



## Variance Board Agenda

Wednesday, December 3, 2025

5:30 PM

City Council Chambers

In accordance with [Minnesota Statutes §13D.02](#) and City policy, Council and Commission members may attend meetings remotely up to three times per calendar year.

*(Times listed are approximate – please note that items may be earlier or later than listed on the agenda)*

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of Agenda**
- 4. Review of Minutes**
  - a. Review June 4, 2025 Minutes
- 5. Public Hearing**
  - a. Consider a request to allow a proposed second story home addition within the required minimum setback from the ordinary high water level at 513 Heinel Drive (PF25-019)
  - b. Consider a request by Hempel Real Estate to allow a proposed building to occupy less of the required street frontage required by Section 1006.04.E.3 (Frontage Requirement) of the City Code at 2700 Snelling Avenue (PF25-016)
  - c. Consider a request by Scott Beitz of Roseville Automotive to allow a proposed addition to encroach into the minimum required side yard setback at 2150 Hamline Avenue. (PF25-018)
- 6. Adjourn**

  
**REQUEST FOR BOARD ACTION**

Date: **12/3/2025**

Item No.: **4.a.**

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Department Approval

Agenda Section

Review of Minutes

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**Item Description:** Review June 4, 2025 Minutes

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1

**Application Information**

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n/a

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**Background**

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n/a

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**Staff Recommendation**

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n/a

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**Requested Planning Commission Action**

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Review the June 4, 2025 minutes and make a motion to approve subject to requested corrections.

12

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**Alternative Actions**

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n/a

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16

**Prepared by:**

**Attachments:**    1.    June 4, 2025 Minutes

17



**Variance Board Regular Meeting  
City Council Chambers, 2660 Civic Center Drive  
Draft Minutes – Wednesday, June 4, 2025 – 5:30 p.m.**

- 1 **1. Call to Order**  
2 Chair Aspnes called the regular meeting of the Variance Board to order at approximately  
3 5:30 p.m. and reviewed the role and purpose of the Variance Board.  
4
- 5 **2. Roll Call & Introductions**  
6 At the request of Chair Aspnes, City Planner Thomas Paschke called the Roll.  
7  
8 **Members Present:** Chair Aspnes, Vice Chair Barstad, and Member Campbell Jensen.  
9  
10 **Members Absent:** None  
11  
12 **Staff Present:** City Planner Thomas Paschke and Senior Planner Bryan Lloyd  
13
- 14 **3. Approval of Agenda**  
15  
16 **MOTION**  
17 **Member Campbell Jensen moved, seconded by Member Barstad, to approve the**  
18 **agenda as presented.**  
19  
20 **Ayes: 3**  
21 **Nays: 0**  
22 **Motion carried.**  
23
- 24 **4. Review of Minutes: May 7, 2025**  
25  
26 **MOTION**  
27 **Member Barstad moved, seconded by Member Campbell Jensen, to approve the**  
28 **May 7, 2025, meeting minutes.**  
29  
30 **Ayes: 3**  
31 **Nays: 0**  
32 **Motion carried.**  
33
- 34 **5. Public Hearing**  
35 Chair Aspnes reviewed the protocol for Public Hearings and public comment and opened  
36 the Public Hearing at approximately 5:34 p.m.  
37  
38 **a. PLANNING FILE 25-009**  
39 **Request to Allow a Proposed Shed to Stand Less than Five Feet from an Existing**  
40 **Structure.**

**Variance Board Meeting**  
**Minutes – Wednesday, June 4, 2025**  
**Page 2**

41 Senior Planner Lloyd reviewed the variance request for this property, as detailed in  
42 the staff report dated June 4, 2025.

43  
44 Mr. Lloyd explained that the variance request involved building a small storage shed  
45 less than five feet away from an existing structure due to the steeply sloping yard. The  
46 reasonably flat place to situate the shed was too close to the existing garage,  
47 necessitating the variance. He noted the staff report highlights that variances should  
48 be approved if there are unique or unusual property circumstances that prevent the  
49 fair application of zoning standards. The steep slopes across the property make it  
50 difficult to find a suitable location for the shed more than five feet from the garage.

51  
52 Member Barstad questioned why the shed could not be placed further from the  
53 garage.

54  
55 Mr. Lloyd explained the challenges of engineering a base or platform to  
56 accommodate the slope. He reviewed the five-foot setback and noted it served  
57 multiple purposes, including ease of maintenance and fire separation.

58  
59 Member Barstad inquired about the rationale for the two-foot separation.

60  
61 Mr. Lloyd explained that it provided some space for maintenance.

62  
63 Member Barstad questioned if the homeowners intended to build a shed platform.

64  
65 Mr. Lloyd clarified that the focus was on whether the homeowners created the need  
66 for the variance.

67  
68 Chair Aspnes inquired if there was any public comment.

69  
70 Mr. Lloyd confirmed that no public comments were received by staff regarding this  
71 variance.

72  
73 Chair Aspnes closed the public hearing at 5:59 p.m.

74  
75 Member Barstad raised concerns about stormwater management and the impact on  
76 the garage foundation.

77  
78 Mr. Lloyd suggested grading the space or installing gutters to prevent water damage.

79  
80 Member Campbell Jensen commented on the limited space for the shed and the  
81 necessity of placing it on the court.

82  
83 Mr. Lloyd noted that the front yard could also be a suitable location, but it would  
84 require another variance.

85  
86 Chair Aspnes suggested that the applicants should seek the maximum distance  
87 possible when applying for the permit.

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The Board discussed the standard amenity of a shed and the unique circumstances of the property.

**MOTION**  
**Member Campbell Jensen moved, seconded by Member Barstad, to adopt Variance Board Resolution No. 174 (Attachment 4), entitled “A Resolution Approving Variances to Dimensional Standards Pertaining to a Storage Shed at 427 Irene Court (PF25-009).”**

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

**6. Adjourn**

**MOTION**  
**Member Barstad, seconded by Member Campbell Jensen, to adjourn the meeting at 6:01 p.m.**

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

  
**REQUEST FOR BOARD ACTION**

Date: **12/3/2025**  
Item No.: **5.a.**

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Department Approval

*Janice Gundlach*

Agenda Section

Public Hearing

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**Item Description:** Consider a request to allow a proposed second story home addition within the required minimum setback from the ordinary high water level at 513 Heinel Drive (PF25-019)

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1  
2 **Application Information**

3 Applicant: Strole & Company  
4 Property Owner: Benjamin Seim  
5 Location: 513 Heinel Drive  
6 Application Submission: November 7, 2025  
7 City Action Deadline: Extended to March 7, 2026  
8 Zoning: Low Density Residential (LDR)  
9

10 **Background**

11 Late in the process of reviewing the application and preparing the report for the Variance Board's  
12 consideration, Planning Division staff discovered they did not fully understand the proposal. In order to  
13 obtain additional information about the variance request and properly analyze it, staff exercised the  
14 option in Minnesota Statute 15.99 to extend the time allowed for Roseville to take action on the  
15 application.  
16

17 Public Comment

18 At the time this RVBA was prepared, Planning Division staff have not received any comments or  
19 questions about the proposed home addition. Although no plans are being provided for review at this  
20 time, mailed and published notices specified a December 3 public hearing, so it is appropriate for the  
21 Variance Board to open the public hearing, take general comments and questions from members of the  
22 public in attendance, and table the hearing for continuation at the Variance Board's meeting on January  
23 7, 2026.  
24

25 **Staff Recommendation**

26 Open the public hearing for general comments and questions, and table it for continuation on January 7,  
27 2026, to allow time for additional information to be presented and reviewed.  
28

29 **Requested Planning Commission Action**

30 Open the public hearing for general comments and questions, and table it for continuation on January 7,  
31 2026, to allow time for additional information to be presented and reviewed.  
32

33 **Alternative Actions**

34 None  
35

**Prepared by:** Bryan Lloyd, Senior Planner

**Attachments:** None



**ROSEVILLE**  
**REQUEST FOR BOARD ACTION**

Date: **12/3/2025**  
Item No.: **5.b.**

Department Approval

*Janice Gundlach*

Agenda Section

Public Hearing

**Item Description:** Consider a request by Hempel Real Estate to allow a proposed building to occupy less of the required street frontage required by Section 1006.04.E.3 (Frontage Requirement) of the City Code at 2700 Snelling Avenue (PF25-016)

**Application Information**

Applicant: Hempel Real Estate  
 Location: 2700 Snelling Avenue  
 Application Submission: November 3, 2025  
 City Action Deadline: January 2, 2026  
 Zoning: Employment District (E-1)

**Background**

Land Use Context	Existing Land Use	Land Use Guiding	Zoning Classification
Site	Vacant	Employment	Employment (E-1)
North	Applewood Pointe Senior housing, townhomes	High Density	HDR
South	Restaurant, bank, office	Corridor Mixed-Use	MU-3
West	Credit union, hotel, restaurants	Corridor Mixed-Use	MU-3
East	Single family residences	Low Density	LDR

The subject property, located at the northeast corner of Snelling Avenue and County Road C, was originally the Rose Drive-In. The land was purchased and redeveloped beginning in 1978. In 1979, National Cash Register purchased a 17.8-acre parcel and developed their corporate office campus with a 236,450 square foot, five-story office building, parking structure, and surface parking lots.

In 1991 the building was converted into a multi-tenant office building that was purchased by TJJ Roseville Corporate Center LLC and became known as the Roseville Corporate Campus. In approximately 2005, MSP Commercial approached TJJ Roseville Corporate Center LLC about purchasing a portion of the site for a medical office. In 2006, MSP Commercial received approval to subdivide 2.5 acres of the campus for the purpose of developing the medical office building. In 2014, the Roseville Corporate Campus was purchased by the current owner who leased the building as a multi-tenant office building. However, the building and its multi-tenant spaces became obsolete and tenants began vacating the property. This past summer, the five-story office building and structured parking were razed to make the site more desirable for redevelopment.

25  
26 The Comprehensive Plan from the late 1970s designated the subject parcel and general area as  
27 "Business" and gave the subject site a zoning classification of "B-1, Limited Business District". The 2008  
28 Comprehensive Plan changed the subject property to "Office" and in 2010 the zoning classification  
29 became "Office/Business Park (O/BP)". The most recent Comprehensive Plan changed the subject  
30 property and its land use designation from "Office" to "Employment" and the property received a zoning  
31 classification of "Employment District (E-1)," which remains today.  
32

### 33 **Proposal Summary:**

34 The applicant, Hemple Real Estate, proposes to develop the now vacant 12.27-acre site into a 100,000  
35 sq. ft. build-to-suit medical office, research, and laboratory facility, uses, which are permitted in the E-1  
36 zoning district. Based on the existing lot configuration and the facility necessary for the end user, the  
37 200-foot wide, by 500-foot-deep building has been centered between the two existing (far east and west)  
38 frontage road ingress/egress points. Parking is proposed in front of the building as well as along the  
39 east and west sides.  
40

41 The proposed building placement complies with the 85-foot required frontage setback whereby the area  
42 between the building and front property line can include two rows of parking and a drive lane. However,  
43 the building width at the 85-foot setback does not comply with the Zoning Code requirement that a  
44 building occupy 70% of the lot frontage along the service drive, or, in this instance, a building frontage of  
45 333 feet in length along the 476-foot-wide lot.  
46

47 A site plan and other information about the proposed development are included with this report in  
48 Attachment 3.  
49

50 City Code Section 1006.04.E.3 states the following:

51 ***E. Frontage Requirement:*** *A development must utilize one or more of the three options below for*  
52 *placement of buildings and parking relative to the primary street:*

- 53 *1. At least 50% of the street frontage shall be occupied by building facades placed within 20 feet of*  
54 *the front lot line. No off-street parking shall be located between the facades meeting this requirement*  
55 *and the street.*
- 56 *2. At least 60% of the street frontage shall be occupied by building facades placed within 65 feet of*  
57 *the front lot line. Only one row of parking and a drive aisle may be placed within this setback area.*
- 58 *3. At least 70% of the street frontage shall be occupied by building facades placed within 85 feet of*  
59 *the front lot line. Only two rows of parking and a drive aisle may be placed within this setback area.*  
60

### 61 **Review of Variance Approval Requirements**

62 Section 1009.04.C (Variances) of the City Code explains the purpose of a variance is "to permit  
63 adjustment to the zoning regulations where there are practical difficulties applying to a parcel of land or  
64 building that prevent the property from being used to the extent intended by the zoning."  
65

66 The general intent of the Design Standards found in the Employment Districts chapter is to bring  
67 buildings forward toward the front property line; to be built on a more human scale; and to place the  
68 majority of the parking at the rear or side of the building. However, what these standards cannot  
69 contemplate are the pre-existing site characteristics and development/redevelopment  
70 scenarios. Therefore, the variance process can afford such situations relief from the strict standard of  
71 the Code.  
72

73 Although the Frontage Requirement provides three potential options for building placement, Planning  
74 Division staff have determined 2700 Snelling Avenue is uniquely configured and includes pre-existing  
75 site characteristics that impact the ability to fully comply with any of the three options. Specifically, the  
76 build-to-suit client requires a specific building shape (rectangular), which optimizes the design needs for  
77 office, research, and laboratory spaces; retains both the existing two access locations, with the easterly  
78 ingress/egress being shared with North Central Professional Building; reconfigures parking on both the  
79 east and west for deliveries, employees, and customers; allows for potential building expansion; and

