

ROSEVILLE
REQUEST FOR CITY COUNCIL ACTION

DATE: 07/07/2014
ITEM NO: 14.a

Department Approval

V. Paul Butcher

City Manager Approval

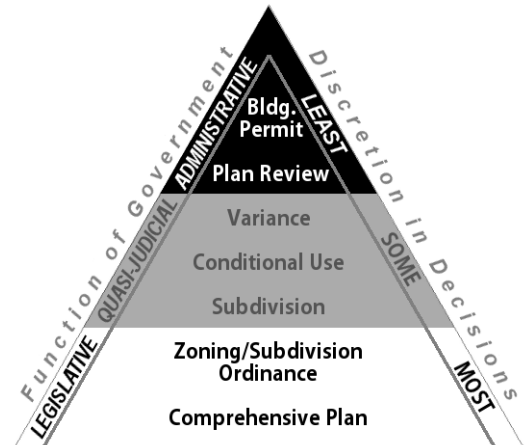
James J. Truog

Item Description: Request by for approval of a **ZONING TEXT AMENDMENT** to section 1004.05A One- and Two-Family Design Standards of the Roseville Zoning Ordinance

Application Review Details

- RCA prepared: June 30, 2014
- Public hearing: June 5 & November 6, 2013
- City Council action: July 7, 2014
- Statutory action deadline: not applicable

Action taken on a zoning ordinance (text) request is **legislative** in nature which has the most discretion; the City's role is to determine, through testimony and information provided by staff, whether such a change is appropriate.



1.0 REQUESTED ACTION

The Roseville Planning Commission seeks approval of a text amendment to the Zoning Ordinance regarding one-and two-family homes.

2.0 SUMMARY OF RECOMMENDATION

The Roseville Planning Commission recommends the approval of the proposed ZONING TEXT AMENDMENT; see Section 8 of this report for the detailed recommendation.

3.0 SUMMARY OF SUGGESTED ACTION

Adopt an Ordinance approving a Zoning Text Amendment to Section 1004.05A, One-and Two-Family Design Standards; see Section 8 of this report for the detailed recommendation.

12 **4.0 BACKGROUND**

13 In 2013, the City Council directed the Community Development Department to work with
14 the Planning Commission to review and consider possible modifications to Section
15 1004.05A, One- and Two-Family Design Standards (garage door setback requirements).

16 In June, July, and November 2013, the Planning Commission held public hearings
17 regarding text amendments to section 1004.05A of the Zoning Ordinance.

18 Following is the history regarding the creation of the requirements found in Section
19 1004.05A as well as the recommendation of the Planning Commission.

20 **5.0 HISTORY**

21 The current City Code requirement has its origins in form-based codes which were created
22 to address perceived shortcomings of Euclidian zoning¹. Form-based codes and hybrid
23 Euclidian/form-based codes are increasing in popularity throughout the Metro and country
24 because they are viewed as a more clearly stated language for the public and private sectors
25 to agree on the desired shape and function of the development in the community. The City
26 of Roseville has a hybrid ordinance with both Euclidian and form-based elements. The
27 City’s ordinance attempts to implement the policies outlined in the Comprehensive Plan
28 and Imagine Roseville.

29 Form-based standards are designed to minimize the negative impacts of design the
30 community views to be undesirable by preventing it from occurring. Euclidian zoning
31 regulation allows the undesirable design to occur but attempts to minimize the negative
32 impacts by increasing the setback to minimize the negative impacts on adjacent properties.

33 Form-based codes are often utilized in communities attempting to maintain or upgrade
34 housing stock in ways that are compatible with existing development patterns and in
35 communities attempting to increase the pedestrian-friendliness of residential
36 neighborhoods.

37 Cities utilizing form-based and hybrid ordinances range from small cities, such as Gem
38 Lake up to large cities, like Miami and Denver. Numerous cities in the metropolitan area
39 use form-based and hybrid ordinances including St. Louis Park, Burnsville, Woodbury,
40 Richfield, Eden Prairie, Apple Valley, and Chaska. Arden Hills has recently hired a
41 consultant to assist with preparing a form-based or hybrid ordinance for TCAAP.

42 Although there was some initial resistance when form-based codes were originally
43 developed in the 1980s, national builders have largely adapted to them. The frequency of
44 form-based standards and the desirability of form-based communities in the marketplace
45 has encouraged national builders to develop models that are compatible with these
46 concepts. Form-based communities tend to appeal to higher income customers, although
47 they have also been used effectively across the income spectrum. Smaller builders used to
48 working in Euclidian communities will often resist form-based standards because it may
49 necessitate creation of new model designs which can be expensive for low volume builders.

50 However, even smaller builders are generally adapting to form-based zoning codes as they
51 become more widely available in the metropolitan area.

¹ Euclidian zoning typically addresses dimensional standards, such as minimum lot sizes, setbacks, etc. while form-based zoning addresses more specifically the types of building forms that are desired.

As with many other elements of land use regulation, community attitudes towards garage placement changes over time. For example, Roseville's first zoning ordinance was adopted in 1959, and required garages to be in the rear yard. This standard disappeared when houses started taking direct access off of streets rather than alleys. Since the 1980s, cities have generally been increasing restrictions on garage sizes and placement.

6.0 CURRENT REGULATIONS

The challenge with any zoning regulation is to determine what the community considers to be desirable and undesirable design and then develop the least intrusive regulatory environment that accomplishes the community's goals without providing undue burden on private property owners.

Roseville's current garage standards have three main regulatory elements:

1. A limitation on garage width as a percentage of the building façade
2. A setback of 5 feet from the predominant building
3. An administrative waiver procedure to allow garages that do not comply with the standards in hardship situations, without the need for a variance (contained in §1004.05B).

City Code §1004.05A reads as follows:

One-and Two-Family Design Standards: *The standards in this section are applicable to all one- and two-family buildings, with the exception of accessory dwelling units. The intent of these standards is to create streets that are pleasant and inviting, and to promote building faces which emphasize living area as the primary function of the building or function of the residential use.*

1. *Garage doors shall not occupy more than 40% of the building facade (total building front); and*
2. *Garage doors shall be set back at least 5 feet from the predominant portion of the principal use.*

City Code §1004.05B reads as follows:

Requirements Apply to All New Construction: *On lots with physical constraints, such as lakefront lots, where the Community Development Department determines that compliance with these requirements is impactful, the Community Development Department may waive the requirements and instead require design enhancements to the garage doors to ensure that the purpose of the requirements is achieved. Design enhancements required for garage doors where the preceding requirements cannot be met may include such things as paint, raised panels, decorative windows, and other similar treatments to complement the residential portion of the facade.*

Form-based codes pay particular attention to garage placement because one of the typical goals is to build neighborhoods that promote a broader sense of community through activating the street. As within many of Roseville's neighborhoods, a sense of community is developed as people walk past homes and interact with each other in front yards, etc. Form-based codes attempt to facilitate this interaction by minimizing the garage as a physical barrier and bringing the living area portions closer to the street.

