.

Circulation

A review of the proposed site circulation was completed. The movement of general passenger vehicles within the proposed development is not expected to be an issue. Furthermore, the proposed alley widths are 18 feet, which is adequate for two-way traffic at low traffic speeds.

Summary and Conclusions

The following study conclusions and recommendations are offered for your consideration:

- Results of the existing intersection capacity analysis indicate that the study intersections currently operate at an acceptable overall LOS A during the a.m. and p.m. peak hours.
 - The side-streets at Lovell Avenue and Cope Avenue also operate acceptably during the a.m. and p.m. peak hours.
- The current development proposal consists of 10 single-family homes and 16 townhomes. Access to the development is proposed at the following locations:
 - Multiple residential driveways on Cope Avenue (350 feet west of Dale Street)
 - Alley access to Lovell Avenue and Cope Avenue (80 feet west of Dale Street)
 - Alley access to Lovell Avenue and Cope Avenue (300 feet west of Dale Street)
- The proposed residential development is expected to generate approximately 15 a.m. peak hour, 19 p.m. peak hour and 188 daily trips.
- Results of the year 2016 intersection capacity analysis indicate that the study intersections and side-streets are expected to operate acceptably during the a.m. and p.m. peak hours.
- The proposed development will have minimal impact to the roadway network and no improvements are necessary.
- Special consideration should be made to limit any sight distance impacts from future structures, landscaping and signing. This includes trees in the boulevard as shown on the proposed site plan.

Extract of the April 10, 2014, Roseville Planning Commission Minutes

a. PLANNING FILE 14-004

Request by City of Roseville and the Roseville Housing and Redevelopment Authority, owner of the properties at 2325-2335 Dale Street and 657-675 Cope Avenue and the Greater Metropolitan Housing Corporation (developer) for approval of a PRELIMINARY PLAT to facilitate a proposed residential development

Chair Gisselquist opened the Public Hearing for Planning File 14-002 at approximately 7:34 p.m.

City Planner Thomas Paschke reviewed the request as detailed in the staff report dated April 10, 2014, for a proposed residential development for the Dale Street Redevelopment Project.

Mr. Paschke noted that, as the approval process continued at the staff level by the Engineering Department, greater details were being provided and reviewed to address storm water requirements and storage issues, consistent with the ongoing process. Mr. Paschke noted that the utilities would be private versus public, but were still under review and would require approval by the Public Works Department, with the existing sanitary sewer remaining as is. Mr. Paschke advised that staff supports the lots as proposed, as they were consistent with City Code and met minimum requirements; clarifying that there were no minimum standards for twin homes or duplexes as proposed as part of this development.

At the request of Chair Gisselquist, Mr. Paschke reviewed the distinctions between public and private utilities; with public utilities under specific easements for management by the City; and private utilities under the management of the developer and subsequently becoming the sole responsibility of the homeowners association for this development. Mr. Paschke further clarified that the development would still be required to meet City Code and Watershed District requirements as they specifically related to storm water management.

Member Daire referenced his concerns expressed at the previous meeting related to text changes that would affect this development, and specific to locating garages up against the alley and potentially creating snow storage issues. However, since that meeting, Member Daire advised that he had occasion to review similar properties along Grand Avenue in a very old mansion area, with those garage doors located right up against the alley. Member Daire stated that they appeared to work well, and in his query of an owner of one of the properties regarding if they found any problems or conflicts with people coming down the alley and those existing garages, they had responded that they found no problems. Therefore, Member Daire advised that this served to alleviate his previously expressed concerns. In addition, Member Daire noted his initial concern as to whether adequate snow storage was available off those alleys in the proposed development. Member Daire opined that, with the additional information provided in tonight's staff report, as well as the addition of infiltration or settlement ponds at the end of the single-family or pocket residential spots, it seemed that adequate snow storage would be available, as well as areas available off the alley in areas behind the row houses. Ultimately, Member Daire stated that in this intervening month, a lot of his initial questions with design and housing layout on the site had been addressed by virtue of his personal observations in similar areas in the metropolitan area; and he had no remaining objections to this redevelopment proposal.

In his review of the plat, Member Stellmach noted inclusion of both rain gardens and ponds, and sought a distinction in them and which if either would have standing water involved.

Mr. Paschke advised that a rain garden was intended for infiltration versus a pond designed to hold water for a specific time, depending on rain events.

At the request of Member Daire, Mr. Paschke advised that the depth of rain gardens and ponds would vary, and their design still pending as part of the preliminary design process, with the City's Engineering Department reviewing that design based on storm water calculations and how water was directed into the rain gardens and/or ponds from the overall site or area. Mr. Paschke advised that, while this review is an ongoing process at the staff level, it would not be finalized until a Final Plat and design came forward.

At the request of Member Daire, Mr. Paschke advised that, with few exceptions based on their specifics, the City was not supportive of fencing around drainage ponds or rain gardens based on them being more of a hindrance if emergency rescue operations were required.

Member Murphy referenced the traffic study included in the staff report (Attachment E) and expressed his appreciation for providing that information. However, in reviewing it, Member Murphy noted that the full report was not included, specifically references to Table 4.

Mr. Paschke apologized for that omission, and displayed the Table in question for the Commission's and public's review; with the table showing 2016 intersection capacity analyses for morning and afternoon peak hours, and current and projected levels of service and projected delays if any for Dale Street/Lovell Avenue and Dale Street/Cope Avenue.

Member Boguszewski observed that there was no change projected; and also expressed his appreciation for including the traffic study in materials, even though not required.

Applicant representatives were present, but had no comment beyond staff's presentation.

Chair Gisselquist closed Public Hearing at approximately 7:48 p.m.; with no one appearing for or against.

Member Boguszewski spoke in support of the proposal; and opined, with consensus of the fellow commissioners, that most of the substantive questions and issues had been reviewed at the previous meeting, and this approval was more of a formality.

MOTION

Member Boguszewski moved, seconded by Member Murphy to recommend to the City Council APPROVAL of the proposed PRELIMINARY PLAT of Fire House Addition; based on the comments and findings of Sections 4-6 and the recommendation of Section 7 of the staff report dated April 10, 2014.

Ayes: 7

Nays: 0

Abstentions:

Motion carried.