80 takes advantage of the adjacent pond as an employee amenity. Given these factors, Planning Division  
81 staff find there are practical difficulties present which the variance process is intended to relieve.  
82

83 Section 1009.04.C of the City Code also establishes a mandate that the Variance Board make five  
84 specific affirmative findings, as stated below, about a variance request as a prerequisite for approving  
85 the variance. Planning Division staff have reviewed the application and offer the following draft findings.  
86

- 87 A. *The proposal is consistent with the Comprehensive Plan.* Planning Division staff believe the  
88 proposal is generally consistent with the Comprehensive Plan because it represents the type of  
89 continued investment promoted by the Comprehensive Plan's goals and policies. More  
90 specifically, the General and Commercial Area Goals and Policies sections of the  
91 Comprehensive Plan include several policies related to reinvestment, redevelopment, quality  
92 development, and scale. The proposed 100,000 square foot redevelopment project aligns well  
93 with the related goals and policies of the Comprehensive Plan.
- 94 B. *The proposal is in harmony with the purpose and intent of the zoning ordinance.* Planning staff  
95 believe the purpose and intent of the adopted Design Standard pertaining to the Frontage  
96 Requirement is being met with the proposed 200-foot-wide building (or 42% of its frontage  
97 occupied by building). Specifically, the proposal does satisfy the required setback distance of 85  
98 feet for two rows of parking and a driving lane. However, to satisfy the requirement of a building  
99 occupying 70% of the lot length along the street frontage, the building would need to occupy 333  
100 feet of the lot's 476-foot length. Meeting the frontage requirement is not practical when retaining  
101 the existing non-conflicting site accesses on the west and east, one of which is shared with  
102 another user. Moreover, the Employment Districts Design Standards do not contemplate every  
103 possible lot configuration or redevelopment scenario, and as such there are situations where  
104 relief from a standard or requirement may be necessary. The Planning Division staff find the  
105 proposal to be in "harmony" with the purpose and intent of the zoning ordinance as the  
106 redevelopment proposal is otherwise in compliant with the district's Design Standards.
- 107 C. *The proposal puts the subject property to use in a reasonable manner.* This finding seeks to  
108 determine whether the requested deviation to the Frontage Requirement will put the property to  
109 use in a manner reasonably consistent with the standards set forth in the Code. Regarding the  
110 proposed building placement and frontage, the proposal utilizes the third frontage option  
111 provided in the Code, which requires the building to be placed no greater than 85 feet back from  
112 the front property line with two rows of parking and a drive lane. This standard also requires  
113 70% of the lot or 333 feet of the building to occupy the frontage. It is this frontage length that  
114 presents the greatest challenge for the proposed redevelopment project. When the parcel was  
115 redeveloped in 1979, it was a goal to retain and take advantage of the pond as an amenity for  
116 the corporate campus and place most of the parking within the parking structure, which fronted  
117 the service drive. The current proposal also desires to also take advantage of the pond as an  
118 amenity to the office component, but also to take advantage of the existing site ingress/egress  
119 points, one of which is shared with North Central Professional Building. To benefit from both the  
120 pond and existing access points, the 200 x 500-foot building is centered between those  
121 accesses, which then results in 42% of the frontage requirement being occupied by the building  
122 instead of the required 70%. This allows for reconfigured parking on the east and additional  
123 parking and delivery access into the building on the west. This location also preserves future  
124 expansion to the west, should that ever be needed by a user. Planning Division staff have  
125 determined the proposal, along with the remaining site and building elements that fully comply  
126 with the Code, put the subject property to use in a reasonable manner, meeting this criterion.
- 127 D. *There are unique circumstances to the property which were not created by the landowner.* When  
128 this property was developed in 1979 it was for a different landowner and their building placement  
129 and use was designed for their specific needs. Also, at that time, the Zoning Code included  
130 different dimensional and design standards. And while the site is currently vacant, the area  
131 surrounding it is fully developed, which puts constraints on how this user is able to develop the  
132 site. Those constraints include ensuring ingress/egress to the site does not create conflicts,  
133 shared ingress/egress with North Central Professional building, and a lot width at the street

134 frontage that creates building placement challenges given the depth of the site. These unique  
135 circumstances, not created by the current landowner, have been determined by the Planning  
136 Division to meet this finding.

- 137 E. *The variance, if granted, will not alter the essential character of the locality.* Although the  
138 Planning Division’s goal is to seek full compliance with all Code standards, the essence of the  
139 variance process is to support unique situations or “practical difficulties” where compliance  
140 cannot be achieved or is difficult and/or impractical to achieve. Since Zoning Code standards  
141 cannot contemplate every possible development or redevelopment scenario, and given the  
142 surrounding area is fully developed in a manner not 100% in compliance with underlying zoning  
143 standards, staff finds relief from a single design standard will not alter the essential character of  
144 the locality.

145  
146 **Public Comment**

147 At the time this report was prepared, Planning Division staff received one email opposing the frontage  
148 requirement variance — see Attachment 4.  
149

150  
151 **Staff Recommendation**

152 Approve a variance supporting 200 feet of street frontage when 333 feet is normally required in support  
153 of the redevelopment proposal by Hemple Real Estate, based on the submitted plans, comments and  
154 findings of this report.  
155

156 **Requested Planning Commission Action**

157 By motion, adopt a resolution (Attachment 5) approving the requested variance to the Frontage  
158 Requirement for the redevelopment project at 2700 Snelling Avenue based on the submitted plans,  
159 content of this report, public input, and Variance Board deliberation.  
160

161 **Alternative Actions**

- 162 1. **Pass a motion to table the item for future action.** An action to table consideration of the  
163 requested variance must be based on the need for additional information or further analysis to  
164 reach a decision on one or both requests. Tabling may require extension of the 60-day action  
165 deadline established in Minn. Stat. 15.99 to avoid statutory approval.  
166 2. **Adopt a resolution denying the requested variance.** A denial must be supported by specific  
167 findings of fact based on the Variance Board’s review of the application, applicable zoning  
168 regulations, and the public record.

169  
170 **Prepared by:** Thomas Paschke, City Planner

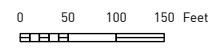
- Attachments:**
1. Base Map
  2. Aerial Photo
  3. Applicant Narrative and Proposed Development Plans
  4. Resident Opposition Email
  5. Resolution

# Attachment 1: Planning File 25-016

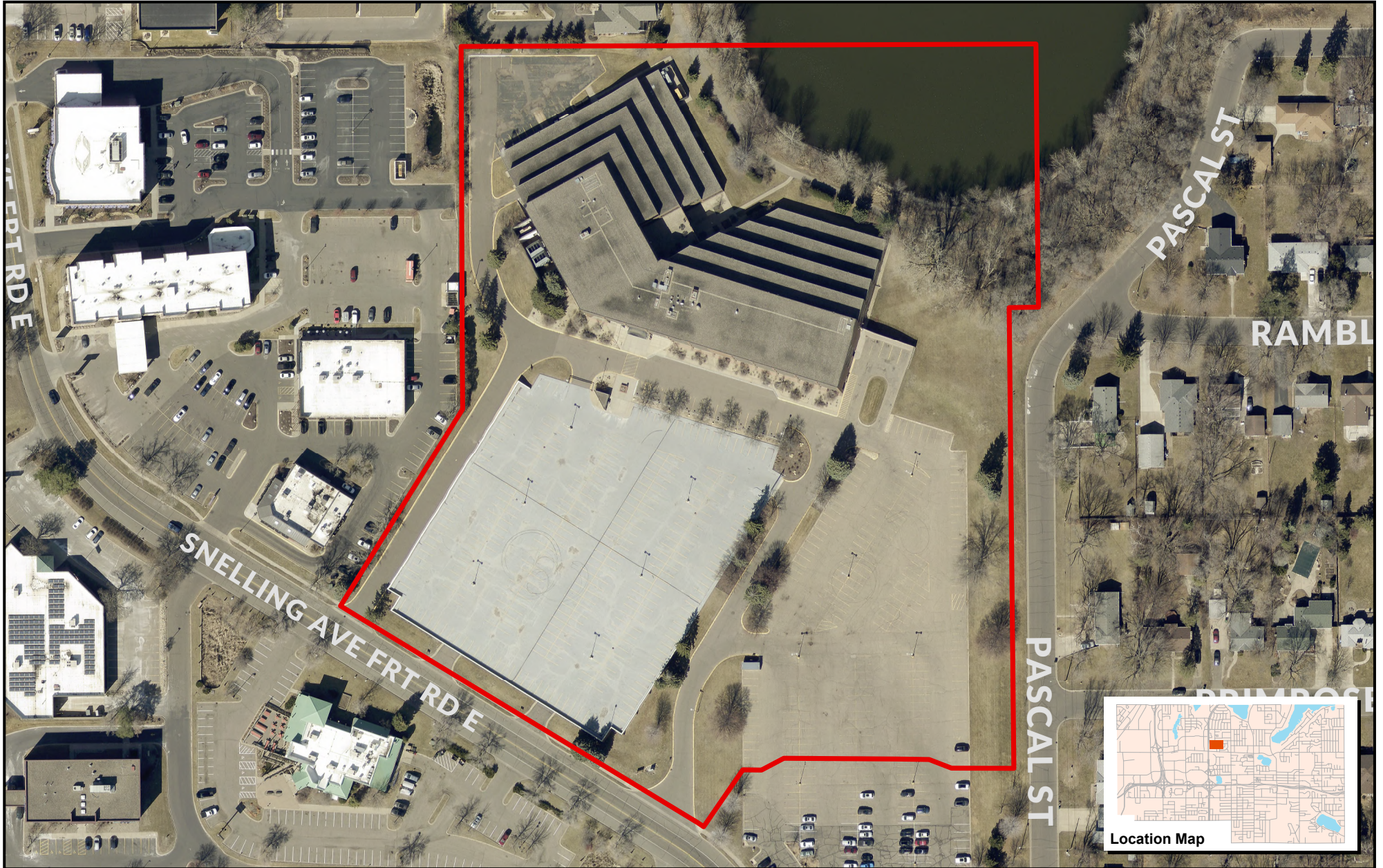


**Data Sources**  
 \* Ramsey County GIS Base Map (11/4/2025)  
 For further information regarding the contents of this map contact:  
 City of Roseville, Community Development Department,  
 2660 Civic Center Drive, Roseville MN

**Disclaimer**  
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# Attachment 2: Planning File 25-016





800 LaSalle Ave, Suite 1250  
Minneapolis, MN 55402

T 612 355 2600

October 31, 2025

Thomas Paschke  
Senior Planner  
City of Roseville, MN

**RE: Project Narrative – Variance Request**

Mr. Paschke,

On behalf of Hempel Real Estate (developer), we respectfully submit the enclosed application, narrative, and supporting materials requesting a variance from the frontage coverage standard to enable a best-in-class medical laboratory and office facility at 2700 E Snelling Service Road.

This proposal advances the City’s employment-area goals by reinvesting in a now demolished office site and delivering a modern workplace that supports innovation, high-quality jobs, and a stronger tax base. The plan places the building within the intended build-to zone, upgrades the public realm along Snelling Service Road, and resolves access, circulation, and stormwater needs unique to this parcel.

**Project benefits include:**

- Centralized regional lab consolidates high-quality jobs and specialized skills, strengthening Roseville’s employment base
- Delivering a state-of-the-art laboratory and office environment
- Enhancing the corridor with upgraded streetscape, landscaping, and screening
- Transforms a previously vacant and demolished office site with a long-term employment anchor

Thank you for your consideration. We welcome continued collaboration with City Staff and decision-makers to advance this investment in Roseville’s employment corridor.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brandon Champeau', written in a cursive style.

Brandon Champeau  
Executive Vice President

### **Proposed Project:**

Hempel Real Estate proposes a 100,000 SF build-to-suit Medical Research & Laboratory facility on a 12.48-acre site formerly occupied by an obsolete office complex (demolished in 2025). Program: ±20,000 SF office and ±80,000 SF production/lab floor with specialized logistics for high-volume clinical testing operations. The site is zoned E-1 Employment and expressly contemplates laboratory, research/testing, limited production/processing, and limited warehouse/distribution uses—matching the proposed use.

If this variance is approved, the project team will be submitting building permit documents in early 2026 with the goal to break ground in late spring. The tenant intends to occupy the building in late 2027.

### **Variance Request:**

Relief from the frontage standard found in section 1000.04, Section E, Option 3: *Requires building facades to occupy ≥70% of the front lot line within 85' of the street frontage (the property frontage is 484 linear feet which means 339 linear feet of frontage is required).*

The proposed site plan places the building within the 85' build-to zone but cannot meet the frontage coverage formula; the plan provides ±200' of façade in that zone (≈41%), necessitating a variance.

### **Practical Difficulty – Why the Frontage Percentage Can't Be Met Without Compromise:**

To safely align the eastern driveway with the intersection across Snelling and maintain the western driveway's non-conflicting movements, the building must sit between these drives, centered on the frontage. Doing so preserves the 85' build-to intent but mathematically reduces the maximum façade length available within that band. Adding the lab's required visitor/courier parking in front (two rows) is operationally necessary to prevent site-wide cross-circulation of couriers and to keep emergency and service areas uncongested. Combined with parcel geometry/topography and challenges which we need to solve with lengthening the access point to allow for a manageable slope, these factors create a unique, site-driven practical difficulty not attributable to the landowner.