Form-based advocates note that when the entire garage is located in front of the main house, the home's windows and main structure are pushed back considerably from the street and this can reduce community interaction at the street. They note that garage forward designs may also form a barrier for peripheral vision from inside the home creating "blind spots" on the roadway, which reduces the "eyes on the street" phenomenon. For images of various garage placement treatments, please see Attachment F).

PUBLIC HEARING

On June 5, 2013, the Planning Division introduced the topic and provided the Commissioners with information regarding the purpose of the regulation, the number of single-family permits issued (44), and number of contractors, builders and/or home owners who sought relief (3, 2 administrative and 1 variance denied) or had issues/concerns over the requirement. The City Planner also indicated that some of the design issues stem from homes being designed prior to a greater awareness or understanding of the requirements in the Zoning Ordinance, which has been the case with a couple of homes and the recent variance denial on Lovell Street.

Planning Commissioners asked questions of staff, discussed possible options, and indicated their desire for additional information. Initially motions were made to recommend approval of the proposed amendments, however, after consideration and staff indication that the proposed changes were not time sensitive, the Commission moved to table the Section 1004.05A text amendments and to consider them at a future meeting (PC Minutes - Attachment A).

The Planning Commission had further discussions regarding the proposed amendments and discussed requirements for the garage door setback if the home/garage was set back more than 30 feet. The Planning Commission determined the appropriate distance to be 40 feet whereby the required 5-foot garage door setback would not apply. The Commission voted (6-0) to recommend support of the proposal with the revision (PC Minutes - Attachment B).

On November 6, 2013, the City Planner appeared before the Planning Commission to further discuss the proposed amendments to Section 1004.05A of the Zoning Ordinance. Specifically, the City Planner indicated that since the July meeting he had completed additional review of the existing requirements as well as those that were proposed to the Planning Commission and concluded that two of the three proposed changes were redundant to existing allowances.

Chair Gisselquist asked whether the existing requirements allowed for administrative flexibility or the option of a variance for a garage forward design and the City Planner indicated to the affirmative.

After a brief discussion amongst Commissioners, the consensus was that current language provided enough flexibility at this time and should builders and/or contractors encounter issues in the future regarding the strictness of the Code, such situations could be brought forward to the Commission in the future.

The Planning Commission confirmed that the City Planner should bring forward only the setback modification recommended back in July (as provided below) for the City Council to consider/approve (PC Minutes – Attachment C).

Homes with attached garage that are set back 40 feet or more from the front property line are exempt from meeting the 5-foot garage door setback from the predominant portion of the principal use but must meet all other requirements of Section 1004.05A.

7.0 PLANNING COMMISSION RECOMMENDATION

The Planning Commission recommends that the zoning ordinance be revised to allow homes that are set back 40 feet or more from the front property line be exempt from meeting the 5-foot garage door setback.

The Planning Commission's recommendation is a Euclidian zoning solution where the impacts of garage forward design are not prevented, but rather the attempt is to mitigate them through the use of greater setbacks. This change would allow full garages to be developed in any lot in the City that can support the increased setback requirement. Garage forward designs are currently allowed on any lots that can demonstrate a need for a garage forward design due to lot size, shape, or other hardship through administrative action without having to seek a variance.

Form-based zoning advocates would likely oppose this approach because it not only allows full garage forward design in areas where there is no hardship, but the increased setback pulls the living portions of the home further from the street, creating greater isolation.

8.0 SUGGESTED CITY COUNCIL ACTION

Adopt an Ordinance amending the text within §1004.05A, **One- and Two-Family Design Standards** (see Attachment B, draft ordinance);

9.0 POSSIBLE ALTERNATIVE ACTIONS

- 1. Modify the proposed Ordinance text and adopt the Ordinance as amended.**
- 2. Pass a motion to direct staff to prepare revised text for future consideration that will modify the 5-foot garage setback from the principal use to a setback of 0-feet.**
- 3. Pass a motion to direct staff to prepare revised text for future consideration that will modify the 5-foot garage setback from the principal use to allow the garage to be 5-feet (or some other distance) in front of the principal use (but still in compliance with front yard setbacks).**
- 4. Pass a motion to table the item for future action.** Tabling should be to a specific date and detail changes and/or corrections desired.
- 5. Pass a motion to deny the Planning Commission's recommendation and retain current standards.** Since this is a City initiated request and the City Council has wide discretion to make zoning text changes, there is no need to support the decision with findings of fact unless desired.

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CD Director Paul Bilotta 651-792-7071 | paul.bilotta@ci.roseville.mn.us

Attachments: A: Draft June PC minutes
C: Draft November PC minutes
E: Garage Example Photos
B: Draft July PC minutes
D: Draft ordinance

EXTRACT OF THE JUNE 5, 2013, ROSEVILLE PLANNING COMMISSION DRAFT MINUTES

h. **PROJECT FILE 13-0017**

Request by Roseville Planning Division for consideration of ZONING TEXT CHANGES to Section 1004.05 One- and Two-Family Design Standards regarding regulation of forward-facing garage doors

Chair Gisselquist opened the Public Hearing for Project File 13-0017 at about 8:26 p.m.

City Planner Paschke reviewed this requested ZONING TEXT AMENDMENT related to design standards for one- and two-family homes in Roseville, specifically the location of garages, as detailed in the staff report dated June 5, 2013.

Mr. Paschke advised that review of the design standards had been prompted by comments and/or concerns from various individuals on the Planning Commission, City Council, and from one developer interested in constructing homes on vacant lots off Lovell. Mr. Paschke advised that the concerns were specific to the design standards attempting to suppress or eliminate garage-forward designs or “snout” house design to avoid the garage being the most dominant feature of a home versus that of the main living area. Mr. Paschke advised that the design standards had been implemented in the recent Zoning Code update, in response to the direction and guidance of the 2030 Comprehensive Plan Update and *Imagine Roseville 2025* community visioning process, with the intended purpose to change that dynamic to create the perception or reality of a more pedestrian-friendly feel to neighborhoods.

Mr. Paschke advised that the majority of homes in Roseville already have the garages set back versus forward, and even homes built in the late 1970’s and 1980’s and since, even the popular split level design, have provided a flush or setback garage face, ultimately achieving current design standards even before they were most recently adopted in December of 2010. Mr. Paschke opined that the intent of the design standards was to bring an entirely different presence for a home without the garage and vehicles right up to the front of a property or home; which got to the heart of the vision outlined in the updated Comprehensive Plan and visioning process.

