



Variance Board Agenda

Wednesday, April 1, 2026

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.

Variance Board meeting will begin immediately following the Planning Commission meeting.

(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. Approval of Meeting Minutes**
 - a. Review of March 4, 2026 Minutes
- 5. Business**
 - a. Annual Organizational Business
- 6. Public Hearing**
 - a. Request to allow nonconforming conditions in the surface parking area for an apartment facility (PF26-003)
 - b. A request by Hempel Real Estate, in cooperation with 2700 Snelling Avenue LLC, for a variance from Table 1013.04-2, Minimum Number of Required Electric Vehicle Charging Stations (EVCS) and §1013.04.D.2.d.1 regarding the required number of electrical vehicle service equipment (EVSE)
- 7. Adjourn**


REQUEST FOR BOARD ACTION

Date: **4/1/2026**

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

Department Approval

Agenda Section

Approval of Meeting Minutes

Item Description: Review of March 4, 2026 Minutes

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Application Information

n/a

Background

n/a

Staff Recommendation

n/a

Requested Planning Commission Action

Review the March 4, 2026 minutes and make a motion to approve subject to requested corrections.

Alternative Actions

n/a

Prepared by:

Attachments: 1. March 4, 2026 Minutes



**Variance Board Regular Meeting
City Council Chambers, 2660 Civic Center Drive
Draft Minutes – Wednesday, March 4, 2026 – 5:30 p.m.**

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1. Call to Order

Chair Aspnes called to order the regular meeting of the Variance Board meeting at approximately 5:30 p.m. and reviewed the role and purpose of the Variance Board.

2. Roll Call & Introductions

At the request of Chair Aspnes, City Planner Thomas Paschke called the Roll.

Members Present: Chair Aspnes, Vice Chair Barstad, and Member Campbell Jensen (Remote)

Members Absent: None

Staff Present: City Planner Thomas Paschke, Community Development Director, and Janice Gundlach

3. Approval of Agenda

MOTION

Member Barstad moved, seconded by Member Campbell Jensen, to approve the agenda as presented.

Ayes: 3

Nays: 0

Motion carried.

4. Review of Minutes: January 7, 2026

MOTION

Chair Aspnes noted she previously communicated a minor change to staff regarding the minutes. She indicated the change was on page 2, line 87, and the changes have been made.

Member Barstad moved, seconded by Member Campbell Jensen, to approve the January 7, 2026, meeting minutes.

Ayes: 3

Nays: 0

Motion carried.

Chair Aspnes noted that the meeting was the final one for member Barsted and expressed the board's appreciation for his service. She commended his conscientious work and the

42 detailed attention he brought to reviewing matters before the variance board during his
43 tenure.

44
45 Member Barstad thanked Chair Aspnes for the kind words.

46
47 Chair Aspnes also mentioned that Commissioner McGehee had been serving as the
48 board's alternate, and the board would be losing member McGehee as well, since her
49 term had expired. She said the board would need to find both a member and an alternate.

50
51 Chair Aspnes appreciated McGehee's institutional knowledge and thoughtful questions
52 during meetings, noting that her contributions would be greatly missed.

53
54 **5. Public Hearing**

55 Chair Aspnes reviewed the protocol for Public Hearings and public comment and opened
56 the Public Hearing at approximately 5:34 p.m.

57
58 Member Barstad stated that before the discussion began, he wanted to disclose a prior
59 professional relationship with Ben Kirschnuck at Hempel Real Estate. He explained that
60 during this evaluation of the development proposal, they had previously worked together,
61 but said the relationship would not impact his vote or responsibilities while serving in his
62 role for the City of Roseville.

63
64 **a. PLANNING FILE 25-016**

65 **Consider a Request by Hempel Real Estate to Allow a Proposed Building to**
66 **Occupy Less of the Required Street Frontage Required by Section 1006.01.E3**
67 **(Frontage Requirement) of the City Code at 2700 Snelling Avenue (PF25-016)**

68 City Planner Thomas Paschke reviewed the variance request for this property, as
69 detailed in the staff report dated March 4, 2026.

70
71 City Planner Paschke presented a request from Hempel Real Estate for a variance to
72 the city's frontage requirements for a property located at 2700 Snelling Avenue in the
73 employment district. He explained that the site previously contained a building and
74 parking structure that had since been demolished, leaving the parcel vacant. Hempel
75 Real Estate is now working with a client to plan the construction of a medical office
76 and research facility on the property.

77
78 Mr. Paschke noted that the proposal had been pulled from a previous agenda so the
79 applicant could revise the project, and the updated plan now includes a larger, two-
80 story building that increases the overall square footage compared to the earlier
81 concept.

82
83 Mr. Paschke described the proposed building location as generally centered between
84 the two existing access points on the east and west sides of the property to minimize
85 major access changes and maintain sufficient space for parking and circulation. He
86 explained that the variance request concerns the city's frontage requirements, which
87 typically require a building to occupy a certain percentage of the lot's street frontage
88 based on the setback distance. For the largest setback of 85 feet, the ordinance

89 requires a building to occupy 70 percent of the frontage along the street. The
90 applicant's proposal would instead occupy about 40 percent of the frontage along the
91 Snelling Avenue frontage road.

92
93 Mr. Paschke said staff reviewed the request using the five required variance criteria
94 and determined that practical difficulties and unique circumstances associated with
95 the redevelopment of the vacant site supported granting the variance. Based on that
96 analysis, staff recommended that the variance board approve the request to allow the
97 building to occupy approximately 40 percent of the frontage rather than the required
98 70 percent. He concluded the presentation and opened the floor for questions.

99
100 Member Barstad asked City Planner Paschke about the purpose of the code
101 requirement that buildings occupy 70 percent of the frontage when using the largest
102 setback. He said he was curious about the reasoning behind that limitation and about
103 the original intent of the ordinance provision.

104
105 Mr. Paschke explained that the 70 percent frontage requirement intended to
106 encourage buildings to be located closer to the street to create a more pedestrian-
107 friendly environment and maintain a human-scale streetscape, with parking typically
108 located to the sides or rear. He said the requirement was part of broader code updates
109 adopted around 2010 that aimed to bring buildings forward along street frontages.

110
111 Mr. Paschke noted that variance requests for this requirement have occurred before,
112 particularly in redevelopment projects where the specific design, operational needs, or
113 site layout make full compliance difficult. He explained that staff must evaluate these
114 situations within the ordinance standards while recognizing that developers and future
115 users often have functional design needs that influence building placement.

116
117 Member Barstad asked whether the frontage requirement was related to life safety
118 considerations, such as access for emergency vehicles or similar operational needs.

119
120 Mr. Paschke confirmed that the frontage requirement was not related to life safety or
121 emergency vehicle access. He explained that the site has adequate access, with two
122 existing entrances and circulation around the property, ensuring sufficient access to
123 the building and site regardless of the variance.

124
125 Chair Aspnes stated that while the proposal did not initially appear unreasonable, she
126 had questions regarding whether the variance met the required criteria, particularly
127 the requirement to demonstrate unique circumstances for the property. She said she
128 was uncertain which specific site conditions prevented the building from being
129 positioned to comply with the frontage requirement, noting that the building
130 orientation might be changed and that the existing shared driveway did not seem
131 insurmountable.

132
133 Chair Aspnes invited the applicant to come forward and address the question
134 regarding what unique circumstances justified the variance request.

136 Mr. Josh McKinney of Measure Group, a civil and landscape architecture firm
137 assisting Hempel Real Estate, explained that several site constraints necessitated the
138 variance. He noted that the eastern access point is a shared driveway with an adjacent
139 medical office building and is governed by an access easement that provides the only
140 full access to that neighboring property. He also said the site's irregular shape near
141 the frontage and engineering considerations limited flexibility in building placement.
142

143 Mr. McKinney explained that the project team aimed to align the site's access with
144 the access point across the street, which further restricted how far east or west the
145 building and driveway could be moved. Additionally, he described a topographical
146 challenge near the eastern access where the adjacent parking lot sits about five feet
147 higher than the access point, making relocation more difficult from an engineering
148 standpoint.
149

150 Mr. McKinney said the design team explored numerous site plan configurations,
151 including rotating the building and placing it deeper on the lot. Still, that option
152 would have required an even larger setback variance than the one currently requested.
153 He concluded by noting that the team had evaluated many layout options and was
154 willing to answer additional questions. He also stated that he was open to discussing
155 the project further with residents after the meeting and welcomed feedback as the
156 plans continued to evolve.
157

158 Chair Aspnes thanked the applicant for the explanation and noted that residents
159 attending the meeting would have an opportunity to speak later. She then asked a
160 follow-up question regarding the site access, stating that she was familiar with the
161 neighboring building that shares the easement. Aspnes said she did not fully
162 understand why the access drive curved as shown on the plan and asked why it could
163 not instead run straight into the site.
164

165 Mr. McKinney explained that the curved access drive was influenced by topography
166 and grading needs, noting that a longer approach was necessary to reach the proper
167 elevation for the building and to avoid retaining walls along the north side near the
168 lake. He added that the existing access configuration was more complicated than the
169 proposed plan and that the new plan would improve circulation compared to the
170 current layout.
171

172 Mr. McKinney said the design also aimed to better separate the parking areas for the
173 new facility and the neighboring property while still accommodating shared access
174 and existing parking rights, and to make the entrance safer and clearer for vehicles
175 entering the site.
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177 Chair Aspnes noted that the shared access point currently functions as an exit-only
178 driveway for the adjacent medical building and sought confirmation of that
179 understanding.
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181 Mr. McKinney responded that the access easement does not specifically designate the
182 driveway as exit-only and instead establishes access rights for the property.

