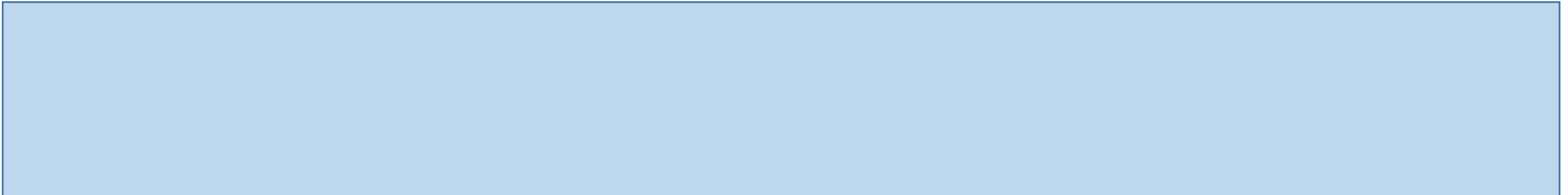


DevCo Apt Complex

DevCo Preservation, LLC

10/08/2024



Overview

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Introduction: Who We Are

Founded in 1994, DevCo's goal is to build, own, and manage multi-family properties long-term. DevCo continues to own substantially all of the properties it has developed and intends to retain them indefinitely.

BUILT

34 projects built
7,309 units

OWNED

52 number of projects
9,747 number of units

IN DEVELOPMENT

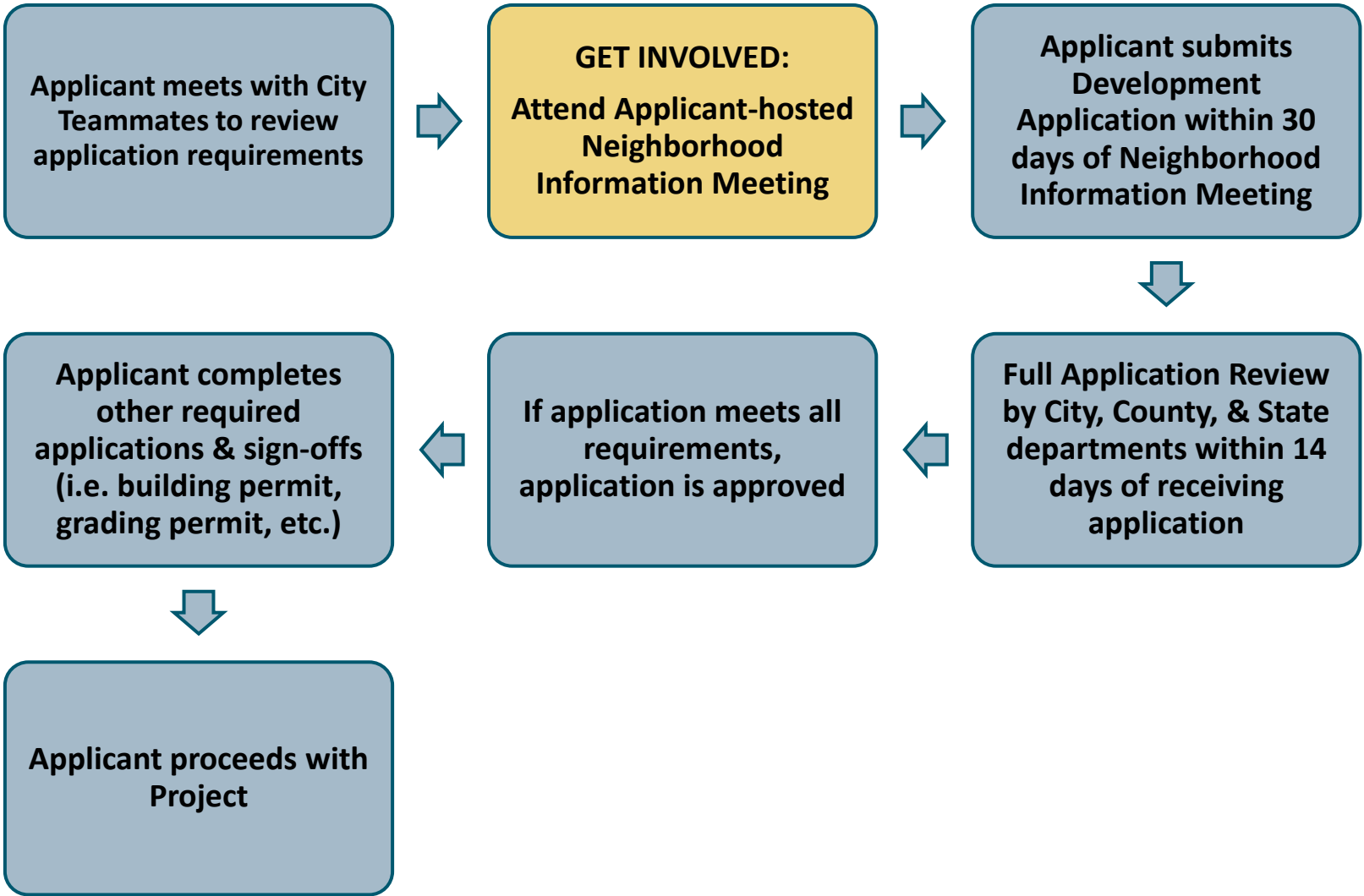
3,075 units of existing asset acquisition and renovation
2,254 units under construction
3,373 units in development