Mr. Paschke advised that in staff’s review of the forty-four (44) home permits issued since adoption of the design standards on December 29, 2010, only two (2) homes had been allowed to vary from those design standard requirements, with that administrative variance issues based on pre-existing situations or lot divisions that had grading pre-conditions for lot divisions making them unable to meet those requirements. Since the Community Development Department and Planning staff determined, during their administrative review, that the draft conceptual plans and grading pre-dated current code updates and they were not able to meet the design requirement, the administrative variances were granted for those two (2) homes. Mr. Paschke opined that the ability for forty-two (42) of forty-four (44) homes to meet design standards; and only one developer to-date expressing concern that they couldn’t met those standards, should speak to their standing the test and achieving the community’s desired results.

Regarding the property on Lovell, Mr. Paschke advised that the previous owner had sold the lots, and staff was currently working with the current owner who had been able to provide a design and happy to comply with design requirements.

If the Commission was interested in providing more flexibility for the design standards, Mr. Paschke referenced the three (3) recommendations in Section 5.0 of the staff report (lines 89-92) to provide an exemption clause if developers were unable to meet design standard code requirements.

Mr. Paschke advised that Planning staff felt unable to advocate for garage doors to be forward of living space, as it negated the hard work put in by the citizen advisory groups and their extensive work on the updated Comprehensive Plan and *Imagine Roseville 2025* vision. While some may opine that staff was expanding on nuances or ideas, Mr. Paschke opined that staff was following the heart of those goals. In reviewing other communities with a more residential feel, Mr. Paschke noted they included front porches and people gathering in front yards, and a lot of pedestrian and family activities, each goal expressed by residents. Mr. Paschke questioned if that same sense of place could be found with garages pushed forward on the façade, opining that it gave a different or closed-in feeling; as well as safety concerns or discomfort with vehicles moving too close to those walking and biking.

Chair Gisselquist expressed appreciation for staff providing the statistics on permits; and admitted that initially the design standards didn't appeal to him, even though he agreed that the "snout houses" were definitely less appealing. However, if the standards were working, and the track record certainly indicated they were, Chair Gisselquist questioned why they should be changed, unless it was to consider the recommendations allowing for more flexibility as put forward by staff in Section 5.0.

Member Boguszewski stated that a history provided many examples of hard work and community involvement going into creating bad legislation until the culture became more enlightened; and suggested that the level of work having gone into a visioning process should not necessarily be a factor or whether or not that legislation should or should not be reconsidered.

Member Daire noted his observation of a number of Roseville homes that have a garage and concrete walk with the main roof of the house leading to the front door, and appear to face flush with the lead edge of the garage, but also provide a service door and 4' walkway behind the home's roof overhang. Member Daire questioned if the updated design standards would prohibit that sort of design now, even if the main roof line continued out over the walkway.

Mr. Paschke responded that it probably would, if the garage itself sat forward of the living area of the home and if the home was setback from the garage. Mr. Paschke noted that, if the garage door was on the side, there would be no problem, as the structure could be aesthetically pleasing if the garage was side-loaded, using some of the recent Pulte homes in the Josephine Woods development as an example of that option.

Member Cunningham opined that, in her observations in other communities (e.g. Medina) it seemed that the majority of homes had front-loading garages; and questioned if other communities had similar ordinances to this one, further opining that she had never heard of similar design standards.

Mr. Paschke advised that some do, and some are even more specific, especially newer and often larger communities designed around park settings and homes set further

forward on a lot, with garages tucked back. Mr. Paschke referenced a recent large Disney housing development that had been designed around that concept, and others littered throughout the United States, including many in MN. While not sure if the term “trend” was applicable, Mr. Paschke advised that the intent was to provide some regulation where there had not previously been any and to meet the community desires to have certain designs for whatever reason. To the extent legislation was created, Mr. Paschke note that the ability was available to have a City and/or its residential community appear a certain way. Mr. Paschke reiterated that the majority of Roseville residences already achieve the requirements implemented since 2010; and while concurring with Member Boguszewski on some points, he could not say whether or not one design was better than another, simply that these standards got to the core of what was trying to be achieved. Mr. Paschke again noted the data from building permits that provided a good track record.

Member Boguszewski noted the recent variance request before the Variance Board for the proposed home as referenced by Mr. Paschke, stating that he had voted with the majority to deny that variance, based on being unconvinced that the proposed design was the only feasible one for that site, with the builder presenting it as the only design option that would allow pricing to sell a home. While not thinking that jury nullification of an existing law was necessarily always wrong, Member Boguszewski suggested caution in dictating design standards for residences.

Member Boguszewski opined that his fundamental disagreement was with the concept that placement of the front face of a garage is a major contributor to street aesthetics or that the City should be addressing it at all. While recognizing that only one (1) appeal had been received since the new standards were adopted in 2010, Member Boguszewski noted that his perception may not stand, since everyone else had apparently read the ordinance. In reviewing current housing stock, and based on his own split level home with flush front garage, Member Boguszewski opined that his neighborhood had a residential look. However, Member Boguszewski opined that it was more due to the aesthetics or architectural components of those homes and landscaping versus the location of the garage. Member Boguszewski opined that locating the garage forward and front-facing was not a determining factor in the feel of a block, especially when the majority of homes in a neighborhood were of that design.

If the City chose to address the design standards, Member Boguszewski suggested that the only standard should be related to location of the garage and home to front setbacks and sidewalks; or at a maximum that more flexibility be allowed if not eliminated completely, which would be his first preference. Member Boguszewski noted that this preference is not because he didn’t believe aesthetics should be addressed; however, he just didn’t think these particular design standards contributed or detracted from a home’s aesthetics.

Member Stellmach expressed his personal support of the design standards, whether or not a “snout house” was someone’s preferred design or not. Member Stellmach stated that he did not personally like a home’s focus or emphasis on the garage. If the Commission was to consider staff’s recommendations in Section 5.0 of the report, Member Stellmach expressed concern with the third bullet point, specifically how expansive that exception

could be, or if there was any concern that garages could then cover 100% of the front of a home.

Mr. Paschke responded that it would not limit your design preference, with a minimum setback of 30', and this would be 20' beyond that, otherwise you would lose the sense of place or what the code was trying to achieve with garage setbacks if the entire structure was setback. Mr. Paschke noted that there were minimal deep lots that could achieve this requirement; but could provide a way to not restrict or limit completely all lots in Roseville in having a home forward/garage back; and if the ability was there to set the structure back, it seemed like a way to appease certain concerns and issues expressed with current design standards.