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Chair Aspnes noted that the current driveway configuration appears steep and serves as exit-only access to the adjacent medical building. She said that if the proposed plan changes how access is used, it would likely require modifications to the existing configuration.

Mr. McKinney clarified that the driveway currently allows right-in access at the lower entrance, while the adjacent medical building typically uses the eastbound entrance as an exit. However, he explained that the easement language itself does not formally designate the driveway as exit-only, meaning the current use is more of a practical arrangement rather than a restriction required by the legal access agreement.

Chair Aspnes asked whether the proposed building would be farther from the pond to the north than the previous NCR building on the site.

Mr. McKinney confirmed that the proposed building would be set back significantly farther from the pond than the previous NCR building that had occupied the site. He explained that portions of the former structure and its parking facility had been relocated closer to the pond than the new building would be.

Mr. McKinney also noted that the project design includes enhanced landscaping along the property frontage, replacement of the existing sidewalk, and additional pedestrian walkway and landscape treatments near the access point. He added that landscaping and site features, including a pond between the project and nearby residential areas, were intended to help reduce visual and use impacts compared with the former development on the site.

Member Campbell Jensen asked about the mention of retaining walls between the proposed building and the lake. She questioned whether the retaining walls were primarily for aesthetic purposes or necessary for structural or engineering reasons, such as stabilizing the slope and preventing the building area from shifting toward the lake.

Mr. McKinney clarified that the project was designed specifically to avoid retaining walls between the parking lot and the lake. He explained that the building placement helped eliminate the need for those structures. Instead, the plan proposes using native grasses and landscaping along the lake edge to help control soil erosion while also creating a natural landscape feature.

Mr. McKinney added that retaining walls were avoided because they increase project costs, require long-term maintenance, and are generally not aesthetically desirable.

Member Barstad noted that the proposed landscaping and selective ground covers would serve as an alternative to retaining walls while still allowing the site to achieve the necessary grading and drainage.

Chair Aspnes asked if anyone from the public would like to speak on this matter.

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Ms. Sue Garrett, 1480 Applewood Court, Unit 401

Ms. Garrett thanked the city for notifying residents of the nearby senior building about the proposal. She explained that the pond north of their building is an important amenity for residents because it offers a scenic place to walk and observe wildlife, particularly in the warmer months. She noted that the developer had also referenced the pond as a potential amenity for employees who would work in the proposed building, as it was used when the previous office building occupied the site. Speaking on behalf of the Marketing Committee for Applewood Pointe of Roseville, she encouraged the board to support the variance request as the project moves forward to the Planning Commission and City Council for further consideration.

Mr. Dale Peterson, a resident of Applewood Pointe in Roseville

Mr. Peterson asked about environmental safeguards related to the proposed medical office and research facility. He said he supports responsible management of pesticides and other potentially harmful substances and wanted to know whether city regulations or other oversight mechanisms exist to ensure that chemicals and toxic materials associated with laboratory activities are carefully monitored and managed to protect the surrounding land, water, and environment.

Mr. Vernon Cardwell, 1480 Applewood Court, Unit 118

Mr. Cardwell stated that his residence faces the pond near the proposed development and that residents are concerned about potential impacts to the pond and the surrounding area. He asked about stormwater management plans, particularly how runoff from the expanded parking and other hard surface areas would be handled before reaching the pond, noting that the pond was originally designed to manage runoff from the surrounding area.

Mr. Cardwell also asked about landscaping plans along the north side of the proposed building near the pond, since most of the landscaping described appeared to focus on the street frontage. In addition, he inquired about whether employees of the proposed building would have access to the existing walking path around the pond, which had previously been used by workers at the former office building on the site.

Mr. Craig Allen, a resident of Applewood Pointe in Roseville

Mr. Allen raised additional questions regarding the proposed development's potential impact on the nearby pond and the surrounding area. He asked whether appropriate stormwater drainage and runoff management systems would be included in the project design to ensure that increased hard surfaces do not negatively affect the pond. He also noted that the pond's water level had appeared low after the previous building was demolished and wondered whether water flow controls or drainage valves might be affecting it.

Mr. Allen asked whether a shoreline impact study would be conducted to evaluate potential environmental effects. In addition, he questioned whether the development could affect overall tax revenue for the area and whether the project would limit the possibility of additional parcels or future development on the site.

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Chair Aspnes asked if anyone else wished to speak. No one else wished to address the Board. She asked Mr. Paschke to help answer the residents' questions.

City Planner Paschke explained that if the variance were granted, the project would proceed through additional technical review processes before construction could begin. He said the project's engineers already have preliminary plans and would need to submit final plans to both the city and the watershed district for approval. The watershed district reviews stormwater management to ensure runoff is properly treated, slowed, and managed so it does not negatively impact surrounding areas or the nearby pond. He added that the project must also meet city stormwater requirements and receive permits before construction could proceed.

Mr. Paschke noted that the previous development on the site had a greater impervious surface area than the proposed project, and that the new design would include slightly more green or permeable space. He also explained that city staff would review additional elements during the permitting process, including building code compliance, landscaping, screening of parking areas from nearby residential properties, and architectural design standards. He emphasized that the current board's decision only concerned the requested frontage variance, since the project itself is permitted use under the zoning ordinance and does not require Planning Commission or City Council approval for the building design.

In response to questions about chemicals or laboratory materials, Mr. Paschke said state agencies regulate those matters. He explained that any handling of chemicals or hazardous materials by the future tenant would be subject to state regulations and oversight rather than city or county regulations.

Member Barstad asked for clarification about the broader review process for the development, noting that multiple city departments are typically involved. He said his understanding was that Community Development reviews zoning and building-related matters, while Public Works and engineering staff handle infrastructure and water management issues in coordination with the watershed district. He asked whether there would be another hearing involving Public Works or if those reviews would occur administratively as part of the project's approval process.

Mr. Paschke explained that the variance board hearing is the only formal public review required for this project because the variance concerns the building's placement. He said all other aspects of the development are reviewed administratively by city staff once the complete set of plans is submitted. Different departments evaluate their respective areas, including fire safety, building inspections and permitting, engineering and environmental review for stormwater and site access, and planning staff review for zoning and design standards. After those reviews and any required revisions are completed, permits may be issued allowing construction to begin.

323 Member Barstad asked whether the proposed development would include an
324 evaluation of how the site connects to or affects the nearby trail, noting that the
325 project appears to be located directly adjacent to the path and questioning how access
326 and usage might be incorporated into the plans.

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328 Mr. Paschke stated that access from the development site to the existing trail would
329 likely be reviewed as part of the project's overall plan review process. He indicated
330 that the evaluation would probably be handled by the city's engineering department
331 or possibly the parks department, noting that those departments often coordinate on
332 such matters to ensure proper trail access and connections are incorporated into the
333 project.

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335 Member Barstad noted that previous development in the area had included a shoreline
336 evaluation addressing potential impacts, which involved review by the Minnesota
337 Department of Natural Resources (DNR). He suggested that a similar shoreline
338 review might also apply to the current project.

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340 Mr. Paschke clarified that the Minnesota Department of Natural Resources would not
341 be involved in reviewing this project. He explained that shoreline and stormwater-
342 related requirements are addressed through the city's environmental review process
343 and local ordinance standards. City staff will review the project to ensure it meets
344 required setbacks, stormwater management standards, and other applicable city code
345 provisions.

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347 Chair Aspnes stated that if the building could be positioned to meet the required
348 frontage and setback standards, the project would not require a variance, and the
349 board would not review the proposal.

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351 Mr. Paschke explained that the board's discussion was limited to the variance request
352 being considered that evening. He noted that while other project details can provide
353 helpful context about the redevelopment and the reasons for the variance, the board's
354 role is only to evaluate the specific variance request and not the broader aspects of the
355 development.

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357 Chair Aspnes noted that the applicant would still be required to go through the city's
358 normal review and permitting processes for the project, including addressing
359 stormwater management, pond impacts, and other development requirements through
360 the standard administrative procedures.

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362 Mr. Paschke confirmed that the applicant would likely meet with city staff several
363 times to review project details before submitting formal plans. He noted that these
364 pre-submittal discussions are part of the standard development review process.

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366 Chair Aspnes thanked residents for attending and providing input, noting that
367 concerns about maintaining the pond's quality were important not only for nearby
368 residents but also for future building employees and the broader community. She said
369 the board appreciated hearing those perspectives and indicated that the questions

370 raised had largely been addressed, then asked whether there were any additional
371 questions or comments from those present.

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373 Mr. Allen asked whether the remaining portion of the property could be sold or
374 developed as a separate parcel in the future, and whether that possibility could affect
375 tax revenue or the site's future development.

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377 Mr. Paschke asked which parcel Mr. Allen was referring to.

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379 Mr. Allen asked whether the developer was purchasing less than half of the overall
380 parcel. He questioned whether the remaining portion of the property would remain
381 available for future sale or development.

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383 Mr. Paschke clarified that the developer owns the entire parcel and that the full
384 property will be used as part of the proposed development.

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386 Chair Aspnes closed the public hearing at 6:14 p.m.