### **Practical Justification for Variance:**

1. **Consistency with the Comprehensive Plan** - The project modernizes a legacy office site into a high-value employment anchor in an established corridor, supporting job retention/attraction, private reinvestment, and enhanced site

design—objectives embedded in Roseville’s employment area policies. The use (medical research/lab) is expressly compatible with the E-1 district’s role for innovation, research, and light production.

Public-facing improvements (new code-compliant pedestrian improvements, enhanced streetscape landscaping, and parking lot screening) elevate the pedestrian realm compared to the former ramp/parking condition and align with corridor quality goals stated in our transmittal.

2. **Harmony with the Purposes and Intent of the Zoning Ordinance** - The E-1 district’s permitted/allowable uses include lab, research/testing, limited production, and limited distribution—all central to FHS’s mission. The building is sited within the 85’ build-to depth, respects all yard setbacks, and concentrates higher-activity service/dock functions to the west—screened from public view—thereby meeting the ordinance’s functional and design intent even with reduced percentage frontage.
3. **Reasonable Use of the Property** - This is a specialized high-throughput clinical lab with ±250–270 daily courier drop-offs in addition to staff and visitors. To function safely and efficiently, the plan must:
  - Provide proximate, intuitive courier access;
  - Maintain safe driveway spacing and alignment; and
  - Provide sufficient on-site parking to avoid spillover. The plan provides 408 stalls (code calc baseline ~107 stalls for 20k office + 80k production).
4. **Unique Circumstances Not Created by the Landowner** - Multiple site-specific constraints drive the need for relief; conditions are inherent to the parcel and corridor network—not self-created.
  - **Constrained, irregular frontage with an unusually deep interior.** The lot’s geometry and limited frontage area must also host two proper driveway connections.
  - **Access alignment/safety.** The eastern driveway is shifted to line up with the opposing intersection to reduce conflict; the western access maintains safe turning movements—together dictating where the building can fit between them.
  - **Topography & stormwater.** There is meaningful grade change near the east approach, and the stormwater solution (on-site infiltration basin) and grading balance further inform building and drive placement.



800 LaSalle Ave, Suite 1250  
Minneapolis, MN 55402

T 612 355 2600

5. **No Alteration of the Essential Character of the Locality** - The project replaces a demolished, obsolete office complex with a high-design, employment-driven facility consistent with the corridor's established character. Architectural treatment elevates the Snelling frontage (prominent glazing at entries, high-quality precast), with service activities screened.

Street-facing improvements (sidewalk, landscape, lighting) and stormwater best practices will measurably improve the public realm compared to the former condition.

### Potential Mitigating Factors for Variance:

To ensure equal or better public-realm outcomes despite reduced frontage coverage, we commit to:

- **Pedestrian Realm Upgrade.** Replace/upgrade the frontage sidewalk to City standards and provide enhanced boulevard landscaping and parking lot screening along Snelling Service Road; a vast improvement over the former open air parking ramp.
- **Architectural Quality.** Maintain a high-quality material palette (precast with articulated glazing at entries) and human-scaled elements at the primary entrance, oriented toward the street.
- **Driveway Safety.** Fix the eastern drive alignment to the opposing intersection; maintain the western drive in its non-conflict location; sign/mark courier patterns to minimize conflicts.
- **Environmental Improvements.** Adds on-site stormwater management where historic development lacked modern BMPs.
- **Screening.** Install required screening of docks and courier drop off.

I hereby certify that this plan, specifications or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.

Peter J. Moreau, PE  
Date: XX.XX.XX Lic. No.: 53735

Rev.	Date	Description
	10.20.2025	RCWD SUBMITTAL

Project #: 25-104  
Drawn By: PM  
Checked By: JM  
Issue Date: 10.20.25

Sheet Title:

**SITE PLAN**

Sheet:

**C3.0**

**LEGEND**

- PROPOSED**
- PROPERTY BOUNDARY
  - SETBACK LINE
  - RIGHT OF WAY LINE
  - - - EASEMENT
  - ==== STANDARD CURB AND GUTTER
  - HEAVY DUTY BITUMINOUS PAVEMENT
  - LIGHT DUTY BITUMINOUS PAVEMENT
  - ▨ CONCRETE SIDEWALK
  - ▩ HEAVY DUTY CONCRETE PAVEMENT
  - ▧ SHARED PARKING EASEMENT AREA
  - FENCE
  - RETAINING WALL (BY OTHERS)
  - ☀ TRAFFIC SIGN
  - ☀ LIGHT POLE

**DEVELOPMENT SUMMARY**

**ZONING INFORMATION**  
CURRENT SITE ZONING: EMPLOYMENT (E-1) DISTRICT  
PROPOSED LAND USE(S):  
OFFICE  
LAB, RESEARCH, & TESTING  
LIMITED WAREHOUSING AND DISTRIBUTION

**SITE DATA**  
TOTAL SITE AREA: 12.3 ACRES

**IMPERVIOUS AREA:**

EXISTING	8.0 ACRES (65%)
REQUIRED	PROPOSED
<9.20 ACRES (75% MAX.)	<b>6.2 ACRES (50%)</b>

**PARKING SPACES:**

OFFICE (30,000 SF / 250 SF):	120	
WAREHOUSE (70,000 SF / 2,000 SF):	35	
TOTAL:	155 SPACES	<b>402 SPACES</b>
		(W/ SHARED = 446 SPACES)

**BUILDING SETBACKS**

FRONT:	*85' MAX.	85'
WEST SIDE:	10' MIN.	149'
EAST SIDE:	40' MIN.	151'
REAR:	50' MIN.	215'

**PARKING SETBACKS**

FRONT:	5' MIN.	12'
WEST SIDE:	10' MIN.	10'
EAST SIDE:	40' MIN.	40'
REAR:	50' MIN.	149'

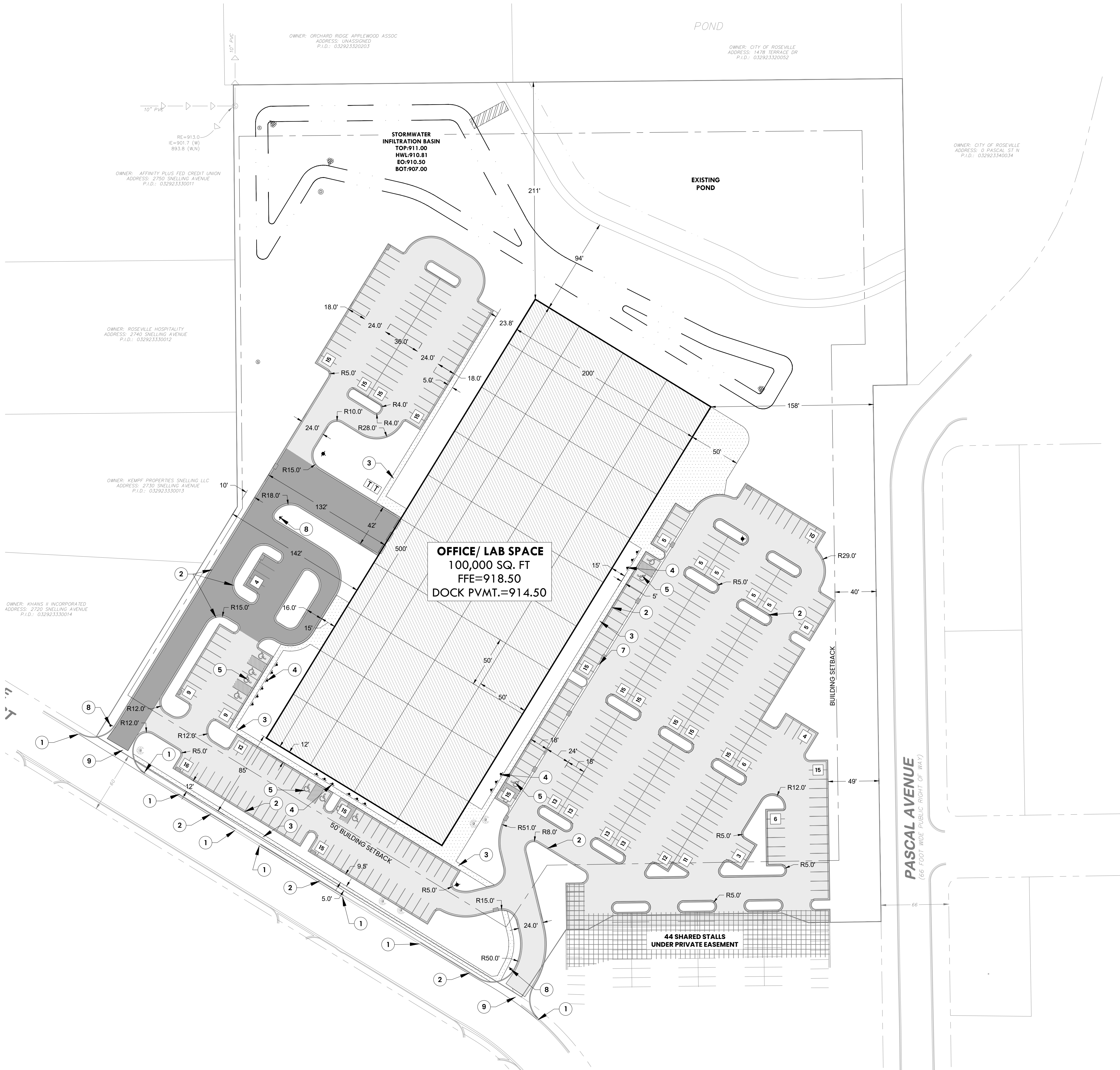
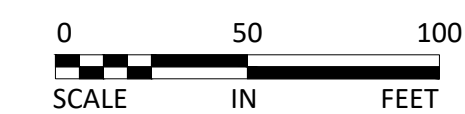
**PROPOSED VARIANCE(S):**  
FRONTAGE REQUIREMENT  
BY CODE (E3): AT LEAST 70% OF STREET FRONTAGE SHALL BE OCCUPIED BY BUILDING FACADES WITHIN 85' OF THE FRONT LOT LINE  
70% x 484' = 339' OF FRONT FACADE LENGTH  
PROPOSED: 200' OF FRONT FACADE LENGTH (41% FRONTAGE)

**KEYNOTES**

- ① MATCH EXISTING
- ② B6-12 CURB & GUTTER
- ③ CONCRETE SIDEWALK
- ④ ADA SIGNAGE & BOLLARDS - SEE CIVIL DETAILS
- ⑤ ADA PARKING STRIPING - SEE CIVIL DETAILS
- ⑥ CURB TAPER
- ⑦ VALLEY GUTTER
- ⑧ STOP SIGN
- ⑨ COMMERCIAL DRIVE APRON

**DESIGN BY OTHERS**

- Ⓐ ARCHITECTURAL STOOP - COORDINATE WITH STRUCTURAL
- Ⓑ LIGHT POLE WITH FOUNDATION



I hereby certify that this plan, specifications or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.  
 Peter J. Moreau, PE  
 Date: XX.XX.XX Lic. No.: 53735

Rev.	Date	Description
	10.20.2025	RCWD SUBMITTAL
Project #: 25-104		
Drawn By: PM		
Checked By: JM		
Issue Date: 10.20.25		
Sheet Title:		

**GRADING PLAN**

Sheet:  
**C4.0**

**LEGEND**

- PROPERTY BOUNDARY
  - - - EXISTING CONTOUR
  - - - PROPOSED CONTOUR
  - - - SETBACK LINE
  - - - RIGHT OF WAY LINE
  - - - EASEMENT
  - STANDARD CURB AND GUTTER
  - STORM SEWER
  - FLARED END SECTION
  - RETAINING WALL
  - DRAINTILE
  - GRADING LIMITS
  - SPOT ELEVATION
  - FLOW DIRECTION
  - E.O. EMERGENCY OVERFLOW
- SPOT ELEV. LABELS**  
 M.E.=MATCH EXISTING  
 TW=TOP OF WALL  
 BW=BOTTOM OF WALL  
 TC=TOP OF CURB