Based on the number of split level homes in his neighborhood, as well as other vicinities, having a garage in front and house face/living quarters above, Member Olsen questioned if line 37 of the staff report meant that, in that type of application, a garage had to be set back 5' from the front of any part of the house; questioning if that made those existing homes illegal.

Mr. Paschke advised that some would be and some not; and others may not be flush if they had a covered entry or porch, a typical addition to some existing homes once they were constructed to allow protection from the weather at those entries, with many seeking such a deviation. No matter how an ordinance was ultimately designed, Mr. Paschke noted that some existing designs would become incompatible, however, he noted that they would be classified as a pre-existing, non-conforming use, no different than any other zoning district.

Member Boguszewski stated that the staff recommendation for additional standards would not relieve what he considered to be inappropriate design standards already in place. However, Member Boguszewski advised that this didn't necessarily mean he would vote in opposition of the proposed additional standards, even though it still left unaddressed his core issues. Member Boguszewski advised that he could support the two (2) of the three (3) staff recommendations, but didn't mean his discomfort had ended with the underlying ordinance.

Mr. Paschke noted that everything was currently up for discussion, and staff had only recommended those items as listed.

While supporting the first two (2) staff recommendations, while not striking the 5' setback clause from current language or at least relax it, Member Boguszewski reiterated that it did not alleviate his initial concerns, but that they could be if language struck the original 5' setback, and adding a provision that language in place to ensure nothing was done that was not aesthetically pleasing.

At the request of Member Daire, Mr. Paschke confirmed that this applied to new construction only.

In listening to the debate, Member Daire opined that it occurred to him that there must have been something in previous code that addressed averaging setbacks; and suggested something that could appeal to him that would average the appearance or garage-forward aspect for infill construction to achieve neighborhood or abutting home consistency, allowing new construction to fit into the neighborhood, even if it meant having the garage

door forward. In reviewing the subdivision that had recently come before the Commission with six (6) new homes side-by-side and facing, Member Daire advised that he had no problem applying these particular standards, with them all front facing in a residential environment where a significant portion of existing residences had garage-forward designs. Member Daire stated that he would not have the same concerns as Member Boguszewski, but on the other hand, there was something to be said for reinforcing the character of the majority of the buildings on a street. While agreeing this in one instance, Member Daire suggested it appeared elsewhere to be micro-managing infill development, and questioned if it was necessary that every new residence be constructed to meet these design standards. Member Daire opined that the City was bigger than that to attempt reinforcing existing design, and concurred that there could be more flexibility with those design standards, and he felt ambivalent with having them as a blanket rule. Member Daire opined that he would be more comfortable with some exception for instances when a certain percentage of existing structures have a garage-forward front, and the design would not be denied; however, he wasn't sure of how to accomplish that particular language. While not reaching a level of comfort with the current language, Member Daire opined that he was not sure how to revise it to accomplish his preference.

Member Boguszewski agreed that consistency contributed to the aesthetics of a street by not creating jarring designs.

In recognizing that a lot of people talked about neighborhood consistency, Mr. Paschke questioned what those defined boundaries were for Roseville; and further questioned how many houses on either side of yours should be required to share the same consistency or character.

Member Daire clarified that he was suggesting a block face and not necessarily a technical neighborhood.

Mr. Paschke questioned what a block face represented, since it was different everywhere; whether it referred to a full length of a street or avenue, or a certain length of it, or only infill on a block or cul-de-sac.

Member Daire again clarified that he was not talking about an entire street, but something more fine-grained in urban design terms, with one street along an existing block face as his suggesting as a fine enough grain for micro-managing. When getting into a subdivision with six (6) homes mostly facing each other, on a cul-de-sac and at the end of a 200' street, Member Daire advised that he had no problem with the application of this to that particular setting with individual lot setbacks for that. In other infill situations, Member Daire opined that it struck him that the City was attempting to micro-manage a situation not needing that micro-management; as long as consideration was given to whether or not the proposed design was reasonable consistent with homes on either side and/or across the street, not necessarily the entire neighborhood, but if driving along the street, you would feel you fit in. Member Daire didn't disagree with the attempt to meet the goals of the updated Comprehensive Plan and the community vision document, and striving to emphasis a pedestrian- versus automobile-dominated environment. However, if it was getting too definitive, Member Daire suggested that the issue may need to be tabled until more flexibility could be found.

Chair Gisselquist closed the Public Hearing at 9:07 p.m.; no one spoke for or against.

Chair Gisselquist thanked Members for a good discussion and good strategy points raised on several options. From his personal standpoint, Chair Gisselquist advised that he wasn't sure he was ready to strike the entire section for garage setback of 5'; however, Member Daire's suggestion to table the discussion for further review and consideration may be prudent, especially since the Commission had not even yet delved into Standard #1 on lines 35 – 36 of the staff report.

Member Boguszewski agreed that the desire was for residential versus garage faces; however, he reiterated his opinion that that goal was not affected by the placement of garages on the front.

Chair Gisselquist suggested that the intent was to reduce any perception of the predominance of garages in neighborhoods, allowing more interaction of residents; with the design standards in place to force design that would increase community, and spoke in support of it as a good goal. However, in dictating the actual percentage of garage and building façade configuration, Chair Gisselquist opined that it seemed to have opened up a Pandora's Box again; and maybe the issue should be tabled for now. At this point, Chair Gisselquist stated that he was more supportive of leaving current language as is.

Member Olsen opined that he preferred moving to leave language as it stands, even after tonight's discussion, versus tabling the issue yet again. Member Olsen stated that he also had a problem with a part of the discussion, thinking he was becoming a Libertarian, in attempting to dictate home design consistent with neighboring homes. Member Olsen spoke in support of individuality in design, many proving classy and fun allowing people to design things differently than their neighbors. Member Olsen opined that he was in support of staff's three (3) recommendation as outlined in Section 5.

MOTION

Member Olsen moved, seconded by Member Gisselquist to recommend to the City Council APPROVAL of the proposed ZONING TEXT AMENDMENTS to Section to 1004.05 One- and Two-Family Design Standards regarding regulation of forward-facing garage doors, as presented in the staff report, Section 5.0, dated June 5, 2013.

Member Boguszewski questioned if the makers of the motion would consider an amendment to their motion excluding the third bullet point (lines 91-92), recommending approval of only the first two (lines 90-90).

With the request for clarification by Member Stellmach, Mr. Paschke confirmed that the third bullet point could feasibly allow a home, if further back than 50' be exempted from design standards, and potentially have a garage door taking up to 100% of the façade. Member Stellmach opined that he personally did not find that aesthetically pleasing.

Member Olsen and Chair Gisselquist stated that they would entertain an amendment to the motion, striking the third bullet point in its entirety.