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MOTION

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**Member Barstad moved, seconded by Member Campbell Jensen, Adoption of
Resolution No. 177 (Attachment 5), entitled "A Resolution Approving a Variance
to the Frontage Requirement in §1006.04.E.3 for 2700 Snelling Avenue (PF25-
016).**

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Ayes: 3

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Nays: 0

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Motion carried.

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6. Adjourn

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MOTION

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**Member Campbell Jensen, seconded by Member Barstad, to adjourn the
meeting at 6:17 p.m.**

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Ayes: 3

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Nays: 0

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Motion carried.


REQUEST FOR BOARD ACTION

Date: **4/1/2026**
Item No.: **5.a.**

Department Approval

Agenda Section

Janice Gundlach

Business

Item Description: Annual Organizational Business

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Application Information

n/a

Background

In accordance with City Code Section 201.03.A, each advisory commission shall elect a chair and vice-chair from among its appointed members for a term of one-year.

Staff Recommendation

Elect members to serve as chair and vice-chair of the Variance Board.

Requested Planning Commission Action

By motion, elect members to serve as chair and vice-chair of the Variance Board.

Alternative Actions

n/a

Prepared by: Janice Gundlach, Community Development Director

Attachments: None


REQUEST FOR BOARD ACTION

Date: **4/1/2026**
Item No.: **6.a.**

Department Approval

Janice Gundlach

Agenda Section

Public Hearing

Item Description: Request to allow nonconforming conditions in the surface parking area for an apartment facility (PF26-003)

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2 **Application Information**

3 Applicant: 2610 Snelling, LLC
4 Property Owner: 2610 Snelling, LLC
5 Location: 2610 Snelling Curve
6 Application Submission: March 13, 2026
7 City Action Deadline: May 12, 2026
8 Zoning: High Density Residential (HDR)

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10 **Background**

11 The 17-unit apartment property includes a parking facility with several nonconforming conditions: some
12 surface stalls encroach into the minimum side yard setback, some surface stalls cross onto the
13 neighboring property, and the existing total number of stalls is well below the minimum number required
14 for the existing apartment building. Because state and local regulations protect these legal
15 nonconformities, no changes would be required but for the fact that the property owner is proposing to
16 add a dwelling unit to the apartment. As the proposal has taken shape, the parking area will become
17 less nonconforming, but variances to dimensional standards and the number of parking stalls will be
18 needed to accommodate the proposed arrangement of parking stalls on the property. The proposed site
19 plan and written narrative describing the proposal are included with this RVBA as Attachment 3.

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21 Variance Analysis

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- 23 • Table 1013.04-1 would require 36 on-site parking stalls, given the proposed number of units and
24 bedrooms in the apartment building.
 - 25 • §1013.05(3) allows adjacent on-street parking to be counted toward meeting the property's
26 parking requirement, and the City Engineer supports the continued use of the on-street parking.
27 The sum of these nine on-street stalls, the 10 garage stalls, and the six surface stalls currently
28 within the property boundaries--and the two stalls that cross the property line--leave a deficiency
29 of six parking stalls below the minimum requirement of 33 stalls. By contrast, the nine spaces
30 available on the street, in addition to the 10 stalls in the existing garage and the proposed 13 on-
31 site surface stalls yield a total of 32 available parking stalls. This total remains below the
32 minimum requirement, but it is significantly less nonconforming compared to the 34 stalls
33 required for the apartment with one additional dwelling unit.
 - 34 • §1004.07(b)(8) generally prohibits surface parking in the front yard. Having been built in the early
35 1960s, when parking was permitted in the front yard, the property is not configured to facilitate
36 parking anywhere except for in front of the building. Parking in the front yard became prohibited
37 as part of a major revision of the zoning code in 2010 with the goal of shifting development away
38 from the auto-centered form that was typical of 20th century suburban development and toward
a more pedestrian-friendly, urban form.

- Table 1013.11 (Parking Lot Dimensions) would require a 24-foot wide drive aisle for the several stalls that are perpendicular to the north-south driving path toward the garage to preserve adequate space for vehicles to back out of such stalls into the drive aisle. Most of the proposed stalls will be served by a drive aisle that exceeds the minimum required width, but a couple of the stalls would be served by a drive aisle as narrow as 20 feet.

As noted above, the existing configuration of improvements really only allows for improvements to the surface parking area to be made around the edges of the existing parking area. Consequently, any such improvements will fail to conform to all of the pertinent regulations of surface parking areas in the HDR district. This fact remains true whether a dwelling unit is added to the apartment building or not and, because the existing nonconformities generally would be made less nonconforming by the proposed improvements, Planning Division staff is supportive of the variance application even in light of the proposal to add a dwelling unit.

Roseville's Fire Department staff has reviewed the proposal and indicated that the minimum 20-foot width of the drive aisle is acceptable, and that pathways of at least 5 feet in width must be provided in the two areas indicated in red on the attached site plan. These locations are along the northern side of the building and between parking stalls where the sidewalk to the front door meets the parking area. The access path on the west side of the building can be in the same place as the striped no-parking/loading area adjacent to an ADA parking stall.

Review of Variance Approval Requirements

Section 1009.04.C (Variances) of the City Code explains 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." Given the existing conditions on the subject property, there is no reasonable location for additions or improvements to the parking area that would conform to all applicable requirements. The Planning Division finds that the constraint created by the configuration of the existing improvements on the property represents a practical difficulty that the variance process is intended to relieve.

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

1. *The proposal is consistent with the Comprehensive Plan.* Planning Division staff finds that the proposed addition is generally consistent with the Comprehensive Plan because it represents a standard improvement on a multifamily residential property and embodies the sort of continued investment promoted by the Comprehensive Plan's goals and policies.
2. *The proposal is in harmony with the purposes and intent of the zoning ordinance.* Although the proposed surface parking area improvements would be largely within the existing, nonconforming parking area, Planning Division staff finds the proposal would generally have the effect of reducing the intensity of the nonconformities.
3. *The proposal puts the subject property to use in a reasonable manner.* Planning Division staff finds the proposed improvements to be the most sensible way to add parking and make the property less nonconforming, and thereby put the property to use in a reasonable manner.
4. *There are unique circumstances to the property which were not created by the landowner.* Planning Division staff finds the nonconformity of the existing parking area and the lack of access the places for conforming parking improvements on the property to be unique circumstances that were not created by the landowner.
5. *The variance, if granted, will not alter the essential character of the locality.* Although the proposed parking area improvements will remain nonconforming, the resulting facility would not be notably different from the existing conditions and Planning Division staff finds that the variance, if approved, would not negatively alter the character of the surrounding residential neighborhood.

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Public Comment

At the time this RVBA was prepared, Planning Division staff have not received any comments or questions about the proposed parking area improvements.

Staff Recommendation

Adopt a resolution approving the requested variances to the parking area requirements at 2610 Snelling Curve, based on the content of this RVBA, public input, and Variance Board deliberation, with the condition that the applicant shall preserve access pathways of at least 5 feet wide between the northern side of the apartment building and any parking stalls on that side of the building, and between parking stalls at the western end of the sidewalk between the parking lot and the front door of the apartment building.

Requested Planning Commission Action

Adopt a resolution approving the requested variances to the parking area requirements at 2610 Snelling Curve, based on the content of this RVBA, public input, and Variance Board deliberation, with the condition that the applicant shall preserve access pathways of at least 5 feet wide between the northern side of the apartment building and any parking stalls on that side of the building, and between parking stalls at the western end of the sidewalk between the parking lot and the front door of the apartment building.

Alternative Actions

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

Prepared by: Bryan Lloyd, Senior Planner

- Attachments:**
- 1. Area Map
 - 2. Aerial Photo
 - 3. Site Plan and Written Narrative
 - 4. Draft Resolution

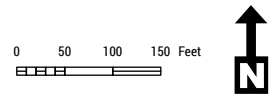
123

Attachment 1: Planning File 26-003



Data Sources
 * Ramsey County GIS Base Map (3/4/2026)
 For more 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 26-003



PIN: 102923220004

6) Variance Request Description

We are proposing to convert unused interior space within the existing building into an 18th residential unit. The property is located in a High Density Residential zoning district, and the addition of an 18th unit is permitted under the current zoning regulations.

However, when the building was originally constructed, it was developed with significantly fewer off-street parking spaces than would be required under current city code. The property currently contains 16 off-street parking spaces, while current city code would require 36 spaces for a building of this size.

Additionally, the existing drive lane within the parking lot is slightly narrower than what is required under current city standards.

In conjunction with the creation of the proposed 18th unit, we have worked with city staff on a plan to add seven additional off-street parking spaces to the property. This improvement would increase the total number of off-street parking spaces on the site and make the property significantly less nonconforming than it currently is.

Written Narrative

March 11, 2026

To whom it may concern,

My name is Thomas Brama. I have owned the property at 2610 Snelling Curve in Roseville, Minnesota for the past three years and have greatly enjoyed my time of ownership.

The building currently contains 17 residential units, consisting of 11 two-bedroom units and six one-bedroom units. When the building was originally constructed, it was developed with significantly fewer off-street parking spaces than would be required under current city code.

Under current city parking requirements, a building with 17 units of this configuration would be required to provide 33 off-street parking spaces, inclusive of the 10 garage spaces on the property. As the building currently sits, it only contains 16 total parking spaces.

Because the property is located a considerable distance from public transit, this shortage of off-street parking has frequently resulted in a large number of vehicles being parked on the surrounding streets for extended periods of time. At times, nearly ten vehicles

associated with the building must park on the street. This situation has created ongoing challenges for snow plowing, street sweeping, and general street maintenance.