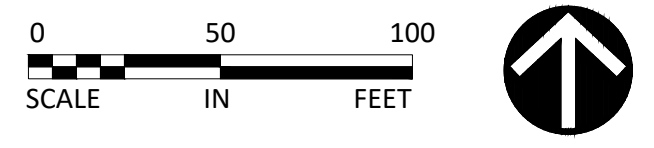
**GRADING NOTES**

- LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY IF ANY DISCREPANCIES ARE FOUND.
- CONTRACTORS SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULE, SLOPED PAVEMENT, EXIT PORCHES, RAMPS, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS, EXACT BUILDING UTILITY ENTRANCE LOCATIONS, AND EXACT LOCATIONS AND NUMBER OF DOWNSPOUTS.
- ALL EXCAVATION SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR TRENCH EXCAVATION AND BACKFILL/SURFACE RESTORATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA.
- ALL DISTURBED UNPAVED AREAS ARE TO RECEIVE SIX INCHES OF TOPSOIL AND SOD OR SEED. THESE AREAS SHALL BE WATERED UNTIL A HEALTHY STAND OF GRASS IS OBTAINED. SEE LANDSCAPE PLAN FOR PLANTING AND TURF ESTABLISHMENT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS
- ALL SLOPES SHALL BE GRADED TO 3:1 OR FLATTER, UNLESS OTHERWISE INDICATED ON THIS SHEET.
- CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING AND PROVIDE A SMOOTH FINISHED SURFACE WITH UNIFORM SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN OR BETWEEN SUCH POINTS AND EXISTING GRADES.
- SPOT ELEVATIONS SHOWN INDICATE FINISHED PAVEMENT ELEVATIONS & GUTTER FLOW LINE UNLESS OTHERWISE NOTED.** PROPOSED CONTOURS ARE TO FINISHED SURFACE GRADE.
- SEE SOILS REPORT FOR PAVEMENT THICKNESSES AND HOLD DOWNS.
- CONTRACTOR SHALL DISPOSE OF ANY EXCESS SOIL MATERIAL THAT EXISTS AFTER THE SITE GRADING AND UTILITY CONSTRUCTION IS COMPLETED. THE CONTRACTOR SHALL DISPOSE OF ALL EXCESS SOIL MATERIAL IN A MANNER ACCEPTABLE TO THE OWNER AND THE REGULATING AGENCIES.
- CONTRACTOR SHALL PROVIDE A STRUCTURAL RETAINING WALL DESIGN CERTIFIED BY A LICENSED PROFESSIONAL ENGINEER.
- ALL CONSTRUCTION SHALL CONFORM TO LOCAL, STATE AND FEDERAL RULES INCLUDING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS.
- PRIOR TO PLACEMENT OF ANY STRUCTURE OR PAVEMENT, A PROOF ROLL, AT MINIMUM, WILL BE REQUIRED ON THE SUBGRADE. PROOF ROLLING SHALL BE ACCOMPLISHED BY MAKING MINIMUM OF 2 COMPLETE PASSES WITH FULLY-LOADED TANDEM-AXLE DUMP TRUCK, OR APPROVED EQUAL, IN EACH OF 2 PERPENDICULAR DIRECTIONS WHILE UNDER SUPERVISION AND DIRECTION OF THE INDEPENDENT TESTING LABORATORY. AREAS OF FAILURE SHALL BE EXCAVATED AND RE-COMPACTED AS SPECIFIED HEREIN.
- EMBANKMENT MATERIAL PLACED BENEATH BUILDINGS AND STREET OR PARKING AREAS SHALL BE COMPACTED IN ACCORDANCE WITH THE SPECIFIED DENSITY METHOD AS OUTLINED IN MNDOT 2105.3F1 AND THE REQUIREMENTS OF THE GEOTECHNICAL ENGINEER.
- EMBANKMENT MATERIAL NOT PLACED IN THE BUILDING PAD, STREETS OR PARKING AREA, SHALL BE COMPACTED IN ACCORDANCE WITH REQUIREMENTS OF THE ORDINARY COMPACTION METHOD AS OUTLINED IN MNDOT 2105.3F2.
- ALL SOILS AND MATERIALS TESTING SHALL BE COMPLETED BY AN INDEPENDENT GEOTECHNICAL ENGINEER. EXCAVATION FOR THE PURPOSE OF REMOVING UNSTABLE OR UNSUITABLE SOILS SHALL BE COMPLETED AS REQUIRED BY THE GEOTECHNICAL ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOILS TESTS AND INSPECTIONS WITH THE GEOTECHNICAL ENGINEER.



**OFFICE/ LAB SPACE**  
100,000 SQ. FT  
FFE=918.50  
DOCK PVMT.=914.50

**STORMWATER INFILTRATION BASIN**  
TOP:911.00  
HW:910.81  
EO:910.50  
BOT:907.00



I hereby certify that this plan, specifications or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.

Perkins Moreau, PE  
Date: XX.XX.XX Lic. No.: 53735

Rev.	Date	Description
	10.20.2025	RCWD SUBMITTAL
Project #:	25-104	
Drawn By:	PM	
Checked By:	JM	
Issue Date:	10.20.25	
Sheet Title:		

**STORM SEWER PLAN**

Sheet:  
**C5.1**

**LEGEND**

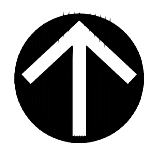
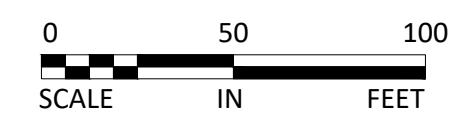
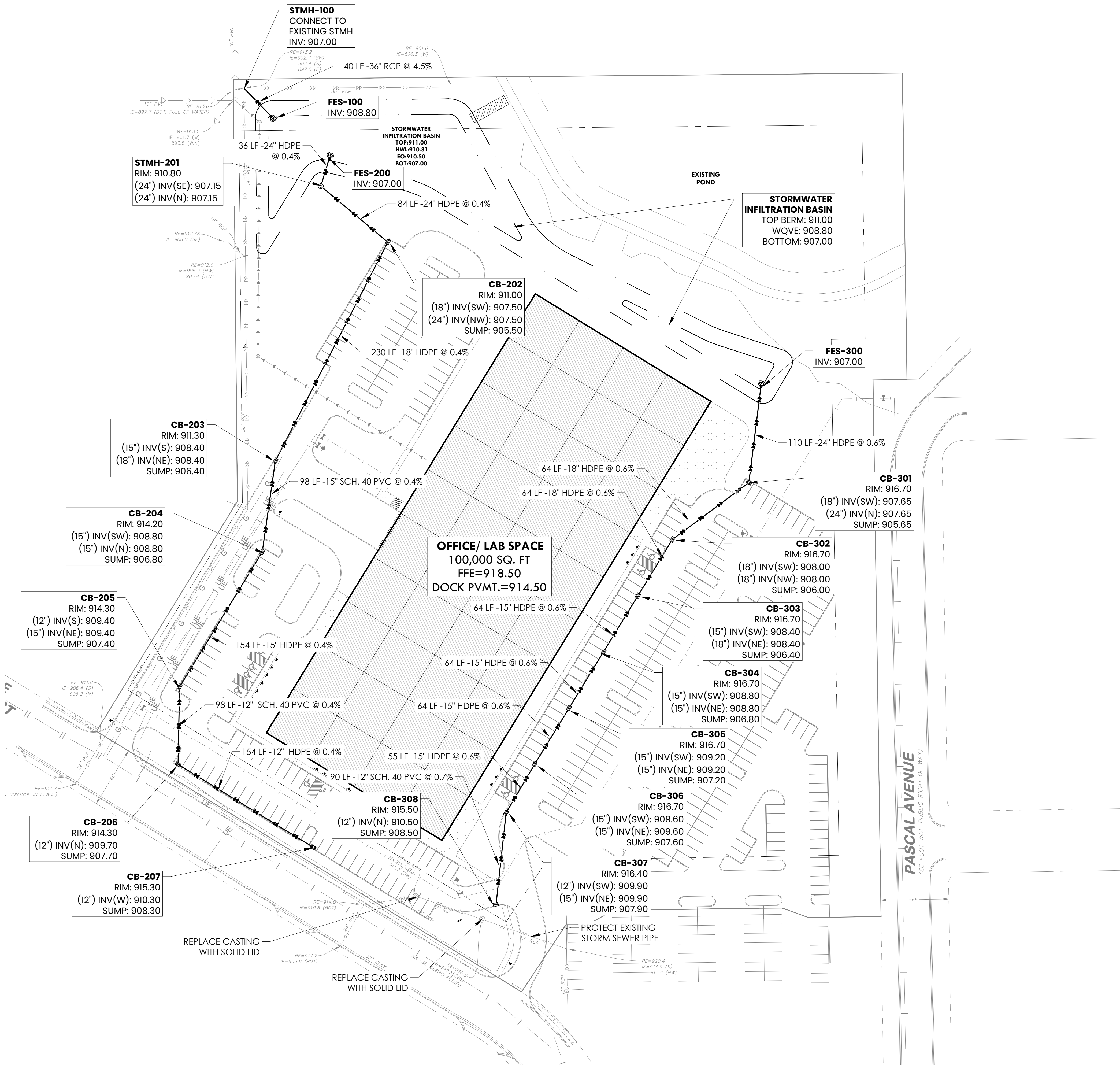
**PROPOSED**

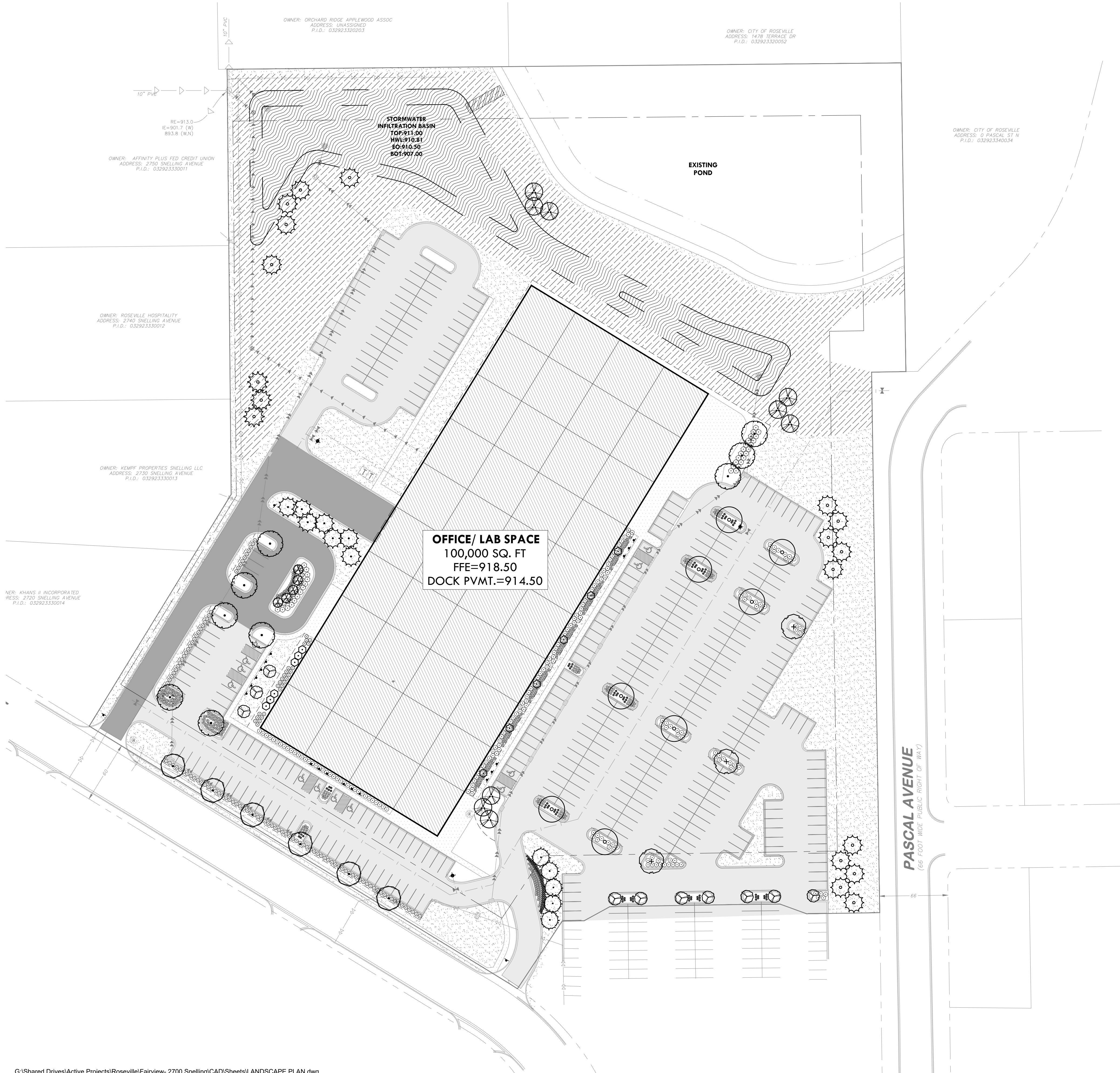
- — — — — PROPERTY BOUNDARY
- — — — — EASEMENT
- — — — — CURB AND GUTTER
- — — — — WATER MAIN
- — — — — HYDRANT
- — — — — GATE VALVE
- — — — — SANITARY SEWER
- — — — — STORM SEWER
- — — — — FLARED END SECTION W/ RIP RAP & TRASH GUARD
- — — — — DRAINTILE
- — — — — RETAINING WALL
- — — — — GAS
- — — — — UNDERGROUND ELECTRIC
- — — — — OVERHEAD ELECTRIC
- — — — — TELEPHONE/FIBER
- — — — — LIGHT POLE

**STORM SEWER NOTES**

1. STORM SEWER PIPE:
  - 1.1. HDPE OR POLYPROPYLENE PIPE MAY BE INSTALLED WITH APPROVAL OF LOCAL GOVERNING AGENCIES.
  - 1.2. HDPE STORM PIPE 4- TO 60-INCHES IN DIAMETER SHALL MEET REQUIREMENTS OF ASTM F2648. FITTINGS SHALL BE PER ASTM F2306 AND INSTALLED PER ASTM D2321.
  - 1.3. POLYPROPYLENE STORM PIPE 12- TO 60-INCHES IN DIAMETER SHALL MEET REQUIREMENTS OF ASTM F2881. APPROVED FITTINGS SHALL MEET JOINT PERFORMANCE REQUIREMENTS OF ASTM D3212. AT PIPE JOINTS, THE SPIGOT SHALL UTILIZE TWO GASKETS MEETING THE REQUIREMENTS OF ASTM F477. INSTALL IN ACCORDANCE WITH ASTM D2321.
  - 1.4. PVC STORM SEWER PIPE AND FITTINGS SHALL BE SCHEDULE 40 PIPE PER ASTM D2665 AND INSTALLED PER ASTM D2321.
  - 1.5. IF REQUIRED BY AHJ, REINFORCED CONCRETE PIPE SHALL BE CLASS 5 FOR PIPE DIAMETERS 18" AND SMALLER AND CLASS 3 FOR PIPE DIAMETERS 21" AND LARGER UNLESS OTHERWISE NOTED, PER ASTM C76 WITH R-4 GASKETS.