MOTION

Member Boguszewski moved, seconded by Member Cunningham, to strike the staff

recommendation (third bullet point – lines 91-92) to the staff report dated June 5, 2013, in its entirety.

Ayes: 6

Nays: 0

Motion carried.

AMENDED MOTION

Member Olsen moved, seconded by Member Gisselquist to recommend to the City Council APPROVAL of the proposed ZONING TEXT AMENDMENTS #1 and 2 (*adding architectural details to improve the appearance of rear and side walls; and using raised panels and other architectural detailing on garage doors*) to Section to 1004.05 One- and Two-Family Design Standards regarding regulation of forward-facing garage doors, as presented in the staff report, Section 5.0, dated June 5, 2013; and excluding language proposing that homes with an attached garage that are set back 50' or more from the front property line are not required to meet the requirements of Section 1004.05A.

Member Boguszewski spoke in support of the motion; however, as a citizen, he encouraged someone to return with proposed exception text, as suggested by Member Daire that would provide an exception in cases where a certain percentage of homes facing a block have “snout houses,” or some similar wording.

Chair Gisselquist spoke in support of further review and language revisions, opining that the garage issue had yet to be settled; however, also speaking in support of the two recommendations of staff that made the existing ordinance better and allowed for more flexibility in those design standards.

Member Boguszewski concurred; opining that these two (2) provisions remain in place even if the 5' garage setback language was eventually struck.

Mr. Paschke advised that staff was in no rush to get something moving forward; and had only provided this proposed update when asked by the Commission and City Council to look at options, not necessarily to eliminate any design standards. Mr. Paschke opined that Member Daire had thrown out a proposal worth looking into that may serve to bridge concerns and issues. Mr. Paschke stated that this was intended to initiate discussions, and that staff would be happy to consider any and all options the Commission chose to throw out. Mr. Paschke clarified that staff felt strongly about having something in there, but whether or not staff was supported in that or not, the final language needed majority support of the Commission and City Council. Mr. Paschke noted that it was staff's role to enforce existing code; and with the obvious strong positions on either side, he suggested that the Commission not take action at this time and allow staff a greater opportunity to review those options, speaking in support of tabling action if that was the desire of the Commission.

MOTION

Member Stellmach moved, seconded by Member Cunningham, to TABLE this item to a date not specific for staff to provide a revised proposal for consideration in the near future.

Mr. Paschke noted that this had come to the Commission as a recommendation; however, the purpose was to move it forward with majority support, and commended the Commission for choosing to take this step allowing further consideration.

Member Stellmach opined that he could understand having greater flexibility for properties 50' back or more, but the staff recommendation as written was too broad.

Member Boguszewski opined that staff's first recommendation (line 89(should still apply, but he was not sure if it also applied to the entire Section 1004.05A.

Ayes: 5

Nays: 1 (Olsen)

Motion carried.

Member Cunningham requested, when this item returned, that the 2030 Comprehensive Plan and *Imagine Roseville 2025* documents, apparently guiding this standard, be provided to the Commission for their review and as a context for that consideration, and whether this is the best choice for Roseville. Member Cunningham also requested that staff provide photos of home designs currently not in compliance with this language, representing those that were and those not aesthetically pleasing. Member Cunningham opined that, if offering some exceptions in the future, it would be nice to have examples available, if the goal was to make the front façade more aesthetically pleasing.

Member Olsen spoke in support of Member Cunningham's request; opining that it was difficult to make judgment calls on the integrity of one design over another; suggesting that such an attempt went beyond the role of the Planning Commission, most of whom were not qualified as architects.

Member Stellmach expressed his desire to talk to his neighbors to get their input before the next discussion.

Mr. Paschke advised that the attempt was not necessarily to address the architectural features of a home, only the garage itself; and opined that staff didn't find those standards inappropriate, and through working with a variety of sources, these design standards were intended to be broad and general for residential home design. Mr. Paschke strongly disagreed that the attempt was to try to eliminate "ugly," but in trying to craft legislation for the benefit of overall community goals, he clarified that it was a task of the Commission to nitpick or be tedious with the details for things that became policies in the community in which they lived. Even in recognizing that in creating those rules and regulations within that legislative process there may be some missteps or stumbling, Mr. Paschke opined that the majority, not personal individual feelings, still ruled. Mr. Paschke advised that staff would do their best based on tonight's discussion, and would attempt some photos to indicate those things being attempted in the comprehensive plan and community vision documents that needed changing.

**Extract of the Meeting Minutes of the Roseville Planning Commission,
July 10, 2013**

a. PROJECT FILE 13-0017

**Request by Roseville Planning Division for consideration of ZONING TEXT
AMENDMENTS to Section 1004.05, One- and Two-Family Design Standards
regarding regulation of forward-facing garage doors**

Chair Gisselquist opened the Public Hearing for Project File 13-0017 at approximately 7:18 p.m.

City Planner Paschke referenced the staff report containing more detailed information and goals and policies supporting house-prominent design predicated by vision statements from the Imagine Roseville 2025 and Roseville 2030 Comprehensive Plan Update, as requested at the June 2013 meeting of the Commission. Mr. Paschke noted that the City's Planning Staff and Consultants had developed design standards to slightly modify design for one- and two-family homes to avoid attached garages being the most prominent feature of a home's façade in the effort to create a perception of a more walkable, pedestrian-friendly neighborhood.

While acknowledging those past discussions, Mr. Paschke, and specifically Member Daire's proposal from the previous meeting, he advised that staff had investigated it further, but concluded that that in practical application the proposal would be difficult to implement; and advised that staff could therefore not support it at this point. Mr. Paschke concluded by advising that staff continued to support and recommend their original three (3) amendments for City Code specific to this issue, with a minor modification to the third point to clarify concerns of the commission for homes with attached garages setback significantly from the front property line. Mr. Paschke opined that inserting the "Daire proposal" and eliminating the minimum 5' setback from the front of the home as a design feature would essentially serve to defeat the entire intent of that section of code, at least from his perspective.

Member Boguszewski commended staff on their thorough review of Member Daire's proposal, even though that was not their recommendation. Member Boguszewski opined that the staff report did a good job of capturing a many-layered discussion and fairly captured Member Daire's comments on homes being constructed similar to others already existing in the neighborhood.

Since he had not been present during the Imagine Roseville 2025 or Comprehensive Plan meetings and their subsequent adoption, Member Daire questioned if there had been any discussion or comments about what was included specific to this design standard, as while they may be helpful goals, he found nothing during his personal review of the documents that included any statements recommending a 5' setback for a garage from the main residential structure. Member Daire recognized that there may have been some discussion, but asked staff if there were any specifics regarding the 5' setback; and questioned if staff had attended those community meetings. Mr. Daire asked Mr. Paschke specifically if he recalled any meetings where actual garage placement was indicated to enhance neighborhood image, walkability or to provide community gathering places.