The property is located within a High Density Residential zoning district, which allows up to 36 units per acre. Based on the size of the parcel, the property could accommodate up to approximately 28 units under the current zoning designation. Despite this allowance, the building currently contains only 17 units.

Within the building there is also a significant amount of interior space that has remained unused for many years. I am proposing to convert a portion of this unused space into an 18th residential unit.

In conjunction with the creation of the proposed 18th unit, I am also proposing to add seven additional off-street parking spaces to the property. While the addition of these spaces will not fully bring the property into compliance with current parking requirements, it will significantly improve the existing parking situation.

Below is a summary of the current and proposed parking totals:

Current Condition (17 Units)

Total Parking Spaces: 16

Required Parking Spaces: 33

Total Spaces Short of Code: 17

Proposed Condition (18 Units)

Total Parking Spaces: 23

Required Parking Spaces: 34

Total Spaces Short of Code: 11

Due to the physical constraints of the site, it is not possible to add the full number of additional parking spaces needed to bring the property into complete compliance with current code requirements. However, the proposed improvements will substantially reduce the degree of nonconformity and significantly reduce the number of vehicles that must park on the street.

The proposal also includes a variance related to the existing drive lane width within the parking area, which was constructed prior to current code standards and cannot be practically widened without significant reconstruction of the site.

This proposal represents a good-faith effort to improve an existing parking deficiency that has existed since the building was originally constructed. Increasing the number of off-street parking spaces from 16 to 23 will meaningfully reduce congestion on surrounding

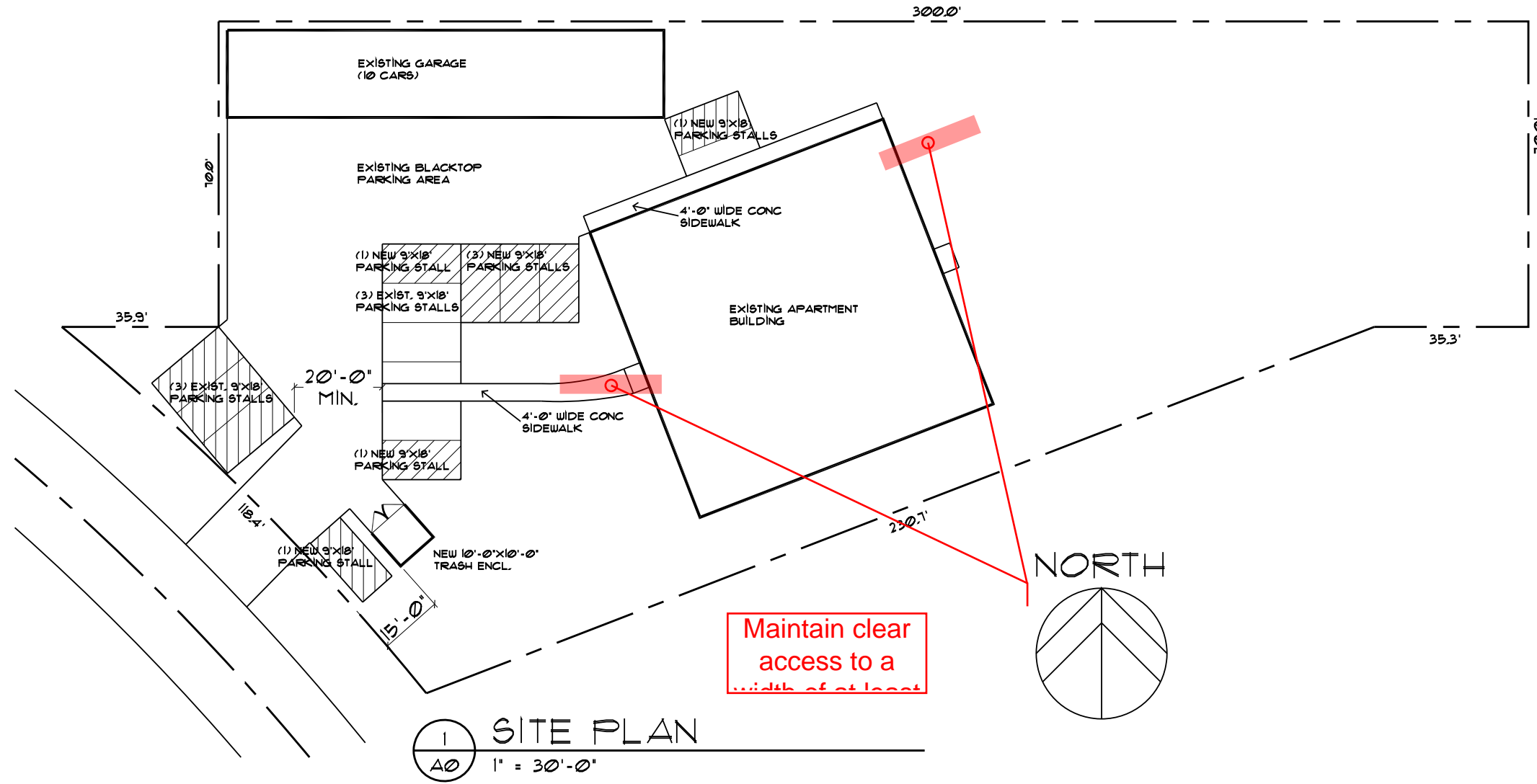
streets while also making productive use of currently unused interior space within the building.

Please see the attached revised parking plan showing the proposed additional parking spaces, which has been reviewed with city staff.

Thank you for your time and consideration.

Respectfully,

Thomas Brama
Owner – 2610 Snelling Curve
Roseville, MN 55113



REMODELING FOR:
2610 SNELLING CURVE
 ROSEVILLE, MN

JOB #253066
 SHEET #
A0
 OF 1

FEBRUARY 7, 2026
 MARCH 12, 2026

**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 duly held on the 1st day of April 2026 at 5:30 p.m.

The following members were present: _____ and _____ were absent.

Member _____ introduced the following resolution and moved its adoption:

VARIANCE BOARD RESOLUTION No. _____

**RESOLUTION APPROVING A VARIANCE TO SURFACE PARKING STANDARDS
PERTAINING TO AN APARTMENT AT 2610 SNELLING CURVE (PF26-003)**

WHEREAS, the subject property is in the High Density Residential (HDR) District, is assigned Ramsey County Property Identification Number 10-29-23-22-0004, and is legally described as Tract L, Registered Land Survey No. 139, Ramsey County, Minnesota;

WHEREAS, City Code Chapter 1013, Table 1013.04-1, requires a minimum of 34 parking stalls for an apartment with the proposed number of dwelling units and bedrooms; and

WHEREAS, City Code Chapter 1013, Table 1013.11, requires a drive aisle serving perpendicular parking stalls to be at least 24 feet wide; and

WHEREAS, City Code Section 1004.07(b)(8), generally prohibits parking stalls between an apartment building and the front street; and

WHEREAS, 2610 Snelling LLC, the owner of the subject property, has requested a variance to said standards to allow proposed improvement and expansion of the existing, nonconforming surface parking facility; and

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

WHEREAS, the Variance Board has made the following findings:

- a. Given the existing conditions on the subject property, there is no reasonable location for additions or improvements to the parking area that would conform to all applicable requirements. Therefore, the constraint created by the configuration of the existing improvements on the property represents a practical difficulty that the variance process is intended to relieve.

- b. The proposed home addition is generally consistent with the Comprehensive Plan because it represents a standard improvement on a multifamily residential property and embodies the sort of continued investment promoted by the Comprehensive Plan's goals and policies.
- c. Although the proposed surface parking area improvements would be largely within the existing, nonconforming parking area, the proposal would generally have the effect of reducing the intensity of the nonconformities.
- d. The proposed improvements are the most sensible way to add parking and make the property less nonconforming, and thereby put the property to use in a reasonable manner.
- e. The nonconformity of the existing parking area and the lack of access the places for conforming parking improvements on the property are unique circumstances which were not created by the landowner.
- f. Although the proposed parking area improvements will remain nonconforming, the resulting facility would not be notably different from the existing conditions, and the variance, if approved, would not negatively alter the character of the surrounding residential neighborhood.

NOW THEREFORE BE IT RESOLVED by the Roseville Variance Board to approve the requested variance to allow the proposed improvements to the surface parking area at 2610 Snelling Curve, based on the content the public record, public input, and Variance Board deliberation, with the condition that the applicant shall preserve access pathways of at least 5 feet wide between the northern side of the apartment building and any parking stalls on that side of the building, and between parking stalls at the western end of the sidewalk between the parking lot and the front door of the apartment building.

The motion for the adoption of the foregoing resolution was duly seconded by member ____ and upon a vote being taken thereon, the following voted in favor thereof: ____; and ____ voted against the same.

WHEREUPON, said resolution was declared duly passed and adopted.

Variance Board Resolution No. ____—2610 Snelling Curve (PF26-003)

State of Minnesota)
) SS
County of Ramsey)

I, undersigned, being the duly qualified City Manager of the City of Roseville, County of Ramsey, State of Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a regular meeting of said City Council held on the 1st day of April 2026, with the original thereof on file in my office.

WITNESS MY HAND officially as such Manager this 1st day of April 2026.