FOR GENERAL UTILITY NOTES, SEE SHEET C5.0.





### LANDSCAPE REQUIREMENTS

**LANDSCAPING REQUIRED ROSEVILLE ORD 1011.03:**  
 NON-RESIDENTIAL USES REQUIRE THE GREATER OF:  
 • 1 CANOPY TREE PER 1,000 SQUARE FEET OF GROSS BUILDING AREA  
 • 1 CANOPY OR EVERGREEN TREE PER 50 LF OF PROPERTY PERIMETER.

PROPERTY PERIMETER FOR THIS SITE IS 3,047 LF.  
 $3,047 / 50 = 60.94$  **REQUIREMENT IS 61 TREES.**

UP TO 25% OF THE REQUIREMENT CAN BE REPLACED WITH ORNAMENTAL TREES AT A RATIO OF TWO ORNAMENTAL TREES PER CANOPY OR EVERGREEN TREE.

TREES REQUIRED: **61**  
 TREES PROVIDED: **71**

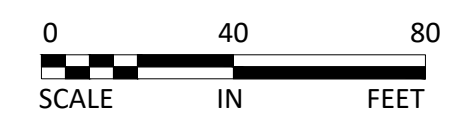
SHRUBS REQUIRED: **366**  
 SHRUBS PROVIDED: **378**

#### PLANT SCHEDULE

SYMBOL	CODE	COMMON / BOTANICAL NAME	SIZE	TYPE	QTY
<b>TREES</b>					
	FE	AMERICAN ELM / ULMUS AMERICANA 'PRINCETON'	8.6.8	25'CAL	6
	GB	MAIDENHAIR TREE / GINKGO BILOBA 'AUTUMN GOLD' TM	8.6.8	25'CAL	3
	AXF	MATADOR™ FREEMAN MAPLE / ACER X FREEMANI 'BALSTON'	8.6.8	25'CAL	8
	RP	REGAL PRINCE OAK / QUERCUS ROBUR X WARELONGS	8.6.8	25'CAL	12
	HL	SKYLINE HONEY LOCUST / GLEDITSIA TRIACANTHOS 'SKYLINE'	8.6.8	25'CAL	9
	WS	WHITESPIRE BIRCH / BETULA PAPIRIFERA 'WHITESPIRE'	8.6.8	25'CAL	9
<b>CONIFERS</b>					
	BS	BLACK HILLS SPRUCE / PICEA GLAUCA DENSATA	8.6.8		7
	NS	NORWAY SPRUCE / PICEA ABIES	8.6.8		5
	PP	PONDEROSA PINE / PINUS PONDEROSA	8.6.8		16
	SP	SCOTCH PINE / PINUS SYLVESTRIS	8.6.8		3
<b>ORN. TREES</b>					
	ACB	AUTUMN BRILLIANCE SERVICEBERRY / AMELANCHIER CANADENSIS 'AUTUMN BRILLIANCE'	8.6.8	2'CAL	10
	RE	EASTERN REDBUD / CERCIS CANADENSIS	8.6.8	2'CAL	5
<b>SHRUBS</b>					
	CJ	CALGARY CARPET JUNIPER / JUNIPERUS SABINA 'MONNA'	5 GAL		12
	BH	DWARF BUSH HONEYSUCKLE / DIERVILLA LONICERA	5 GAL		69
	CA	DWARF RED TWIG DOGWOOD / CORNUS SERICEA ALLEMAN'S COMPACT	5 GAL	8.6.8	195
	LB	LILAC / SYRINGA X 'BLOOMERANG'	5 GAL		34
	MJ	MINT JULEP JUNIPER / JUNIPERUS CHINENSIS 'MINT JULEP'	5 GAL		130
<b>GRASSES</b>					
	KFG	FEATHER REED GRASS / CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	1 GAL		144
<b>PERENNIALS</b>					
	AFS	AUTUMN FIRE SEDUM / SEDUM X 'AUTUMN FIRE'	1 GAL		51
	LRS	LITTLE SPIRE RUSSIAN SAGE / PEROVSKIA ATRIPLEXIFOLIA 'LITTLE SPIRE' TM	1 GAL		146
	WLC	WALKERS LOW CATMINT / NEPETA X FASSENII 'WALKERS LOW'	1 GAL		192
<b>SYMBOL CODE COMMON / BOTANICAL NAME QTY</b>					
<b>GROUND COVERS</b>					
	WD	FORMERLY MNDOT SEED MIX 33-261 / MNDOT SEED MIX WET DITCH			35,057 SF
	SSR	FORMERLY MNDOT SEED MIX 35-221/36-211 / MNDOT SEED MIX SOUTHERN SHORTGRASS ROADSIDE			61,311 SF
	TUR HG	SOD / TURF SOD HIGHLAND SOD			71,913 SF

### LANDSCAPE NOTES

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND LIMITED MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION SHALL NOT BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OR ENGINEER OF DISCREPANCIES.
2. ALL SANITARY SEWER, STORM SEWER AND WATER MAIN MATERIAL AND INSTALLATIONS SHALL BE PER CITY REQUIREMENTS, MINNESOTA PLUMBING CODE, AND IN ACCORDANCE WITH THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION AND SANITARY SEWER AND STORM SEWER INSTALLATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA.
3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN THE NECESSARY FEDERAL, STATE AND LOCAL PERMITS FOR THE PROPOSED WORK OR VERIFY WITH THE OWNER OR ENGINEER THAT PERMITS HAVE BEEN OBTAINED. PERMIT FEES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR UNLESS OTHERWISE



**measure**

**HEMPEL REAL ESTATE**  
 800 LA SALLE AVENUE  
 SUITE 1250  
 MINNEAPOLIS, MN

**MEDICAL RESEARCH & LAB FACILITY**  
 ROSEVILLE, MINNESOTA

I hereby certify that this plan, specifications or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Landscape Architect under the laws of the State of Minnesota.

Joseph J McKinney, PLA  
 Date: XX.XX.XX Lic. No.: 53234

Rev.	Date	Description
	10.20.2025	RCWD SUBMITTAL

Project #: 25-104  
 Drawn By: PM  
 Checked By: JM  
 Issue Date: 10.20.25  
 Sheet Title:

### LANDSCAPE PLAN

Sheet: **L1.0**



**From:** [lori.gooden](mailto:lori.gooden@gmail.com)  
**To:** [Thomas Paschke](mailto:Thomas.Paschke@cityofroseville.com)  
**Subject:** Oppose: variance board request for 2700 Snelling Avenue  
**Date:** Monday, November 24, 2025 10:09:48 AM

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You don't often get email from gooden.lor@gmail.com. [Learn why this is important](#)

Good morning, Thomas.

My husband Jim and I live in Roseville and recently received a public hearing notice regarding Roseville's Variance Board's consideration of Hemple Real Estate's request for a variance in the building frontage at 2700 Snelling Avenue - from 70% required to a mere 42%.

Both of us are opposed to allowing the variance due to a few reasons, the main one being that the difference is significant. The city sets codes for specific reasons; developers demand what they want and expect cities to adhere. If they don't, developers threaten to abandon projects. Both Jim and I say so be it. Roseville needs to adhere to its own codes, and developers need to learn to live within the parameters.

In addition, we would like to know what type of construction is planned for that area, as our residence is directly across from the site.

Thank you -  
Lori and Jim Gooden  
1480 Applewood Ct W Unit 306

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

Pursuant to due call and notice thereof, a regular meeting of the Variance Board of the City of Roseville, County of Ramsey, Minnesota, was held on the 3rd day of December 2025, at 5:30 p.m.

The following Members were present: \_\_\_\_\_  
and none were absent.

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

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

**A RESOLUTION APPROVING A VARIANCE  
TO THE FRONTAGE REQUIREMENT IN §1006.04.E.3  
FOR 2700 SNELLING AVENUE (PF25-016)**

WHEREAS, the subject property is assigned Ramsey County Property Identification Number 03-29-23-33-0026, and is legally described as follows:

**Lot 1, Block 1, Venture 4<sup>th</sup> Addition**

WHEREAS, §1006.04.E.3 states the following:

*E. Frontage Requirement: A development must utilize one or more of the three options below for placement of buildings and parking relative to the primary street:*

1. *At least 50% of the street frontage shall be occupied by building facades placed within 20 feet of the front lot line. No off-street parking shall be located between the facades meeting this requirement and the street.*
2. *At least 60% of the street frontage shall be occupied by building facades placed within 65 feet of the front lot line. Only one row of parking and a drive aisle may be placed within this setback area.*
3. *At least 70% of the street frontage shall be occupied by building facades placed within 85 feet of the front lot line. Only two rows of parking and a drive aisle may be placed within this setback area.*

WHEREAS, Hemple Real Estate has elected the frontage requirement provided in paragraph 3 of section 1006.04.E, which states at least 70% of the street frontage shall be occupied by building facades placed within 85 feet of the front property line can include only two rows of parking and a drive lane; and

WHEREAS, the proposed building width at the 85-foot setback does not comply with the Zoning Code requirement that a building occupy 70% of the lot frontage along the service drive, or, in this instance, a building frontage of 333 feet in length along the 476-foot-wide lot, and

WHEREAS, the proposed build-to-suit client requires a specific building shape (rectangular) that optimizes the design needs for office, research, and laboratory spaces, proposes retaining both existing access locations, including the easterly ingress/egress that is shared with North Central

Professional Building; reconfigures parking on both the east and west for deliveries, employees, and customers; allows for potential building expansion; and takes advantage of the adjacent pond as an employee amenity, which collectively result in 42% of the street frontage being occupied by the building façade instead of the required 70% (200' is proposed to be occupied along the 476' of width); and

WHEREAS, City Code §1009.04 (Variances) states the purpose of a variance is "to permit adjustment to the zoning regulations where there are practical difficulties applying to a parcel of land or building that prevent the property from being used to the extent intended by the zoning" and establishes a mandate that the Variance Board make five additional affirmative findings, about a variance request as a prerequisite for approving the variance. and

WHEREAS, the Variance Board makes the following findings:

- a. *The proposal is consistent with the Comprehensive Plan.* The Variance Board has determined the proposal is generally consistent with the Comprehensive Plan because it represents the type of continued investment promoted by the Comprehensive Plan's goals and policies. More specifically, the General and Commercial Area Goals and Policies sections of the Comprehensive Plan include several policies related to reinvestment, redevelopment, quality development, and scale. The proposed 100,000 square foot redevelopment project aligns well with the related goals and policies of the Comprehensive Plan.
- b. *The proposal is in harmony with the purpose and intent of the zoning ordinance.* The Variance Board has determined the purpose and intent of the adopted Design Standard pertaining to the Frontage Requirement is being met with the proposed 200-foot-wide building (60% of the frontage requirement). Specifically, the proposal does satisfy the required setback distance of 85 feet for two rows of parking and a driving lane. However, to satisfy the requirement of a building occupying 70% of the lot length along the street frontage, the building would need to occupy 333 feet of the lot's 476-foot length. Meeting the frontage requirement is not practical when retaining the existing non-conflicting site accesses on the west and east, one of which is shared with another user. Moreover, the Employment Districts Design Standards do not contemplate every possible lot configuration or redevelopment scenario, and as such there are situations where relief from a standard or requirement may be necessary. The Variance Board finds the proposal to be in "harmony" with the purpose and intent of the zoning ordinance as the redevelopment proposal is otherwise in compliant with the district's Design Standards.
- e. *The proposal puts the subject property to use in a reasonable manner.* This finding seeks to determine whether the requested deviation to the Frontage Requirement will put the property to use in a manner reasonably consistent with the standards set forth in the Code. Regarding the proposed building placement and frontage, the proposal utilizes the third frontage option provided in the Code, which requires the building to be placed no greater than 85 feet back from the front property line with two rows of parking and a drive lane. This standard also requires 70% of the lot or 333 feet of the building to occupy the frontage. It is this frontage length that presents the greatest challenge for the proposed redevelopment project. When the parcel was redeveloped in 1979, it was a goal to retain and take advantage of the pond as an amenity for the corporate campus and place most of the parking within the parking structure, which fronted the service drive. The current proposal also desires to also take advantage of the pond as an amenity to the office component, but also to take advantage of the existing site ingress/egress points, one of which is shared with North Central Professional Building. To benefit from both the pond and existing access points, the 200 x 500-foot building is centered between those accesses, which then results in 60% of the frontage requirement being occupied by the building. This allows for reconfigured parking on the east and additional parking and delivery access into the building on the west. This location also preserves future expansion to the west, should that ever be needed by

a user. The Variance Board has determined the proposal, along with the remaining site and building elements that fully comply with the Code, put the subject property to use in a reasonable manner, meeting this criterion.

- d. *There are unique circumstances to the property which were not created by the landowner.* When this property was developed in 1979 it was for a different landowner and their building placement and use was designed for their specific needs. Also, at that time the Zoning Code included different dimensional and design standards. And while the site is currently vacant, there area surrounding it is fully developed, which puts constraints on how this user is able to develop the site. Those constraints include ensuring ingress/egress to the site does not create conflicts, shared ingress/egress with North Central Professional building is maintained, and the existing lot width at the street frontage creates building placement challenges given the depth of the site. These unique circumstances, not created by the current landowner, have been determined by the Variance Board to meet this finding.
- e. *The variance, if granted, will not alter the essential character of the locality.* Although the Planning Division’s goal is to seek full compliance with all Code standards, the essence of the variance process is to support unique situations or “practical difficulties” where compliance cannot be achieved or is difficult and/or impractical to achieve. Since Zoning Code standards cannot contemplate every possible development or redevelopment scenario, and given the surrounding area is fully developed in a manner not 100% in compliance with underlying zoning standards, staff finds relief from a single design standard will not alter the essential character of the locality.