Mr. Paschke advised that City staff was involved to some degree in some, but not all of the meetings, but both in-house staff and planning consultants had been involved in the brainstorming and strategy discussions, resulting in the current zoning code based on that community visioning and comprehensive plan guidance. Mr. Paschke further advised that without referencing and researching those meeting minutes further, he would be unable to respond to the specifics discussed. However, Mr. Paschke noted that the discussions, as well as both documents, were very broad and intentionally generic

enough to allow for more flexibility in design standards, while meeting the vision for a future Roseville to encourage pedestrian versus vehicle transportation; improve neighborhood images from the 1959 to-date single-family home design of “snout houses;” and seek to facilitate community gathering place. Mr. Paschke advised that, as a typical nomenclature of the planning field, specifics could or should not always be addressed that could stifle individuality, while maintaining a future vision for which the community could strive. Mr. Paschke noted that City Code, Section 1004.05A for those one- and two-family design standards attempted to allow for that new vision. Mr. Paschke admitted that he could not say that the 5’ setback for attached garages specifically got to the heart of that attempt to avoid “snout houses,” which were represented by a vast majority of existing homes in Roseville that was the intent of those design standards.

Based on his planning career for the City of Minneapolis, Member Daire advised that he was well aware of the planning realm, and opined that this then was apparently staff’s extrapolation based on their sense of those meetings.

Mr. Paschke responded that it may not even be a sense of those discussions; however, it was the interpretation of staff and planning consultants through their review of a number of different documents and future community aspirations that went into creating a zoning ordinance that captured the essence of those broader visioning documents and guides. Mr. Paschke admitted that other options may be available, but in this case, this was the code that had been subsequently adopted by the City Council, incorporating those design guidelines for what a future Roseville could look like. Mr. Paschke noted that there appeared to be only a few voicing opposition to those design standards through the many open houses (estimated at 10-15) and/or Public Hearings related to residential standards. Mr. Paschke further noted that any concerns were apparently not sufficient in a great enough magnitude for the City Council not to adopt the provisions, even though there may be some concerns being raised now with the current Planning Commissioners or City Council members. Mr. Paschke advised that staff was not finding a concern in the development community either, since they seemed more than willing to adapt their designs to meet the requirements.

Chair Gisselquist noted that a lot of the discussions during the Imagine Roseville 2025 community visioning process was general in nature, and would be hard to put into play in creating a zoning code. Chair Gisselquist noted that the discussions focused on livable communities, more walkable neighborhoods, less emphasis on vehicular traffic and more on pedestrians. Chair Gisselquist noted that staff and hired planning consultants had then been tasked with taking those general aspirations and crafting them into a realistic code; with the thought process among the planning community that with the residential portion of a home versus the garage more predominant on the structure, it would encourage those aspirations, whether or not someone specifically addressed a 5’ attached garage setback at one of the meetings. Chair Gisselquist opined that it was not water over the dam, and the current design standards incorporated the essence of those discussions.

Member Cunningham opined that, while the document references evidence to support that homes designed with garages dominating the front façade didn’t create that perception, there was also not a lot of compelling evidence to support that those residences didn’t support a healthier, walkable neighborhood. Member Cunningham questioned if it really made a neighborhood less walkable if a garage was on the front of a home. However, in her personal research of design standards for one- and two-family homes, Member Cunningham advised that the State of Oregon had done extensive research on that, and after her review of expert testimony, they had seemed to legitimately prove that “snout houses” actually discouraged pedestrian traffic. Based on her further research, Member Cunningham advised that she was now more comfortable in retaining the 5’ setback, even though she had found the information provided by staff from the Imagine Roseville 2025 and 2030 Comprehensive Plan update helpful, it was somewhat vague.

Member Boguszewski reiterated his theory from previous meetings and his preference to allow property owners to do what they wished to do on their private property as long as it didn't "harm" the neighborhood or community. Member Boguszewski opined that too large of a building mass or a disproportionately sized building could harm the character of a neighborhood; however, he also recognized that those interpretations could be either subjective or objective. Member Boguszewski suggested that there were three (3) options for the Commission to consider related to these design standards:

- 1) Eliminate the 5' setback provision entirely (strike item 2- lines 81 and 82 of the staff report - under City Code Section 1004.05A for One- and Two-Family Design Standards); OR
- 2) Retain the 5' setback, but add in the three (3) sub-bullet points recommended by staff (lines 117-121 of the staff report); or
- 3) Add the "Daire amendment" (lines 91-93 of the staff report) for any new construction for one- and two-family homes to be setback at an average in keeping with the homes on either side of the new home.

Member Boguszewski advised that, in an effort to be fair, he considered the extremes that might occur with any of those options, as well as re-reviewing the neighborhoods he'd previously travelled. Member Boguszewski advised that after further reviewing the options and intent of the current design standards, he found himself more comfortable with supporting the three recommendations of staff (lines 117-121) that would keep a residential feel and allow room for landscaping in front of a home as well. Member Boguszewski advised that he had not initially realized that to eliminate the existing 5' setback would open up the code for abuse. Member Boguszewski stated that he would support the proposal as recommended by staff, including the 50' waiver without getting into additional logistical problems of adopting the "Daire proposal," which essentially achieved the same goal.

Member Daire opined that it appeared that this particular item and the philosophy behind it had been discussed a lot; however, he referenced the June 5, 2013 meeting minutes where Mr. Paschke had supported the role of the Planning Commission to "nitpick" things being considered as a policy of the community. Therefore, at the risk of being nitpicky, Member Daire pointed out a number of inconsistencies in staff's proposal that needed to be addressed; and outlined them as follows.

- 1) The statement (lines 106-107) about regulating garage doors versus garages themselves. Member Daire referenced line 108 related to garages forward of a home needing to be in conformance with code (line 108); noting that most references in zoning code modifications related to garages, not garage doors. Member Daire noted that if a garage was side-loaded, it would affect it technically, but to some extent, either the comment on lines 106-108 should be amended as it affected the garage itself; or any wording of garages versus garage doors needed revised for consistency.
- 2) Member Daire advised that he had tracked most of the homes provided by staff through aerial photographs attached to the staff report; and noted that the first plat was extremely interested, but questioned if staff had intended it as a good or bad example of how code would affect it. Member Daire noted that the setback was 4', not 5' and it was a corner lot. When viewed from the home numbered "2231" if viewed from Lexington Avenue, Member Daire noted that it provided a side view of the garage, while if viewed from Laurie Road, the whole façade was basically garage and garage door; making it unclear to him how that particular house would be treated on a corner lot.
- 3) While noting that staff had made an assertion of which he was skeptical, that most Roseville homes have a garage setback from the line of the main structure, Member

Daire advised that in his review of only plates 1 and 2, he found that was indeed true and needed to adjust that skepticism. However, Member Daire did note that most homes with a slight setback of the garage from the residential portion were more in the nature of 3'-4' versus 5' creating nonconforming issues and placing owners in the position of being responsible to address it as it related to the current zoning code.