Patrick Trudgeon, City Manager

SEAL

ROSEVILLE
REQUEST FOR BOARD ACTION

Date: **4/1/2026**
Item No.: **6.b.**

Department Approval

Janice Gundlach

Agenda Section

Public Hearing

Item Description: A request by Hempel Real Estate, in cooperation with 2700 Snelling Avenue LLC, for a variance from Table 1013.04-2, Minimum Number of Required Electric Vehicle Charging Stations (EVCS) and §1013.04.D.2.d.1 regarding the required number of electrical vehicle service equipment (EVSE)

Application Information

Applicant: Hempel Real Estate
Location: 2700 Snelling Avenue
Application Submission: March 11, 2026
City Action Deadline: May 10, 2026
Zoning: Employment District

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

On March 20, 2023, the Roseville City Council adopted an ordinance approving Phase 2 amendments to the Zoning Code. One component of this approval was the establishment of regulations concerning electric vehicle charging stations and electrical vehicle service equipment (1013.04-2 and 1013.04.D.2.d.1). When approved, Planning Division staff acknowledged the standards may need to be adjusted over time as the ordinance gets implemented across various projects as such standards were not commonplace at the time of adoption. The following standards were adopted by the city:

D. Electric Vehicle Charging Standards

1. The intent of this section is to facilitate and encourage the use of electric vehicles, to expedite the establishment of a convenient, cost-effective electric vehicle charging infrastructure, and establish minimum requirements for electric vehicle parking spaces and charging infrastructure to serve both short and long-term parking needs.

- 24 2. Minimum Number of Required Electric Vehicle Charging Stations (EVCS)
- 25 a. All new parking areas, existing parking areas expanding by more than 25% additional
- 26 parking spaces, and existing parking areas improving more than 25% of the parking area are
- 27 subject to the standards of Table 1013.04-2.
- 28 b. For all calculations of required parking spaces based on percentages, any result less than
- 29 one shall be rounded up to one and, above that, fractional results of at least one half shall be
- 30 rounded up to the nearest whole number.
- 31
- 32

Table 1013.04-2: Minimum Number of Required Electric Vehicle Charging Stations (EVCS)		
Number of spaces	EVCS by required parking spaces and charging levels (Level 1, Level 2, DC) for new parking areas	EVCS by required parking spaces and charging levels (Level 1, Level 2, DC) for expansion or improvement of existing parking areas
29 or fewer	Optional	Optional
30- 49	<p>Multiple-family residential (5 or more units): 5% of required parking spaces, of which at least one shall be accessible, as Level 1 or greater</p> <p>Non-residential land uses</p> <ul style="list-style-type: none"> • Two parking spaces, of which at least one shall be accessible, as Level 2 or greater 	For parking areas that are expanded or improved (per Section 1019.03) by more than 25%, EVCS shall be provided at the minimum quantities required for new parking areas, prorated to the number of parking spaces in the area of expansion or improvement.
Table 1013.04-2: Minimum Number of Required Electric Vehicle Charging Stations (EVCS)		
50+	<p>Multiple-family residential (5 or more units):</p> <ul style="list-style-type: none"> • 10% of required parking spaces, of which at least one shall be accessible, as Level 1 or greater • One guest parking space as Level 2 or greater <p>Non-residential land uses</p> <ul style="list-style-type: none"> • 5% of required parking spaces, of which at least one shall be accessible, as Level 2 or greater 	For parking areas that are expanded or improved (per Section 1019.03) by more than 25%, EVCS shall be provided at the minimum quantities required for new parking areas, prorated to the number of parking spaces in the area of expansion or improvement.

- 33
- 34 d. In addition to the number of required EVCS, the following accommodations shall be required for
- 35 the anticipated future growth in market demand for electric vehicles:
- 36 1. New Non-Residential and Multiple-Family Residential Land Uses (5 or more units per building):
- 37 all new parking areas shall provide electric vehicle supply equipment (EVSE) with the electrical
- 38 capacity necessary to accommodate the future hardwire installation of EVCS as Level 2 or greater
- 39 for a minimum of 10% of required parking spaces.
- 40
- 41

42 **Review of Request**

43 The variance submitted by the applicant seeks relief from the installation of the required 26 EVCS of
44 Level 2 or greater and relief from the required 53 EVSE (hard-wired stalls). The proposal would be to
45 install eight dual port level 2 EVCS and 22 EV ready stalls or respective variances of 18 (EVCS) and 31
46 (EVSE). As a component of the variance submittal, the applicants have provided a narrative to justify
47 their request (Attachment 3).
48

49 To determine the actual requirement for EVCS and EVSE, one must first understand how the total
50 amount of required surface parking is calculated. The calculation by the applicant (application submittal
51 information) uses a parking ratio of 1/250 for each of the three uses in the building (office, lab, and
52 warehouse) to arrive at the 501 stalls required, whereas, the Planning Division would combine the office
53 and lab spaces and use the 1/275 office ratio for 319 spaces and then use the 1/2,000 ratio for the
54 warehouse for 19 spaces, for a combined total of 338 required parking spaces.
55

56 However, the challenging factor was establishing the required parking for the unique mix of uses with an
57 anticipated 700 employees at opening; 820 employees at full capacity; and the maximum number of
58 employees on-site at any one time being 550, as well as, operations within the facility being 24 hours per
59 day, 7 days a week, with shift changes at 7am, 3pm, and 11pm.
60

61 Given these differences, and based on allowances within the parking standards of the Zoning
62 Ordinance, the Planning Division required the applicant to provide a parking study (Attachment 4) to
63 better determine the required parking for the proposed project. This parking study, completed by TC2
64 (Transportation Collaborative & Consultants), provides two separate ranges of parking demand: one
65 method concerning the "average" parking demand (339-435) and the other method for the "85th
66 percentile" parking demand (456-550). Both ranges are sourced from the Institute of Traffic Engineers
67 Manuel pertaining to parking demand. The recommendation of the consultant is to take the average of
68 the two methods (503) and add a 5% buffer (25) for a total required parking demand of 528 parking
69 stalls.
70

71 The applicant and Planning Division staff have been in communication throughout the process regarding
72 the requirement for EVCS and EVSE. The initial plan included approximately 400 parking spaces, which
73 would have had a requirement of 20 EVCS and 40 EVSE. The applicant noted a concern with these
74 numbers back in October when the project was smaller, so when the project expanded it was
75 determined by staff a parking study would provide the best method for determining required
76 parking. The result of the parking study was a demand of 532 parking stalls, yielding a requirement for
77 26 EVCS and 53 EVSE.
78

79 **Variance Analysis**

80 Section 1009.04 (Variances) of the City Code explains the purpose of a variance is "to permit adjustment
81 to the zoning regulations where there are practical difficulties applying to a parcel of land or building that
82 prevent the property from being used to the extent intended by the zoning." State statute further clarifies
83 that "economic considerations alone do not constitute practical difficulties."
84

85 The Planning Division is aware of the concerns and challenges of implementing new requirements and
86 the EV standards adopted three years ago are no exception, especially when few municipalities have
87 such standards and such units and infrastructure can be costly to obtain and install. These standards
88 become more challenging when applied to a large development project like the one at 2700 Snelling
89 Avenue with a parking field that includes 532 parking stalls.
90

91 The Planning Division also considers the proposed private development to be operationally different
92 than commercial development, such as Rosedale, in terms of demand and need for electric vehicle
93 charging. Because open-to-the-public commercial uses have more transient activity, this generates a
94 customer and/or public demand/need to seek out EV charging stations and the vehicles using these
95 spaces are constantly serving different people/vehicles. However, a private development catering to a

96 stable, consistent employment base likely has less demand/need for EV charging as the same vehicles
97 are parked in the parking spaces day-after-day.
98

99 As initially stated, the variance submitted by the applicant seeks relief from the installation of the
100 required 26 EVCS of Level 2 or greater to eight dual port Level 2 EVCS and relief from the required 53
101 EVSE (hard-wired stalls) to 22 ready stalls or respective variances of 18 (EVCS) and 31 (EVSE).
102

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

- 106 1. *The proposal is consistent with the Comprehensive Plan.* Planning Division staff has determined
107 the proposal is generally consistent with the Comprehensive Plan because it represents a
108 sustainable investment promoted by the Comprehensive Plan's goals and policies, specifically
109 the Resilience and Environment chapter and those goals addressing a reduction in greenhouse
110 gas emissions.
- 111 2. *The proposal is in harmony with the purposes and intent of the zoning ordinance.* With respect to
112 this requested variance, the Planning Division finds the proposal is in harmony with the purpose
113 and intent of the EV standards, which are to "facilitate and encourage the use of electric
114 vehicles, to expedite the establishment of a convenient, cost-effective electric vehicle charging
115 infrastructure, and establish minimum requirements for electric vehicle parking spaces and
116 charging infrastructure to serve both short and long-term parking needs." Unlike Rosedale, and
117 specifically the Dick's Sporting Goods project at Rosedale that also received a variance for
118 electric vehicle charging stations, a private business with a stable, consistent employment base
119 likely does not have the same demand for EV charging stations given the non-transient nature of
120 the vehicles using the parking lot. Although there is a need for EV charging stations, the demand
121 for said chargers is reduced. The Planning Division stated previously with the Rosedale EV
122 charging variance that it believes reasonable implementation should consist of every site
123 installing a share of EV charging equipment and offering choices for said charging. As the
124 ordinance is being more widely implemented, it is becoming clear that a one-size-fits-all
125 approach for non-residential uses may not be appropriate. With that said, Planning Division staff
126 have determined the proposed medical office's proposal to install eight EVCS and the 22 hard-
127 wired EVSE is appropriate. The smaller number of EVCS and EVSE affords future expansion
128 over time as employee demand, technology, operating patterns, and vehicles evolve. There are
129 also external factors that play a role in supporting EV chargers that are not code-
130 based. Although no analysis has been completed on the ability of the subject area not being
131 able to supply the necessary electrical infrastructure, there is only so much electricity that can be
132 produced or provided to a given locality. Large amounts of EV chargers in one given area have
133 the potential to strain the local grid and its electrical infrastructure. A phasing plan, such as
134 proposed, can assist in limiting such electrical impacts. Further, the requirement to install EVCS
135 and EVSE should not amount to an electrical demand that is not commensurate with, or in
136 relationship to, the overall electrical demand the facility needs, which appears to be a factor in
137 this instance.
- 138 3. *The proposal puts the subject property to use in a reasonable manner.* This finding seeks to
139 determine whether the requested deviation will put the property to use in a manner reasonably
140 consistent with the standards set forth in the Code. In this case, the question is whether the
141 requirement of 26 EVCS and 53 EVSE for a 528-space parking lot is too great and if it should be
142 reduced to a number more suitable or consistent with the operations of a medical facility and its
143 employees. The project parking supply is driven in part by operational needs of a laboratory
144 facility that includes shift change overlap and transition periods where multiple personnel groups
145 are on site at the same time to discuss and handoff information, specimens, processes and
146 equipment to the next shift. As a result, the parking lot must be larger to accommodate the short
147 duration overlap condition. With that said, the applicant's parking study evaluated anticipated
148 demand based on the operational characteristics and applicable industry standards. Based on
149 the analysis, parking demand for this proposed specialized medical facility is 435 spaces, which