NOW THEREFORE BE IT RESOLVED, by the Roseville Variance Board, hereby approves the requested Variance allowing a proposed building to occupy 200 feet of street frontage when 333 feet is normally required for Hemple Real Estate for the property located at 2700 Snelling Avenue, based on the Variance Board’s review of the submitted plans, the testimony offered at the public hearing, and the above findings.

The motion for the adoption of the foregoing resolution was duly seconded by Variance Board Member \_\_\_\_\_ and upon vote being taken thereon, the following voted in favor: Members \_\_\_\_\_; and none voted against;

WHEREUPON said resolution was declared duly passed and adopted.



**ROSEVILLE**  
**REQUEST FOR BOARD ACTION**

Date: **12/3/2025**  
Item No.: **5.c.**

Department Approval

*Janice Gundlach*

Agenda Section

Public Hearing

**Item Description:** Consider a request by Scott Beitz of Roseville Automotive to allow a proposed addition to encroach into the minimum required side yard setback at 2150 Hamline Avenue. (PF25-018)

**Application Information**

Applicant: Scott Beitz  
Location: 2150 Hamline Avenue  
Application Submission: November 7, 2025  
City Action Deadline: January 6, 2025  
Zoning: Neighborhood Mixed-Use (MU-1)

**Background**

Land Use Context	Existing Land Use	Land Use Guiding	Zoning Classification
Site	Automotive Service Station	Neighborhood Mixed-Use	MU-1
North	Ramsey County Library	Institutional	INST
South	Single Famile Residential Homes	Low Density	LDR
West	Office Building	Neighborhood Mixed-Use	MU-1
East	Office Building/Church	Neighborhood Mixed-Use	MU-1

Scott Beitz has a purchase agreement for Roseville Automotive located at 2150 Hamline Avenue. This property, located at the southeast corner of Hamline and County Road B, was originally constructed in 1954 and has always been an automobile service station. Mr. Beitz is interested in constructing additional service bays to keep pace with the growth of the business. Specifically, Mr. Beitz desires to construct a 52-foot by 30-foot (two stall) addition to the south side of the existing service station to expand working space and house inventory and equipment. The proposed addition to the south of the existing building encroaches 17.5 feet into the required 20-foot side yard setback from a residential boundary, which requires a Variance to the minimum side yard setback requirement.

**Review of Variance Request**

22 A. The Dimensional Standards Table (1005-2) for the Neighborhood Mixed-Use, MU-1 district  
23 (below) includes three different side yard building setbacks: One when windows are located on  
24 an adjacent wall of abutting property, one for adjacency to a residential boundary, and an  
25 “otherwise not required” standard. In the case of Roseville Automotive, where a residential use  
26 exists to the south, the building height is approximately 16 feet tall, therefore requiring a  
27 minimum building setback of 20 feet.

28 **Minimum side yard building setback:** 6 feet where windows are located on a side wall or on an  
29 adjacent wall of an abutting property; 20 feet or 50% of building height, whichever is greater, from  
30 residential lot boundary; otherwise not required.

31  
32 It is worth noting, in 2023 the Variance Board approved a 20-foot rear yard setback variance for a two-  
33 bay service station addition for Troy’s Auto Repair at 2171 Hamline Avenue on the northwest corner of  
34 Hamline and County Road B, which lies kitty-corner from this property. The characteristics of that  
35 property are similar to the characteristics of the subject property requesting the variance.

36  
37 **Review of Variance Criteria**

38 Section 1009.04.C (Variances) of the Zoning Code explains the purpose of a variance is “to permit  
39 adjustment to the zoning regulations where there are practical difficulties applying to a parcel of land or  
40 building that prevent the property from being used to the extent intended by the zoning.”

41  
42 When considering additions to pre-existing, nonconforming structures, Planning Division staff generally  
43 seek to avoid variances when possible. However, there are instances where a property owner wishes  
44 to improve their property, but existing conditions or circumstances make avoiding a variance request  
45 impractical, and this request is one of those instances.

46  
47 Zoning Code §1005.04.C (Neighborhood Mixed-Use Dimensional Standards) requires structures in the  
48 MU-1 zoning district to be set back at least 20 feet (greater of the two standards) from the side property  
49 line adjacent to a residential boundary to buffer the residential property from the impacts of a commercial  
50 use. Based on the current site layout, drive lane and parking areas, the applicant is proposing the  
51 addition on the south side of the existing building because it is the most suitable given existing property  
52 characteristics. Access from County Road B offers parking for customers and a drive lane to the service  
53 bays and office. The proposed addition would be constructed slightly offset from the existing structure,  
54 extending forward toward Hamline Avenue 13 feet (no front yard building setback is required) and  
55 meeting the required 10-foot rear yard setback adjacent to the non-residential office property to the east.  
56 The area proposed for the addition is currently being used for surface parking of vehicles and storage of  
57 other items related to the business.

58  
59 Although the Village of Roseville enacted dimensional standards in 1953, which presumably would have  
60 applied to the subject development in 1954, Planning Division staff are unable to determine what the  
61 requirements were and how they were applied to the existing site improvements. Whether considering  
62 historical and current setback standards, there are practical difficulties and unique circumstances  
63 present, not created by the current property owner, that could support a variance to the required side  
64 yard setback for the proposed addition.

65  
66 Section 1009.04.C of the Zoning Code establishes a mandate that the Variance Board make five specific  
67 findings about a variance request as a prerequisite for approving the variance. Planning Division staff  
68 have reviewed the application and offer the following draft findings.

69  
70 A. *The proposal is consistent with the Comprehensive Plan.* Planning Division staff believe the  
71 proposal is generally consistent with the Comprehensive Plan because it represents the type of  
72 continued investment promoted by the Comprehensive Plan’s goals and policies. However, there  
73 is nothing specifically stated in the Roseville 2040 Comprehensive Plan concerning commercial  
74 building additions.

- 75 B. *The proposal is in harmony with the purposes and intent of the zoning ordinance.* The proposal  
76 to construct a 52-foot by 34-foot, two-stall addition to the south side of the existing service  
77 station, encroaching into the required 20-foot side yard setback, will have minimal impact on the  
78 overall harmony with the purpose and intent of Zoning Code given existing site conditions. The  
79 original structure was constructed in 1954 under different standards than the Zoning Code  
80 requires today. Although the MU-1 district does not contain a minimum front yard setback  
81 requirement, building the proposed addition to meet the other setback requirements would be  
82 impractical given the current site configuration and the floor plan of the existing service station  
83 building. The most viable location is the south side of the existing building, which encroaches  
84 into the required 20-foot side yard setback. This area is already being used for surface parking  
85 and, although the building addition requires a variance, the purpose and intent of setbacks is to  
86 mitigate impacts on adjacent properties. One could argue a building is much less impactful than  
87 surface parking, especially considering the principal use of the property as an automotive repair  
88 station.
- 89 C. *The proposal puts the subject property to use in a reasonable manner.* This finding seeks to  
90 determine whether the requested deviation will put the property to use in a manner reasonably  
91 consistent with the standards set forth in the Code. Requiring the proposed structure elsewhere  
92 on the property would only exacerbate setback encroachment, as well as be less functional in  
93 terms of overall need for the addition. Similarly, complying with the side yard setback would  
94 create practical difficulties, in terms of providing continued investment and use of the property,  
95 as this lot is narrow and developed under previous standards that no longer apply under today's  
96 Zoning Code. If the Commission finds the request to expand the service station as reasonable,  
97 staff finds the applicant's proposal to build an addition on the south side of the existing service  
98 station to be the least impactful and most functional location for such an addition.
- 99 D. *There are unique circumstances to the property which were not created by the landowner.* The  
100 existing site and automotive service building were constructed in 1954 when a different set of  
101 dimensional standards were applied. Under the current Zoning Code, the front yard would be  
102 deemed the west as the building fronts and is addressed off Hamline Avenue. The east,  
103 opposite the front, becomes the rear and the north and south are side yards. The current owner  
104 and the applicant for the variance had no control over the standards imposed in 1954 and how  
105 that impacted the current site layout, which results in there being only one reasonable location  
106 for a service bay addition. While an addition could be constructed on the north side of the  
107 existing building, it would impact County Road B ingress/egress, existing parking, and cause  
108 functional issues given the floor plan of the existing building. Therefore, Planning Division staff  
109 finds there are unique circumstances not created by the applicant to support granting the  
110 variance.
- 111 E. *The variance, if granted, will not alter the essential character of the locality.* Although the  
112 Planning Division's goal is to seek full compliance with all Code standards, the essence of a  
113 variance process is to support unique situations where compliance cannot be achieved. The  
114 service station has existed for over six decades and was permitted under different regulations  
115 than today. Granting a 17.5-foot side yard setback variance will not alter the essential character  
116 of the area given the characteristics of the adjacent and nearby properties.

## 117 **Public Comment**

118 At the time this report was prepared, Planning Division staff had not received any comments or  
119 questions about the proposal.  
120  
121

## 122 **Staff Recommendation**

123 By motion, recommend approval of a 2.5-foot side yard setback when 20 feet is normally required for a  
124 proposed 52-foot by 30-foot vehicle service addition to the existing building, based on the submitted  
125 plans and the comments and findings of this report.  
126

## 127 **Requested Planning Commission Action**

128 Adopt a resolution (Attachment 4) approving the requested 2.5-foot side yard setback when 20 feet is  
129 normally required for the proposed construction of a 52-foot by 30-foot vehicle service addition at 2150  
130 Hamline Avenue, based on the submitted plans, comments and findings of this report, public input, and  
131 Variance Board deliberation.  
132

## 133 **Alternative Actions**

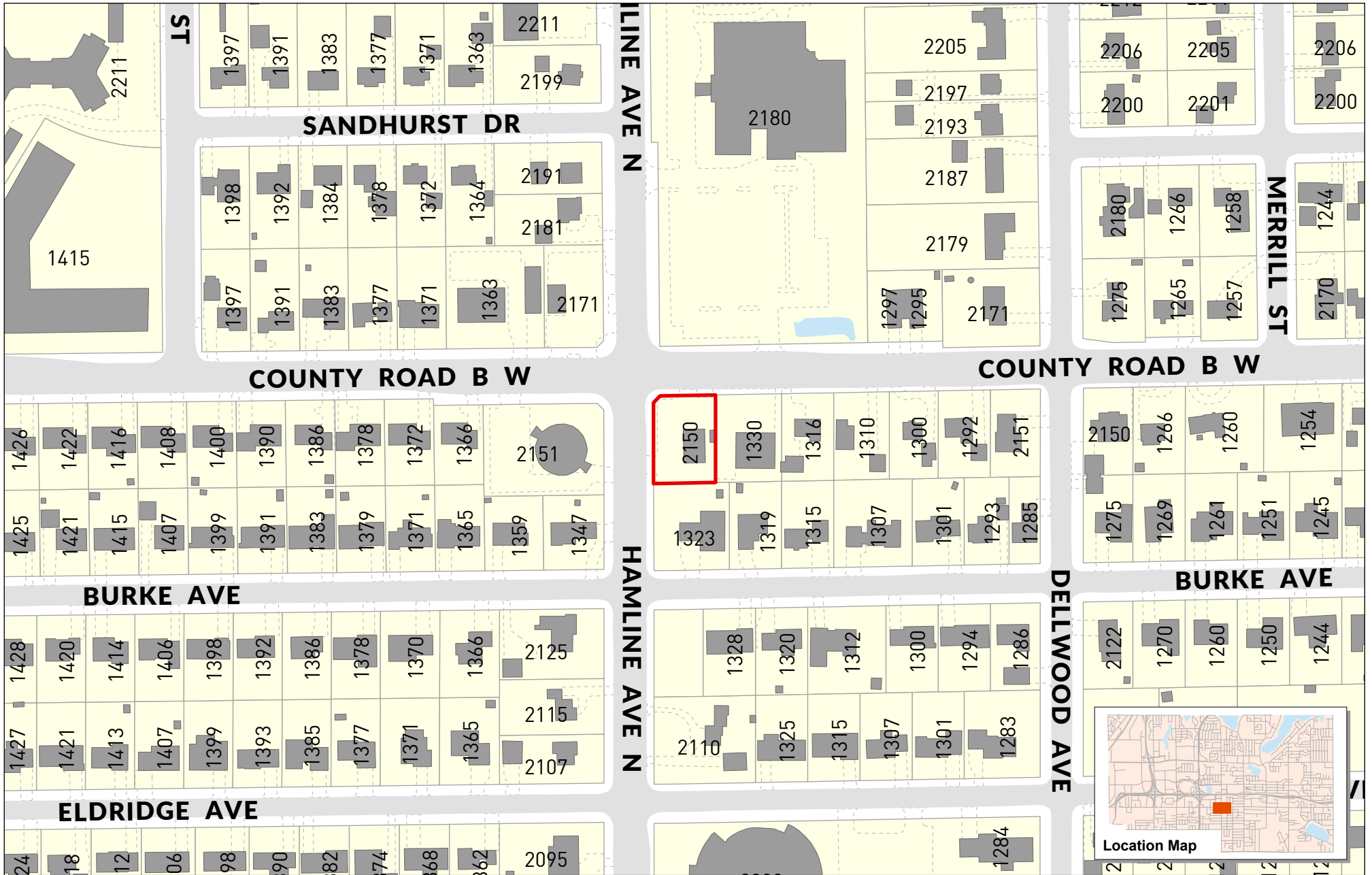
- 134 1. **Pass a motion to table the item for future action.** An action to table consideration of the  
135 requested variance must be based on the need for additional information or further analysis to  
136 reach a decision on one or both requests. Tabling may require extension of the 60-day action  
137 deadline established in Minn. Stat. 15.99 to avoid statutory approval.
- 138 2. **Adopt a resolution denying the requested variance.** A denial must be supported by specific  
139 findings of fact based on the Variance Board's review of the application, applicable zoning  
140 regulations, and the public record.