With respect to garage doors, Mr. Paschke responded that the particular section of code related to garage doors, not garages; and the only proposal related to the structure should be the first one addressing architectural details. Mr. Paschke advised that the code was all predicated on the door, not the garage itself; and if side-loaded, it didn't need to meet that particular requirement.

Regarding Plate #1, Mr. Paschke advised that if the home was addressed off Lexington Avenue, it would be the front of the home, so the side yard was where the garage was facing. If looking at the front of the home, Mr. Paschke noted that all you see is house on the side of the garage, so it was in compliance. However, if the address is off Laurie Road to the south, Mr. Paschke noted that then all you would see is garage and the home would not be compliant.

With respect to nonconformities, Mr. Paschke clarified that in December of 2010 when the Roseville City Council adopted its new Zoning Code and Map, it made almost every single existing property in Roseville nonconforming. Mr. Paschke noted that, while regulations frequently or infrequently change, only new construction or major modifications over a certain percentage would trigger an existing property needing to be brought into conformity; but would not be applicable to minor modifications. Mr. Paschke also noted that the City did not have any sunset clause in its zoning code to require that a property become compliance without one of those triggers; and he was not personally aware of any municipality that had such a requirement. Mr. Paschke opined that, whether minor amendments or broad changes to a city code, it would always trigger someone to be out of compliance, since the updates were reflecting updated requirements or desires of a city to change something, whatever that may be. Mr. Paschke noted that the result was that many homes encroach into that area today, but were not impacted if there was no trigger as noted above, with the property continuing as a legal, nonconforming use in perpetuity.

In response to Member Boguszewski, whose own home is nonconforming, Mr. Paschke reviewed the type of major improvements that could trigger requiring it to be brought into compliance; such as if the home was raised, the new construction would need to meet current code. Mr. Paschke advised that the key was that City Code was predicated by State law, but if you didn't replace the existing home on the exact footprint of the former home, you would need to meet all the requirements of the new zoning code; however, if a similar design was built on the same footprint, it may not meet all the requirements of the current code, depending on the provisions of the State's nonconforming laws.

With confirmation of his comments by Mr. Paschke, Member Boguszewski opined that the intent of this code was to spur the aesthetic improvement of a neighborhood incrementally more in line with the community's visioning documents. If that is the intent, Member Boguszewski spoke in opposition to Member Daire's proposed amendment to eliminate the existing 5' setback requirement from design standards; since it would leave everything in the same style it is now and not move the community in the direction interpreted from those community visioning documents.

With staff's revision of the third bullet point (lines 117-121), Member Stellmach advised that this addressed his previous concerns. However, Member Stellmach noted his continued lack of clarity with the other two bullet points for staff recommendations (lines 117-118) and whether that meant that any garage using raised panels didn't have to meet the setback requirement or that garages setback 50' didn't need to meet the 5' setback or had to meet design standards.

Mr. Paschke responded that the latter was the intent, that homes with attached garages setback 50' or more from the front property line did not need to have the garage setback of 5', but must meet all other requirements of Section 1004.05A.

Further discussion included whether line 119 should remain at 50' and whether it should specify from the property line or the street, noting that curb lines could fluctuate depending on what part of the city you were in or width of the street; with some having a 10-12' boulevard from the street to the property line, while others may be as low as 8'. Members noted that the intent was to improve walkability; questioned how that could impact properties located on curves;

Associate Planner Lloyd noted that typically setbacks are measured from property lines, but in cases like this when the pedestrian realm was the main concern and how architectural detail adjacent to that affected that realm, it may make sense to apply distance with respect to the street, even though there are not sidewalks throughout the entire City yet. Mr. Lloyd opined that reference that distance of where the garage door is doesn't matter anymore from the street from a pedestrian perspective, and in some places where a boulevard may be 20' or more, enforcing further setbacks from the property line got even further from the pedestrian realm. Mr. Lloyd opined that it made sense to consider the setback from the curb; however, opined that if that was to be the starting point it should remain 50'. Mr. Lloyd suggested that if language was to be revised, that it says "street edge," in cases where there may be no curb line.

Member Boguszewski noted that if typical boulevards are 10-15', the setback could be defined at 60-65' from the street. Member Boguszewski concurred with the concept of the pedestrian realm and making sure the structure was far enough from where that began.

Member Murphy questioned if there was any advantage to saying "street" or "property line" in situations where a street may get widened; opining that he'd rather decrease the footage and retain the reference to "property line."

Chair Gisselquist closed the Public Hearing at 7:53 p.m.; no one spoke for or against.

MOTION

Member Boguszewski moved, seconded by Member Gisselquist to recommend to the City Council retention of current design standards for single- and two-family homes (Section 1004.05A) with APPROVAL of ZONING TEXT AMENDMENTS as detailed in Section 5 of the staff dated July 10, 2013 (lines 117-121) providing options to provide additional flexibility for those design standards; *with one amendment as follows:*

- ***Revise the attached garage setback from fifty feet (50') to forty feet (40') in line 119 of the staff report.***

Ayes: 6

Nays: 0

Motion carried.

Council action related to this action is anticipated at an August of 2013 meeting.

**EXTRACT OF THE ROSEVILLE PLANNING COMMISSION MEETING MINUTES,
NOVEMBER 6, 2013**

6.a Other Business

Request by the Roseville City Planner for direction regarding previously approved ZONING TEXT AMENDMENTS TO Chapter 1004.05A (One- and Two-Family Design Standards) of the Roseville Zoning Ordinance

Chair Gisselquist introduced this item at approximately 6:57 pm

City Planner Thomas Paschke briefly summarized the staff report dated November 6, 2013; based on previous discussions of the Commission, and further review and analysis by staff concluding that those Commission recommendations (the first two bullet points – page 2, lines 11 – 12) were no different than those allowances currently in place in Section 1004.05B of City Code. Mr. Paschke noted that staff already reviewed extenuating circumstances to support individuals seeking to modify their home design as applicable to this section of code.

Mr. Paschke noted his attempt at humorously applying various application scenarios as a starting point for further Commission discussion; and more defined recommendation that language remain as is, or direct staff to come back with additional language for a Public Hearing at the Planning Commission accordingly. Mr. Paschke noted that, essentially, previous Commission action provided no solution; and the main question was whether the code, as currently stated, should continue to have the flexibility for staff to analyze each proposal related to garage locations, and how it met design/construction standards.