would translate into 22 EV charging units if Roseville’s formula were applied to demonstrate demand rather than the required parking space method. Planning Division staff finds the proposed eight EVCS and 22 EVSE puts the property to use in a reasonable matter.

4. *There are unique circumstances to the property which were not created by the landowner.* Since the adoption of the EV standards, Planning Division staff has not had to apply said requirements to a parking lot the size of the 2700 Snelling Avenue project. The largest, to-date has been the Rosedale Dick’s Sporting Goods project that did receive a variance allowing the installation of six EV stalls, three Level 3 and three Level 2, for the 298-stall parking lot. Although a 528-stall parking lot could be considered typical of a 124,500 square foot medical office, research, laboratory, and warehousing facility, staff is of the opinion that the EV standards may need modification to adjust the required number of EVCS and EVSE for large, over 100 space parking lots that are not serving uses that cater to a more transient customer-base. Staff concluded the number of required EVCS and EVSE for the 2700 Snelling Avenue project could be “reasonably” reduced and still comply with the purpose and intent of the Code. There are other items to consider other than just sheer numbers of EV chargers. The applicant’s electrical analysis indicates that at full compliance the EVCS would require 1,200 amps dedicated to EV charging infrastructure, versus an approximate 192 amps for the proposed phased approach. Such an increase in required amps requires additional investment in service size, distribution equipment, transformer capacity, switchgear, as well as associated site and building electrical improvements. The applicant’s phased approach affords growth based on demand versus a large upfront investment and cost. It is also worth noting that least 18 major automakers have scaled back, delayed, or scrapped electric vehicle (EV) plans or models in the U.S. as of March 2026, driven by slowing demand and reduced incentives. The Planning Division concludes there are unique circumstances not created by the landowner allowing support for the requested variance.
5. *The variance, if granted, will not alter the essential character of the locality.* Much has been stated above regarding the unique use and its specialized parking demand, and need for a larger parking lot to accommodate shift change overlap. It is also understood the Planning Division needs to review and consider modifications to the EV requirements to more appropriately account for large parking lots and the users they serve. Although staff could strictly interpret the ordinance and not support the requested variance, the applicant has demonstrated, based on their use and parking demand, the City’s one-size-fits-all approach for determining electric vehicle charging demand may not be appropriate, warranting a variance.

Public Comment

At the time this report was prepared, Planning Division staff had not received any comments or questions about the proposed reduction in electrical charging stations.

Staff Recommendation

Planning Division finds the applicant’s request demonstrates practical difficulties to the extent intended by the zoning and would recommend the **Variance Board adopt a resolution approving a variance to Table 1013-2 and the regulations of §1013.04.D.2.d.1 of the City Code and in support of eight Level 2 dual-port EVSC when 26 would normally be required and 22 EVSE when 53 would normally be required for the 2700 Snelling Avenue** based on the content of this report and associated plans provided as attachments, public input, and Variance Board deliberation.

Requested Planning Commission Action

Adopt a resolution (Attachment 5) approving a variance to Table 1013-2 and the regulations of §1013.04.D.2.d.1 of the City Code and in support of eight Level 2 dual-port EVSC when 26 would normally be required and 22 EVSE when 53 would normally be required for the 2700 Snelling Avenue based on the content of this report and associated plans provided as attachments, public input, and Variance Board deliberation.

203 **Alternative Actions**

- 204 1. **Pass a motion to table the item for future action.** An action to table consideration of the
205 variance request must be based on the need for additional information or further analysis to
206 reach a decision on one or both requests. Tabling may require extension of the 60-day action
207 deadline established in Minn. Stat. 15.99 to avoid statutory approval.
- 208 2. **Adopt a resolution approving the requested variances.** An approval should be supported by
209 specific findings of fact based on the Variance Board's review of the application, applicable
210 zoning regulations, and the public record.

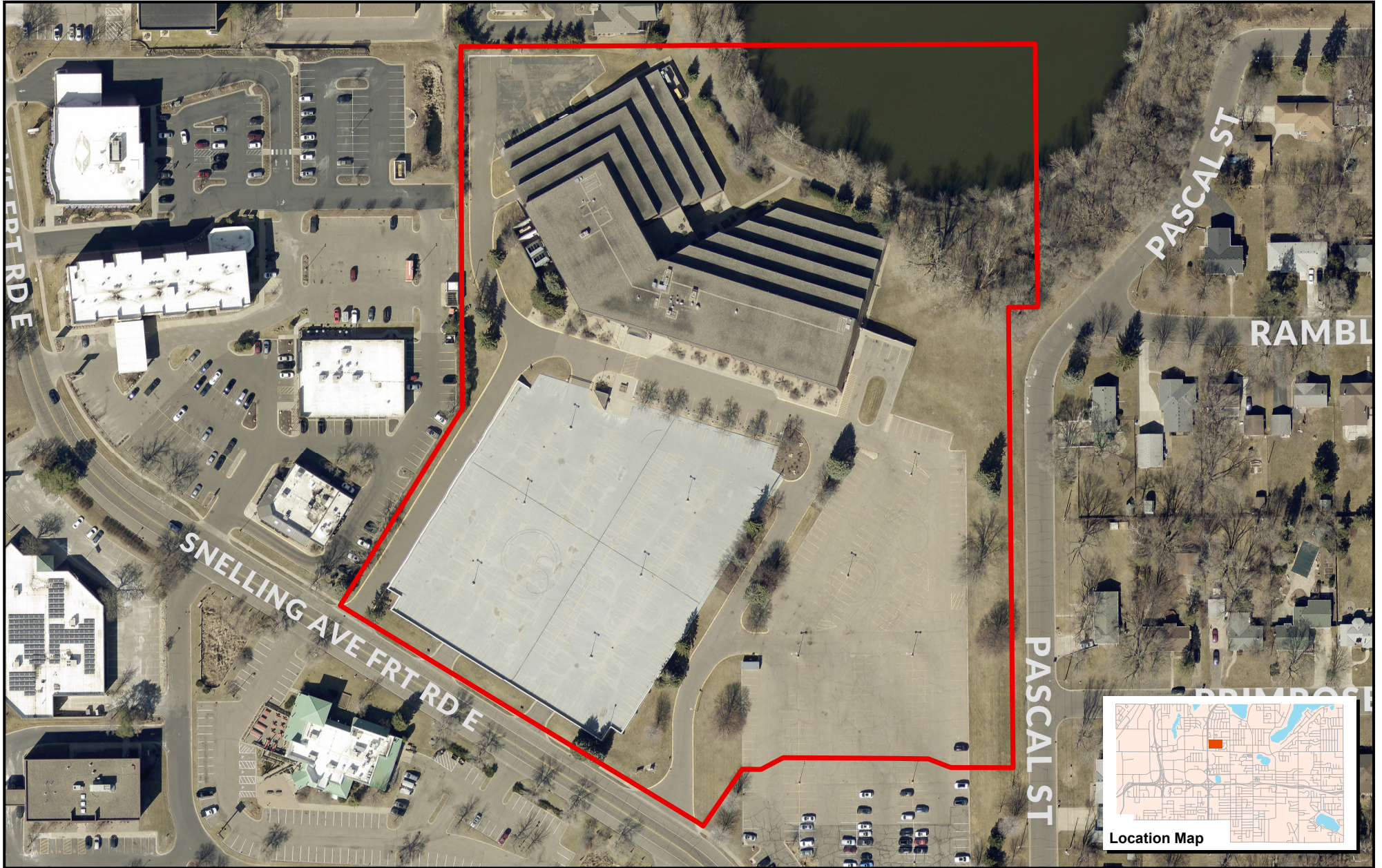
211

212 **Prepared by:** Thomas Paschke, City Planner

Attachments:

1. Base Map
2. Aerial Photo
3. Applicant Narrative & EV Plan
4. TC2 Parking Study
5. Resolution

Attachment 2: Planning File 25-016





800 LaSalle Ave, Suite 1250
Minneapolis, MN 55402

T 612 355 2600

March 11, 2026

Thomas Paschke
Senior Planner
City of Roseville, MN

RE: Medical Laboratory Project – Request for Revised EV Charging Compliance and Related Variance Relief

Mr. Paschke,

On behalf of Hempel Real Estate, we respectfully submit this narrative and supporting materials in support of a request to revise the project’s EV charging compliance requirements based on verifiable parking demand and the unique operational characteristics of this facility, and, if necessary, for related variance relief, for the proposed medical laboratory project at 2700 Snelling Avenue in Roseville.