141  
142 **Prepared by:** Thomas Paschke, City Planner

**Attachments:**

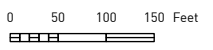
1. Base Map
2. Aerial Photo
3. Narrative, Site Plan, and Elevations
4. Resolution

# Attachment 1: Planning File 25-018



**Data Sources**  
 \* Ramsey County GIS Base Map (11/4/2025)  
 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 found please contact 651-792-7085. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21 (2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access or use of data provided.



# Attachment 2: Planning File 25-018



## Variance/Addition Narrative

Applicant: *Scott Beitz*

Subject Property: *Roseville Automotive*

*2150 Hamline Ave N Roseville, MN 55113*

To whom it may concern,

We are acquiring the property located at 2150 Hamline Ave N in the City of Roseville and are requesting approval for an addition on the South side of the existing structure. We have put extensive time and consideration into the location, layout, and purpose of this proposed expansion.

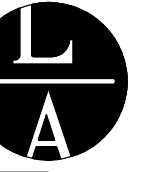
Roseville Automotive has served the community for more than 20 years, building a strong reputation and loyal customer base. The business has grown to a point where the current space no longer supports the volume of work. Adding service bays will allow for faster turnaround times, smoother vehicle flow, and a reduction in parking and access congestion that can occur during peak hours. The goal is to create a more efficient and functional operation, for both customers and the community.

The current business owner resides in the home to the south along the proposed variance. He is fully supportive of the project and is enthusiastic about improving the view, and buffering the sight line and noise from the main road. There have been conversations with the other neighboring properties, also in support of the proposed addition.

We understand the prominence of this corner, and the importance of maintaining a clean, favorable curb appeal. As part of this project, we plan to fully update and modernize the complete exterior, with stone veneer finishes and painted E.I.F.S with a scored pattern. We would also intend to remodel the lobby to better reflect the quality and character of the neighborhood.

The proposed design is the result of considerable evaluation. After studying multiple configurations, we determined that the south-side addition is the most practical and beneficial. This layout maximizes parking, supports the best internal and external traffic flow, and preserves essential access to the east side of the site, where the gas main, sewer trap, and staging areas are located. Building elsewhere on the site would create operational challenges and reduce overall site efficiency.

We appreciate your consideration for this proposal. Our operators grew up in this community and are committed to being long-term partners with the City of Roseville. This project not only creates more jobs, but additional tax base. We look forward to continuing to serve the area with the highest standards of service and professionalism.



LAMPERT ARCHITECTS

420 Summit Avenue  
St. Paul, MN 55102  
Phone: 763.755.1211 Fax: 763.757.2849  
lampert@lampert-arch.com

ARCHITECT CERTIFICATION:  
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRELIMINARY  
NOT FOR CONSTRUCTION  
SIGNATURE  
LEONARD LAMPERT  
PROF.  
13669  
LICENSE  
STATE

JAVA PROPERTIES

879 Scheffer Avenue  
St. Paul, MN 55102  
Phone: 952-403-9595

H A M L I N E  
A U T O M O T I V E  
2150 Hamline Ave N, Roseville, Minnesota

Copyright 2025  
Leonard Lampert Architects Inc.

Project Designer: A ESPIE

Drawn By: ALE

Checked By: LL

Revisions

10/29/25 PRELIMINARY

11/18/25 CITY SUBMITTAL

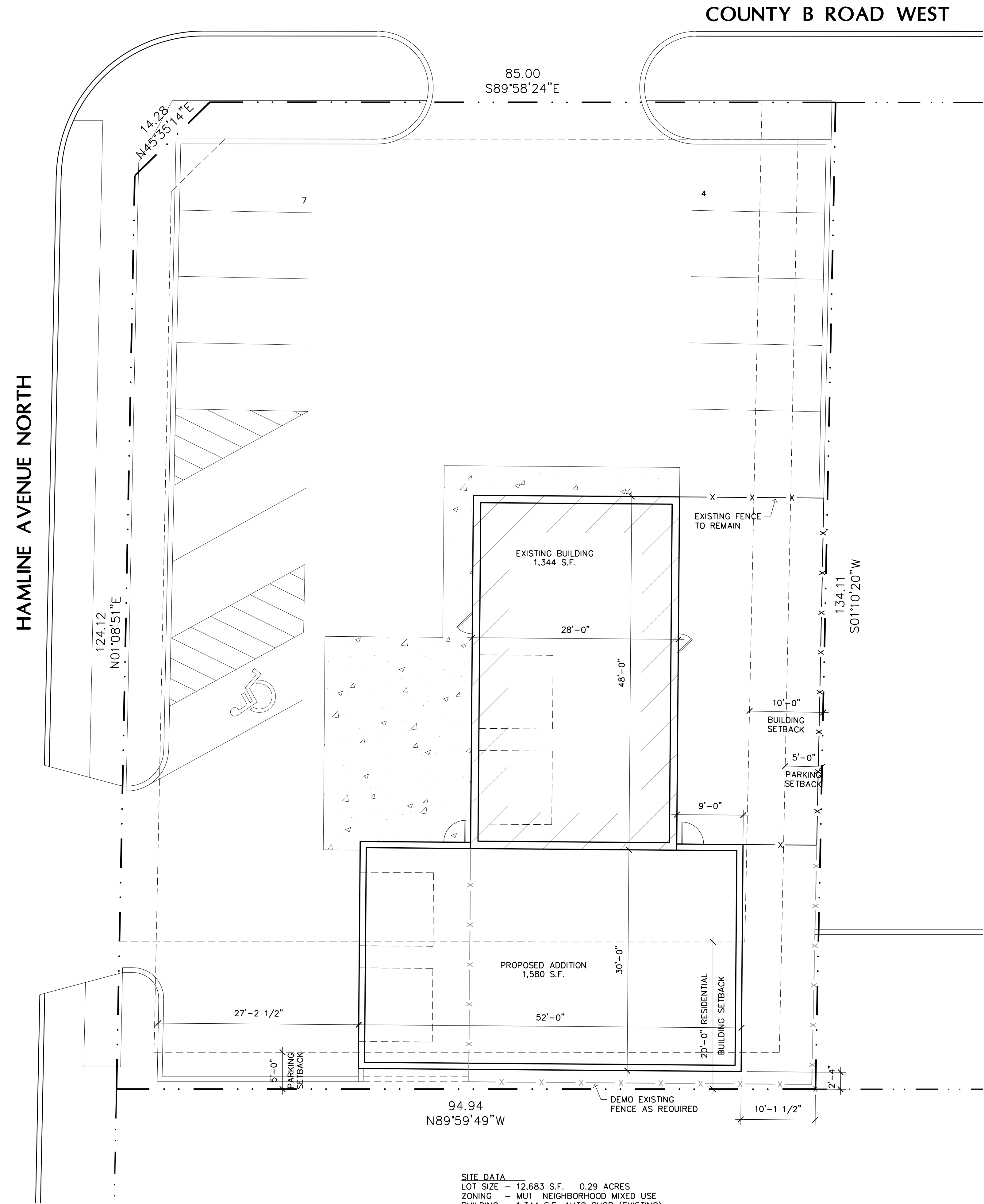
SITE PLAN

Sheet Number

A1

Project No. 250919-1

Filename: HAMLINE AUTOMOTIVE\HAMLINE AUTOMOTIVE-A1

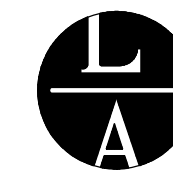


1 SITE PLAN  
A1 SCALE: 1/8" = 1'-0"



SITE DATA  
LOT SIZE - 12,683 S.F. 0.29 ACRES  
ZONING - MU1 NEIGHBORHOOD MIXED USE  
BUILDING - 1,344 S.F. AUTO SHOP (EXISTING)  
- 1,580 S.F. AUTO SHOP (ADDITION)

PARKING DATA  
AUTO REPAIR  
4 + 6 BAYS AT 1/BAY = 10 STALLS  
TOTAL STALLS REQUIRED = 10 STALLS  
TOTAL STALLS PROVIDED = 11 STALLS



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St. Paul, MN 55102  
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lampert@lampert-arch.com

ARCHITECT CERTIFICATION:  
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**PRELIMINARY**  
**NOT FOR CONSTRUCTION**

JAVA PROPERTIES

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H A M L I N E  
A U T O M O T I V E  
2150 Hamline Ave N, Roseville, Minnesota

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Leonard Lampert Architects Inc.