At the request of Member Cunningham, Mr. Paschke opined that the Commission needed to determine their intent for “flexibility,” whether it involved design amenities, a porch or other option. Mr. Paschke predicted that any change will create a set of different concerns and discuss implemented; and final determination would be determined by the City Council as to whether or not they concurred with the Commission’s recommendation.

At the request of Chair Gisselquist, Mr. Paschke confirmed that current language allowed administrative flexibility at the staff level for each application; or the option for a Variance process for residential designs if the garage was a forward component.

Mr. Paschke advised that most developers and contractors that staff dealt with performed their due diligence and research, and came to staff to review them before finalizing their designs. Mr. Paschke noted that it was infrequent that a problem occurred unless someone prepared their design and was ready to proceed with the permit process without realizing the design standards adopted by the City. Mr. Paschke noted that staff had already supported several design features with unique situations that met code and still accomplished the design goals of the applicant.

Member Boguszewski stated that his contention remained that the residential character of a street was more dependent on landscaping and overall massing relative to the road than the relative distance of the face of a garage compared to the home itself. Member Boguszewski further stated that he agreed that the City didn’t want new homes up against a road to retain the residential feel. Given the variables in architectural detail possible, Member Boguszewski opined that he wasn’t sure that should be included in code. However, Member Boguszewski advised that while he was not concerned with the first two bullet points (lines 11 – 12); he preferred language added to Section 2 (lines 31-32) similar to the following:

“If no part of the structure is closer than 50’ from the front property line, this setback requirement could be waived...”

Member Cunningham expressed her interest in addressing flexibility for lots having physical constraints (e.g. lake lots, etc.), or if on a smaller lot, there was limited ability to make sure the garage is in an exact location; and provided several possible scenarios. Member Cunningham stated that she was not opposed to adding flexibility to City Code to allow the Planning Department to have more discretion in those types of decisions if there were extenuating

circumstances, and staff encouraging owners to do more architectural detailing, without actually defining those components. Member Cunningham stated that she trusted staff's discretion, and noted other areas in City Code that allowed them that same discretion.

Mr. Lloyd referenced Section B "Requirements Apply to All New Construction" (page 2, lines 33 – 41) consisting of existing language already utilized in several circumstances allowing staff interpretation and administrative deviation ability. Mr. Lloyd provided several examples of those situations used where lots had physical restraints.

Member Keynan questioned how problematic this requirement is right now, or how many issues staff was finding; whether the Commission was trying to fix something that really was not a problem.

Mr. Lloyd opined that, depending on who you spoke to, there was room for debate as to whether or not there was a problem with garage placement. Mr. Lloyd advised that current code language had been based on Comprehensive Plan guidance; and usually when a problem came forward, it was due to the applicant designing their home without being aware of City requirements. However, Mr. Lloyd noted that this infrequent issue certainly had no effect on the safety or neighborhood degradation typically part of an analysis.

Mr. Paschke advised that of the 45-50 single-family home permits issued since the new code was put in place, he was aware of only 1 instance where the applicant sought a variance, that was subsequently not approved by the Variance Board, nor on appeal by the City Council. Mr. Paschke noted that this one applicant strongly expressed his lack of support of those design standards.

Under those circumstances, Member Keynan stated that he was fine with staff having additional flexibility on a case by case basis.

Member Boguszewski concurred, noting that the applicant/developer had indicated that such a design standard would require a variance process and cause homes to be priced higher; and in his case, having to redesign the configuration, it would hurt his ability to sell the home or market it cost-effectively based on that current code language. Member Boguszewski questioned whether or not the Variance Board or the City Council on appeal had ultimately supported that assertion, but that it was irrelevant at this point; but questioned if the City had observed any other problems in the housing market that would support that assertion.

Chair Gisselquist opined that, from his perspective, current language allowing administrative discretion or requiring waivers, was sufficient. However, Chair Gisselquist stated that he would like to make sure the third bullet point (page 2, lines 13-15) with the 50' requirement was added.

Mr. Paschke advised that the Commission's recommendation could be forwarded to the City Council accordingly, based on their previous action and tonight's subsequent discussion and clarification. Mr. Paschke reviewed the process for staff moving the third bullet point as previously referenced, forward to the City Council as a Text Amendment; with no additional Public Hearing required, and probably incorporated with other Text Amendments.

Member Murphy opined that the third bullet point to him appeared to sufficiently serve as a specific triggering mechanism.

After an ensuing brief discussion, it was Commission consensus that current language provided enough flexibility at this time, and if further concerns were received from contractors or developers that they had trouble developing in Roseville due to the strictness of its code, such a situation would become evident and come before the Commission in the future.

With no one from the public speaking to this item, Chair Gisselquist ended discussions at approximately 7:30p.m.

Chair Gisselquist confirmed that staff would bring the third bullet point language revision (page 2, lines 13-15) before the City Council in the future as a recommended text amendment.

City of Roseville

ORDINANCE NO. ____

AN ORDINANCE AMENDING SELECTED TEXT OF TITLE 10 ZONING ORDINANCE
OF THE ROSEVILLE CITY CODE

THE CITY OF ROSEVILLE ORDAINS:

SECTION 1. Purpose: The Roseville City Code is hereby amended to include additional flexibility for attached garage placement within the Low Density Residential-1 and Low Density Residential-2 districts, by creating a new setback allowance.

SECTION 2. §1004.05, One- and Two-Family Design Standards is hereby amended as follows:

A. One- and Two-Family Design Standards: The standards in this section are applicable to all one- and two-family buildings, with the exception of accessory dwelling units. The intent of these standards is to create streets that are pleasant and inviting, and to promote building faces which emphasize living area as the primary function of the building or function of the residential use.

1. Garage doors shall not occupy more than 40% of the building facade (total building front); and

2. Garage doors shall be set back at least 5 feet from the predominant portion of the principal use.

3. Homes with attached garage that are set back 40 feet or more from the front property line are exempt from meeting the 5-foot garage door setback from the predominant portion of the principal use but must meet all other requirements of Section 1004.05A.

SECTION 5. Effective Date. This ordinance amendment to the Roseville City Code shall take effect upon passage and publication.

Passed this 7th day of July, 2014

Image



Compliance

1. Home is in compliance with current setback standards
2. Home is in compliance with current setback standards (side entry garage)
3. Home is in compliance with current setback standards

Attachment E



4. Home is not in compliance with current setback standards (0 garage setback)



5. Home is not in compliance with current setback standards (garage slightly forward)



6. Home is not in compliance with current setback standards (garage slightly forward)



7. Home is not in compliance with setback standards (garage fully forward)