This project will redevelop a formerly improved office site with a new long-term employment use that is consistent with the City’s Employment District vision. The redevelopment will replace an obsolete and demolished office complex with a modern two-story laboratory and office facility that supports specialized healthcare and laboratory functions, strengthens the City’s employment base, and enhances the corridor through new building investment, site improvements, landscaping, screening, and updated circulation.

Thank you for your consideration of this request. We appreciate the City’s continued collaboration as this project advances.

Sincerely,

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

Brandon Champeau
Executive Vice President



800 LaSalle Ave, Suite 1250
Minneapolis, MN 55402

T 612 355 2600

Proposed Project:

Hempel Real Estate proposes to develop a new 125,400 square foot, two-story build-to-suit medical research and laboratory facility on an approximately 12.48-acre site at 2700 Snelling Avenue in Roseville. The site is zoned E-1 Employment, and the proposed use is consistent with the district's intent and permitted employment-oriented uses.

The building will be occupied as a centralized medical laboratory and pathology facility. The program includes office, laboratory, receiving, storage, support, and mechanical areas necessary to accommodate specialized laboratory operations. The facility is intended to serve as a long-term employment anchor and will consolidate a significant number of skilled jobs in Roseville.

The project also includes associated site improvements, including surface parking, circulation, utilities, stormwater management, landscaping, and screening.

Variance Request:

The Applicant requests approval of a revised EV charging compliance plan for this project based on verifiable parking information and the specialized operational characteristics of this facility. Specifically, the request is to reduce the number of EV charging spaces required to be installed at project opening and to approve a phased approach to future EV-ready infrastructure. This request does not eliminate EV charging from the project. Rather, it aligns the timing and scale of installation with demonstrated demand while preserving the site's ability to expand EV charging in the future.

Based on the current ordinance parking count applied to this project, the site would be required to provide the following at full code compliance:

- Required parking spaces: 501
- Required installed EV charging spaces at opening: 25 Level 2 or greater EV charging spaces
- Required future EV-ready spaces: 50

For clarity, the Applicant's request addresses both the number of EV charging spaces installed at opening and the extent of future EV-ready infrastructure to be provided initially.

Requested Relief:

The Applicant requests approval of the following phased alternative compliance plan:

- Installed at opening: 8 EV charging spaces, served by 4 dual-port Level 2 chargers
- Future EV-ready spaces: 22
- Total immediate and future EV charging spaces: 30



800 LaSalle Ave, Suite 1250
Minneapolis, MN 55402

T 612 355 2600

The Applicant is also willing to install conduit, sleeves, and related supporting infrastructure necessary to facilitate efficient future expansion in a manner approved by the City. At least one installed charging space will be provided in an accessible configuration, or as otherwise required by applicable code.

Basis for Request / Practical Difficulties:

This request is not intended to avoid EV charging altogether. Rather, it is intended to align the timing and scale of installation with the actual operating characteristics of this facility, while preserving the site's ability to add more charging in the future.

1. The ordinance-based parking count overstates actual EV charging demand at opening.

This project's parking supply is driven in part by the specialized operational needs of a laboratory facility, including employee shift overlap and transition periods where multiple personnel groups are on-site at the same time for handoff of information, specimens, processes, and equipment. As a result, the parking field must accommodate short-duration peak overlap conditions that do not directly correlate to day-to-day EV charging demand.

The Applicant has commissioned a parking study to evaluate anticipated parking demand based on the facility's actual operational characteristics and applicable industry standards. That study is included with this application. Based on that analysis, the anticipated parking demand for the facility is 435 spaces, which would correspond to 22 EV charging spaces if the City's formula were applied to demonstrated demand rather than to the ordinance-derived parking count of 501 spaces.

In other words, the parking field for this project is sized in part to accommodate short-duration shift overlap and operational transition periods unique to a laboratory facility. That operational condition inflates the total stall count used by the ordinance formula, even though it does not create a comparable increase in actual opening-day EV charging demand.

2. Immediate installation of 25 chargers would materially exceed demonstrated opening-day demand.

Immediate installation of 25 EV charging spaces would materially exceed anticipated opening-day demand for this facility. The tenant has advised that it does not expect employee or visitor demand sufficient to regularly utilize that quantity of EV charging spaces at opening. The requested phased approach would still provide



meaningful EV charging on opening-day, but in a quantity more reasonably aligned with expected actual use.

The Applicant is not seeking to prohibit EV charging on-site. Instead, the Applicant is proposing to install a smaller number of chargers initially and preserve the ability to expand over time as vehicle adoption, employee demand, technology, and operating patterns evolve.

3. Full day-one installation would create a disproportionate electrical and cost burden.

Based on the project's current electrical planning, full day-one compliance would require a substantial increase in electrical infrastructure beyond what is otherwise needed to serve the building and the Applicant's proposed phased charging plan.

The Applicant's electrical analysis indicates that full code compliance would require approximately 1,200 amps of electrical service to be dedicated to EV charging infrastructure, compared with approximately 192 amps under the proposed phased approach. That increase would require additional investment in service sizing, distribution equipment, transformer capacity, switchgear, and associated site and building electrical improvements.

The estimated incremental cost of full day-one compliance exceeds \$480,000. The Applicant is not relying solely on cost as the basis for this request. Rather, the cost impact is one of several factors demonstrating that immediate full installation would be disproportionate to the project's actual opening-day demand and operational needs. A phased approach better aligns the infrastructure investment with demonstrated use while still preserving a clear path for future expansion.

4. A phased approach better advances the ordinance's purpose in a practical and cost-effective manner.

The Applicant understands and respects the City's policy objective of encouraging EV adoption and planning for future charging infrastructure. The proposed alternative does not eliminate that objective. Instead, it advances that objective in a manner that is practical for this specific project by:

- providing EV charging at opening;
- reserving additional future EV-ready locations on-site;
- installing conduit and related infrastructure to allow future expansion; and
- aligning additional installation with demonstrated user demand rather than requiring substantial over-installation at the outset.



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This approach is particularly appropriate for a specialized laboratory facility where parking demand is influenced by employee shift overlap and operational transitions rather than by conventional office or retail parking patterns.

Proposed Phased EV Charging Compliance Plan:

Category	Installed at Opening	Future EV Locations / EV-Ready	Total
Ordinance Requirement Based on 501 Spaces	25	50	75
Parking Study-Based Calculation	22	44	66
Applicant Proposed Alternative	8	22	30

Additional Commitments:

To support future flexibility and continued coordination with the City, the Applicant is prepared to:

- install 4 dual-port Level 2 chargers serving 8 EV charging spaces at opening;
- identify and reserve 22 future EV-ready spaces on the site plan;
- install conduit, sleeves, and related supporting infrastructure for future expansion as reasonably approved by the City;
- locate the opening-day EV charging spaces in practical areas for employee and visitor use; and
- revisit future expansion if actual demand materially increases over time.

The EV charging provided on-site is intended primarily to serve building employees and visitors associated with this private facility, rather than to function as a public charging amenity.

Conclusion:

The requested relief is reasonable and justified by the unique operating characteristics of this facility, the distinction between ordinance-derived parking counts and demonstrated parking demand, and the disproportionate infrastructure burden associated with full day-one installation.

The Applicant’s proposal still advances the City’s EV planning goals by providing charging at opening, reserving future EV-ready spaces, and preserving a practical path for future



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expansion. It represents a balanced, site-specific solution that responds to both present demand and future flexibility.

For these reasons, the Applicant respectfully requests approval of the proposed revised compliance plan and any related variance relief determined necessary by the City.



PARKING STUDY

To: Brandon Champeau, Executive VP - Development
Hempel Companies

From: Matt Pacyna, PE, Principal
Transportation Collaborative & Consultants, LLC

Date: March 25, 2026

Subject: 2700 Snelling Ser Drive Redevelopment Parking Study; Roseville, MN

INTRODUCTION

TC2 conducted a parking study for the proposed redevelopment at 2700 Snelling Ser Drive in Roseville, MN. The existing office building would be replaced by a 125,000 square foot specialty medical office building with a combination of laboratory, research / testing, office, and warehousing uses. Since the proposed land use is relatively unique, the purpose of this study is to identify the anticipated parking demand for the site. Thus, the following information summarizes the parking study process and findings.

PARKING REVIEW

The following characteristics of the proposed redevelopment were considered as part of the parking review process.

- 125,000 square feet of Gross Floor Area (GFA)
- Total of ~700 employees at day of opening and ~820 employees at full capacity
- Maximum employees on site at any one time: ~550 employees
- Hours of operations: 24-hours per day / 7-days per week
- Shift changes at 7 a.m., 3 p.m., and 11 p.m.