Project Designer: A ESPIE

Drawn By: ALE

Checked By: LL

Revisions

10/29/25 PRELIMINARY

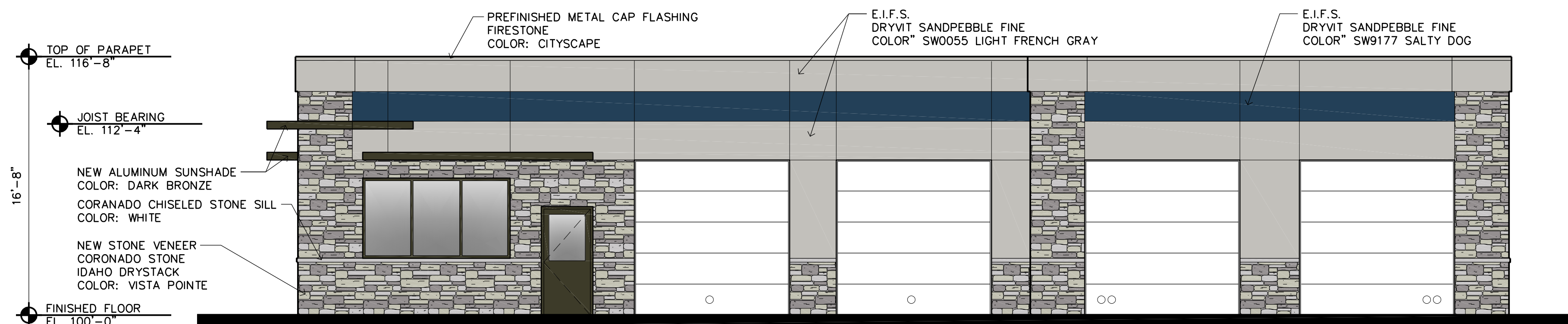
11/18/25 CITY SUBMITTAL

FLOOR PLAN  
BUILDING ELEVATIONS

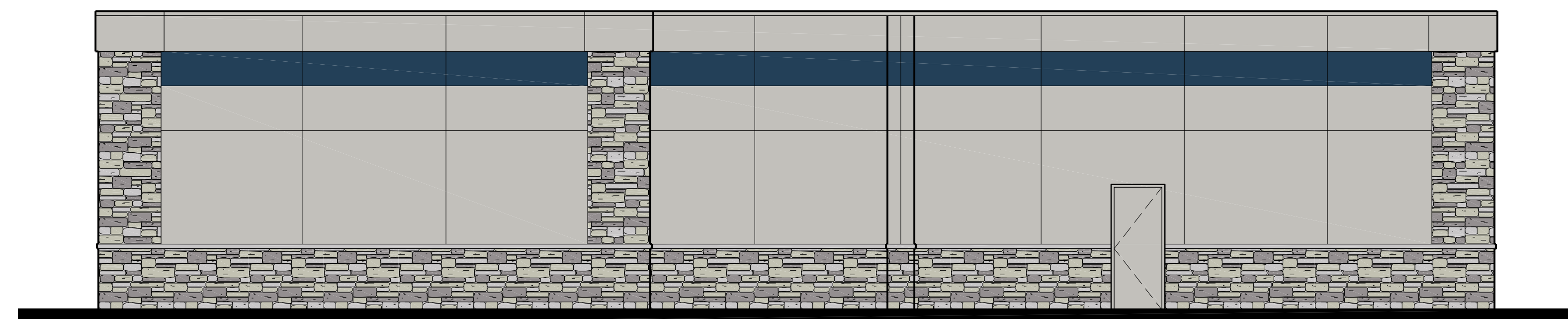
Sheet Number

A2

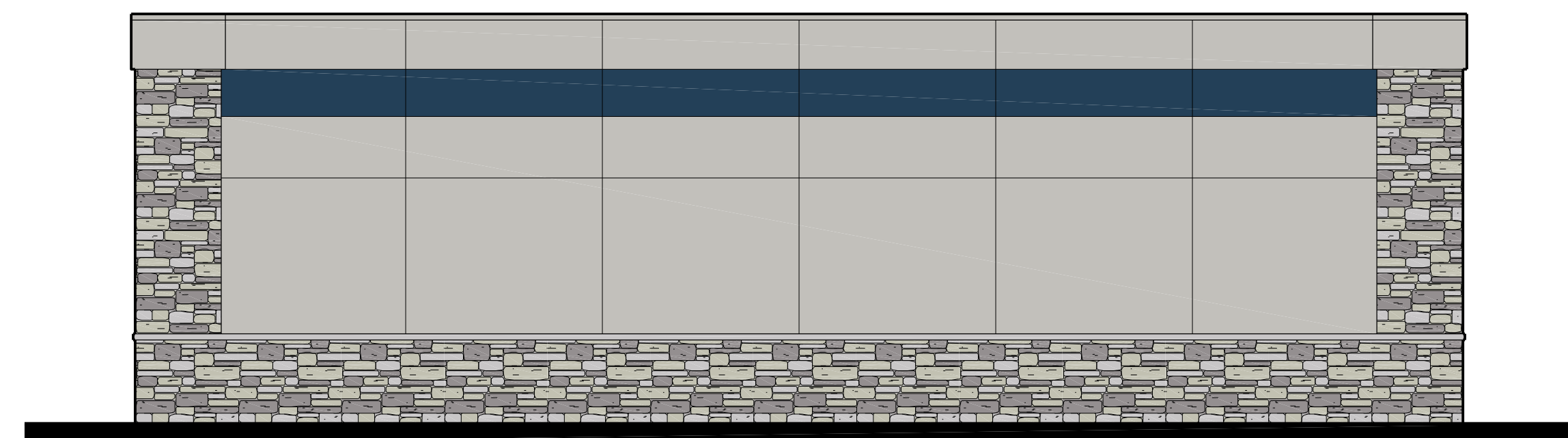
Project No. 250919-1



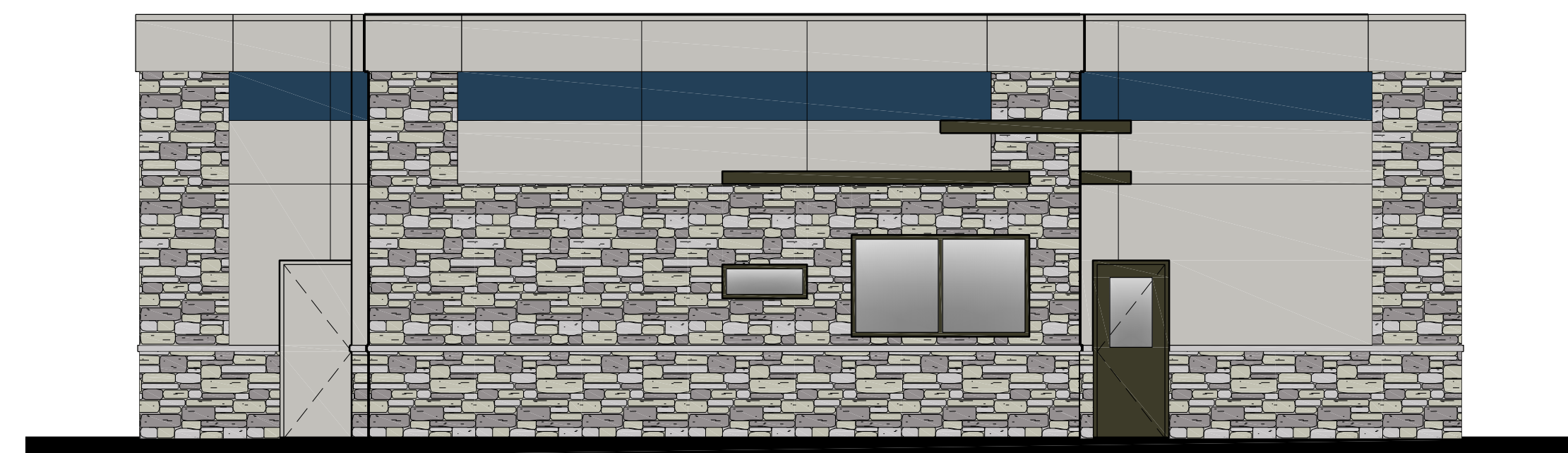
2 WEST ELEVATION  
A2 SCALE: 3/16" = 1'-0"



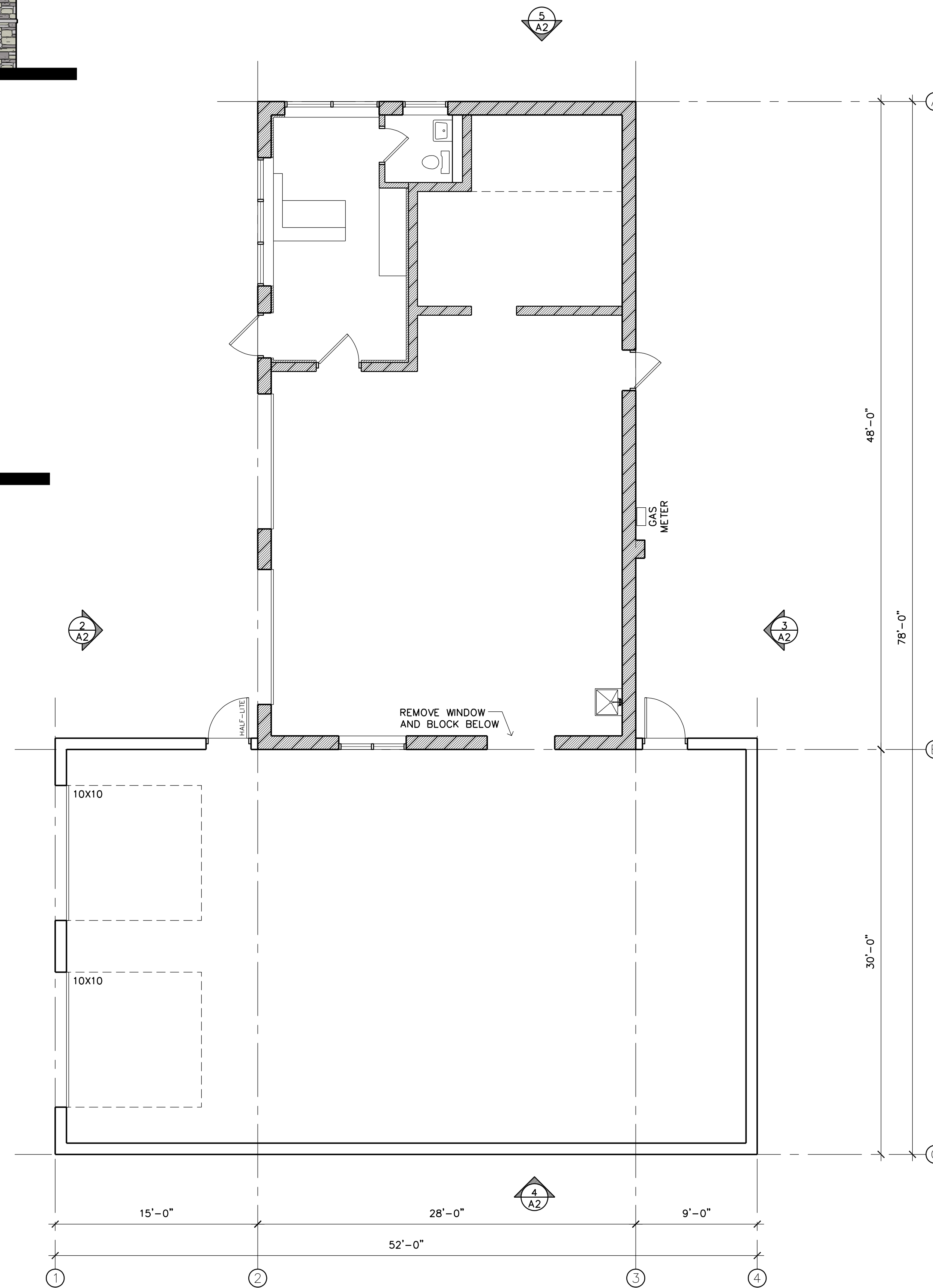
3 EAST ELEVATION  
A2 SCALE: 3/16" = 1'-0"



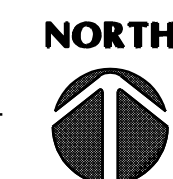
4 SOUTH ELEVATION  
A2 SCALE: 3/16" = 1'-0"



5 NORTH ELEVATION  
A2 SCALE: 3/16" = 1'-0"



1 FLOOR PLAN  
A2 SCALE: 3/16" = 1'-0"



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

Pursuant to due call and notice thereof, a regular meeting of the Variance Board of the City of Roseville, County of Ramsey, Minnesota, was held on the 3rd day of December 2025, at 5:30 p.m.

The following Members were present: \_\_\_\_\_  
and none were absent.

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

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

**A RESOLUTION APPROVING A VARIANCE TO THE SIDE YARD SETBACK REQUIREMENT FOR A  
PRINCIPAL STRUCTURE AT 2150 HAMLINE AVENUE (PF25-018)**

WHEREAS, the subject property is assigned Ramsey County Property Identification Number 15-29-23-12-0088, and is legally described as follows:

**requires legal description**

WHEREAS, the Dimensional Standards in Table (1005-2) for the Neighborhood Mixed-Use, MU-1 district includes three different side yard building setback provisions: One when windows are located on an adjacent wall of abutting property, one for adjacency to a residential boundary, and an “otherwise not required” standard; and

WHEREAS, in the case of Roseville Automotive, where a residential use exists to the south, the building height is approximately 16 feet tall, therefore requiring a minimum building setback of 20 feet; and

WHEREAS, Scott Beitz has requested a variance to Table 1005-1 for relief from the side yard setback requirement to construct a 2-bay automotive service addition to the existing building; and

WHEREAS, City Code §1009.04 (Variances) states the purpose of a variance is "to permit adjustment to the zoning regulations where there are practical difficulties applying to a parcel of land or building that prevent the property from being used to the extent intended by the zoning" and establishes a mandate that the Variance Board make five additional affirmative findings, about a variance request as a prerequisite for approving the variance. and

WHEREAS, the Variance Board has made the following findings:

- a. *The proposal is consistent with the Comprehensive Plan.* The Variance Board has determined the proposal is generally consistent with the Comprehensive Plan because it represents the type of continued investment promoted by the Comprehensive Plan’s goals and policies. However, there is nothing specifically stated in the Roseville 2040 Comprehensive Plan concerning commercial building additions.
- b. *The proposal is in harmony with the purposes and intent of the zoning ordinance.* The proposal to construct a 52-foot by 34-foot, two-stall addition to the south side of the

existing service station that would encroach into the required 20-foot side yard setback has minimal impact on the overall harmony with the purpose and intent of Zoning Code given existing site conditions. The original structure was constructed in 1954 under different standards than the Zoning Code requires today. Although the MU-1 district does not contain a minimum front yard setback requirement, building the proposed addition to meet the other setback requirements would be impractical given the current site configuration and the floor plan of the existing service station building. The most viable location is the south side of the existing building, which encroaches into the required 20-foot side yard setback. This area is already being used for surface parking and although the building addition requires a variance, the purpose and intent of setbacks is to mitigate impacts to adjacent properties. One could argue a building is much less impactful than surface parking, especially considering the principal use of the property as an automotive repair station.

- c. *The proposal puts the subject property to use in a reasonable manner.* This finding seeks to determine whether the requested deviation will put the property to use in a manner reasonably consistent with the standards set forth in the Code. Requiring the proposed structure elsewhere on the property would only exacerbate setback encroachment as well as be less functional in terms of overall need for the addition. Similarly, complying with the side yard setback would create practical difficulties, in terms of providing continued investment and use of the property, as this lot is narrow and developed under previous standards that no longer apply under today's Zoning Code. The Variance Board finds the request to expand the service station reasonable and further finds the applicant's proposal to build an addition on the south side of the existing service station to be the least impactful and most functional location for such an addition.
- d. *There are unique circumstances to the property which were not created by the landowner.* The existing site and automotive service building were constructed in 1954 when a different set of dimensional standards were applied. Under the current Zoning Code, the front yard would be deemed the west as the building fronts and is addressed off Hamline Avenue. The east, opposite the front, becomes the rear and the north and south are side yards. The current owner and the applicant for the variance had no control under the standards imposed in 1954 and how that impacted the current site layout, which results in there being only one reasonable location for a service bay addition. While an addition could be constructed on the north side of the existing building, it would impact County Road B ingress/egress, existing parking, and cause functional issues given the floor plan of the existing restrooms and the office. Therefore, the Variance Board finds there are unique circumstances not created by the applicant to support granting the variance.
- e. *The variance, if granted, will not alter the essential character of the locality.* Although the Planning Division's goal is to seek full compliance with all Code standards, the essence of a variance process is to support unique situations where compliance cannot be achieved. The existing service station has existed for over six decades and was permitted under different regulations than today. Granting a 17.5-foot side yard setback variance will not alter the essential character of the area given the characteristics of the adjacent and nearby properties.

NOW THEREFORE BE IT RESOLVED, by the Roseville Variance Board, to approve the requested 2.5-foot side yard setback variance when 20 feet is normally required for the proposed construction of a 52-foot by 30-foot vehicle service addition at 2150 Hamline Avenue, based on the Variance Board's review of the facts of the application, the testimony offered at the public hearing, and the above findings.

The motion for the adoption of the foregoing resolution was duly seconded by Variance Board Member \_\_\_\_\_ and upon vote being taken thereon, the following voted in favor: Members \_\_\_\_\_; and none voted against;

WHEREUPON said resolution was declared duly passed and adopted.