To estimate the parking demand for the proposed redevelopment, the *Institute of Transportation Engineers (ITE) Parking Generation Manual* was utilized, which is an industry standard and based on actual data collected at similar uses. The ITE data is considered most comparable to market conditions as it is updated regularly and the fact that City Code requirements are not updated as often. Given the unique characteristics of the site, a range of land use and variable (i.e., building size and employee) data was reviewed and averaged to provide confidence in the overall parking demand estimates. Note that the average and 85th percentile parking demand were identified; the 85th percentile represents the peak parking demand at most sites and helps minimize the overbuilding of parking.

Results of the parking demand assessment, which is illustrated in [Table 1](#), identified the following key takeaways.

- 1) The average and 85th percentile parking demand for the proposed redevelopment is estimated to range from 339 to 435 parking spaces and from 456 to 550 spaces, respectively.
- 2) The peak parking demand for the proposed redevelopment is expected to occur between 10 a.m. and 2 p.m. on a typical weekday (i.e., Tuesday through Thursday).
- 3) To account for shift change and the perception of inadequate parking, an additional five (5) percent of parking spaces could be considered. However, this analysis does not consider the potential for alternative mode trips (i.e., walk, bike, transit), which could lower the overall parking demand.

- 4) If the proposed parking supply does not meet the estimated parking demand, additional parking management strategies and / or operational changes could be considered. These could include adjusting employee work schedules / shift change staffing levels and times, providing incentives for employees to utilize alternative modes (i.e., walk, bike, or transit), and / or illustrating proof of parking that the site could accommodate additional parking spaces, if needed.

Table 1 ITE Parking Summary

Land Use (ITE Code) - Variable	Rates (Average to 85 th Percentile)	Variable	ITE Parking Demand	
			Average	85 th Percentile
General Office (710) - Employee	0.79 to 1.00 spaces per Emp.	550 Employees	435 spaces	550 spaces
General Office (710) - SF	1.95 to 2.98 spaces per KSF	125,400 SF	245 spaces	374 spaces
Medical-Dental Office (720) - SF	2.63 to 4.28 spaces per KSF		330 spaces	537 spaces
Research / Development (760) - SF	2.56 to 2.77 spaces per KSF		321 spaces	347 spaces
Clinic (630) - SF	3.67 to 4.52 spaces per KSF		460 spaces	567 spaces
Square Feet Approach Average	2.70 to 3.64 spaces per KSF	125,400 SF	339 spaces	456 spaces
Proposed Redevelopment ITE Parking Demand Range			339 to 435 spaces	456 to 550 spaces

SF – Square Feet KSF – 1,000 Square Feet

CONCLUSIONS

Based on the methods reviewed as part of this study, the proposed redevelopment should provide a minimum of 528 parking spaces. This represents the 85th percentile parking demand using an average of the two ITE methods, as well as an additional five (5) percent to account for shift change and the perception of inadequate parking. Note that additional parking supply beyond the minimum amount identified could be provided, if / when desired.

**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 1st day of April 2026, 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 TABLE 1013.04-2. MINIMUM NUMBER OF REQUIRED ELECTRIC VEHICLE CHARGING STATIONS (EVCS) AND §1013.04D2d1 REGARDING THE REQUIRED NUMBER OF ELECTRICAL VEHICLE SERVICE EQUIPMENT (EVSE) REQUIRED FOR THE 528-STALL PARKING LOT ASSOCIATED WITH THE PROPOSED 125,400 SQUARE FOOT MEDICAL OFFICE, RESEARCH, AND LABORATORY FACILITY AT 2700 SNELLING AVENUE (PF26-005).

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 4th Addition

WHEREAS, Table 1013.04-2 states the following:

Non-residential land uses: 5% of required parking spaces, of which at least one shall be accessible, as Level 2 or greater

WHEREAS, §1013.04.D.2.d.1 states the following:

New Non-Residential and Multiple-Family Residential Land Uses (5 or more units per building): all new parking areas shall provide electric vehicle supply equipment (EVSE) with the electrical capacity necessary to accommodate the future hardwire installation of EVCS as Level 2 or greater for a minimum of 10% of required parking spaces.

WHEREAS, the proposed 124,500 sq. ft. medical office, research, laboratory, and warehousing facility has required parking of 532 spaces, which is required by Code to provide 26 EVCS and 53 EVSE; and

WHEREAS, the proposal seeks the installation of 8 dual-port EVCS and 22 EVSE, 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 a sustainable investment promoted by the Comprehensive Plan's goals and policies, specifically the Resilience and Environment chapter and those goals addressing a reduction in greenhouse gas emissions.

- b. The proposal is in harmony with the purpose and intent of the zoning ordinance.** With respect to this requested variance, the Variance Board finds the proposal is in harmony with the purpose and intent of the EV standards, which are to “facilitate and encourage the use of electric vehicles, to expedite the establishment of a convenient, cost-effective electric vehicle charging infrastructure, and establish minimum requirements for electric vehicle parking spaces and charging infrastructure to serve both short and long-term parking needs.” Unlike Rosedale, and specifically the Dick’s Sporting Goods project at Rosedale that also received a variance for electric charging stations, a private business with a stable, consistent employment base likely does not have the same demand for EV charging stations given the non-transient nature of the vehicles using the parking lot. Although there is a need for EV charging stations, the demand for said chargers is reduced.

The Planning Division has previously stated with the Rosedale EV charging variance that it believes reasonable implementation should consist of every site installing a share of EV charging equipment and offering choices for said charging. As the ordinance is being more widely implemented it is becoming clear that a one-size-fits-all approach may not be appropriate. With that said, the Variance Board have determined the proposed medical office’s proposal to install eight EVCS and the 22 hard-wired EVSE is appropriate. The smaller number of EVCS and EVSE affords future expansion over time as employee demand, technology, operating patterns, and vehicle adoption evolve.

There are also external factors that play a role in supporting EV chargers that are not Code based. Although no analysis has been completed on the ability of the subject area not being able to supply the necessary electrical infrastructure, there is only so much electricity that can be produced or provided to a given locality. Large amounts of EV chargers in one given area have the potential to strain the local grid and its electrical infrastructure. A phasing plan, such as proposed, can assist in limiting such electrical impacts. Further, the requirement to install EVCS and EVSE should not amount to an electrical demand that is not commensurate with, or in relationship to, the overall electrical demand the facility needs, which appears to be a factor in this instance.

- 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. In this case the question, in essence, is whether the requirement of 26 EVCS and 53 EVSE for a 528-space parking lot is too great and as such should be reduced to a number more suitable or consistent with the operations of medical facility and its employees.

The project parking supply is driven in part by operational needs of a laboratory facility that includes shift change overlap and transition periods where multiple personnel groups are on site at the same time to discuss and handoff information, specimens, processes and equipment to the next shift. As a result, the parking lot must be larger to accommodate the short duration overlap condition.

With that said, the applicant’s parking study evaluated anticipated demand based on the operational characteristics and applicable industry standards. Based on the analysis, parking

demand for this proposed specialized medical facility is 435 spaces, which would translate into 22 EV charging units if Roseville's formula were applied to demonstrate demand rather than the required parking space method.

The Variance Board finds the proposed eight EVCS and 22 EVSE puts the property to use in a reasonable matter

- d. There are unique circumstances to the property which were not created by the landowner.** Since the adoption of the EV standards, Planning Division staff has not had to apply said requirements to a parking lot the size of the 2700 Snelling Avenue project. The largest, to-date has been the Rosedale Dick's Sporting Goods project that did receive a variance allowing the installation of six EV stalls, three Level 3 and three Level 2, for the 298-stall parking lot.

Although a 528-stall parking lot could be considered typical of a 124,500 square foot medical office, research, laboratory, and warehousing facility, staff is of the opinion that the EV standards may need modification to adjust the required number of EVCS and EVSE for large, over 100 parking space parking lots that are not serving uses that cater to a more transient customer-base. Staff concluded the number of required EVCS and EVSE for the 2700 Snelling Avenue project could be "reasonably" reduced and still comply with the purpose and intent of the Code.

There are other items to consider other than just sheer numbers of EV chargers. The applicant's electrical analysis indicates that at full compliance the EVCS would require 1,200 amps dedicated to EV charging infrastructure, versus an approximate 192 amps for the proposed phased approach. Such an increase in required amps requires additional investment in service size, distribution equipment, transformer capacity, switchgear, as well as associated site and building electrical improvements. The applicant's phased approach affords growth based on demand versus a large upfront investment and cost.

It is also worth noting that least 18 major automakers have scaled back, delayed, or scrapped electric vehicle (EV) plans or models in the U.S. as of March 2026, driven by slowing demand and reduced incentives.

Given the above analysis, the Variance Board concludes there are unique circumstances not created by the landowner allowing support for the requested variance.

- e. The variance, if granted, will not alter the essential character of the locality.** Much has been stated above regarding the unique use and its specialized parking demand, and need for a larger parking lot to accommodate shift change overlap. It is also understood the Planning Division needs to review and consider modifications to the EV requirements to more appropriately account for large parking lots and the users they serve. Although staff could strictly interpret the ordinance and not support the requested variance, the applicant has demonstrated, based on their use and parking demand, the City's one-size-fits all approach for determining electric vehicle charging demand may not be appropriate, warranting a variance.

NOW THEREFORE BE IT RESOLVED, by the Roseville Variance Board, hereby approves the requested Variance from Table 1013.04-2 and §1013.04.D.2.d.1 allowing the reduction in required EVCS to 8 and a reduction in required EVSE to 22 for the medical office, research, laboratory, and warehousing facility 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.