About our Project

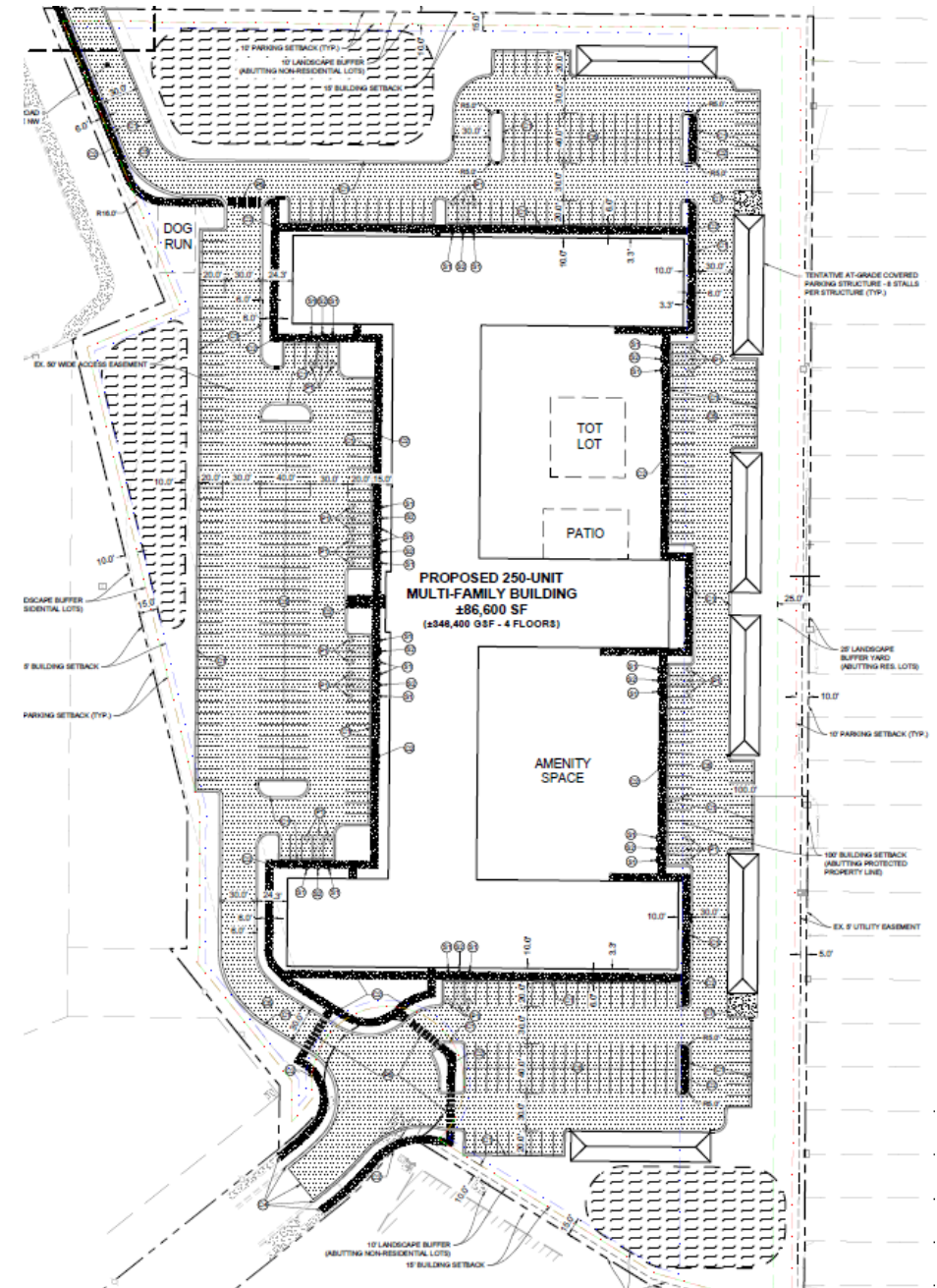
We propose the development of a 4-story elevated apartment building at 4444 US-52 in Rochester. This community will consist of 250 units spread across 11.58 acres, featuring a mix of one-bedroom, two-bedroom, and three-bedroom apartments designed to accommodate diverse household sizes. Amenities such as a community room, fitness center and outdoor spaces will foster a sense of community, while sustainable design practices ensure environmental responsibility and long-term affordability. The project will maintain the current land use designation under mixed-use general zoning, aligning with community planning goals.

The Application Process



Site Plan

- The proposed multi-family development sits on a 11.57 acre site located Northeast of the interchange between State Highway 63 and 41st Street NW in Rochester. The site will have two access points to surrounding public right-of-ways, one near the Southwest corner of the property that connects to 23rd Avenue NW, and another to the North of the site that connects into Pennington Drive NW. Fire access is provided for the entire development with the aforementioned access points to the North and south of the site, as well as an access drive that wraps around the proposed building, serving the residential parking facilities and allowing full access to the proposed building for fire safety personnel in the case of an emergency. In total, 405 stalls are shown on the current site layout, which exceeds the 400 stalls required for the proposed residential building per City Code. Careful consideration has been taken to layout the site to meet building, parking, and landscape setback requirements from the adjacent properties, especially those coming off of the East property line that borders multiple existing residential lots. Stormwater management areas have been laid-out in multiple areas around the site to provide a visual amenity for the residents while allowing for an efficient drainage design that can capture, control, and treat stormwater onsite to meet local jurisdictional requirements.
- Site amenities include a dog run, community patio, and tot lot play area. Retention ponds will help manage runoff and excess storm water. The building is set back from the neighboring single family and duplex homes to the east by at least 100'.



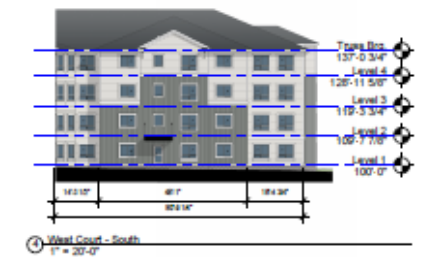
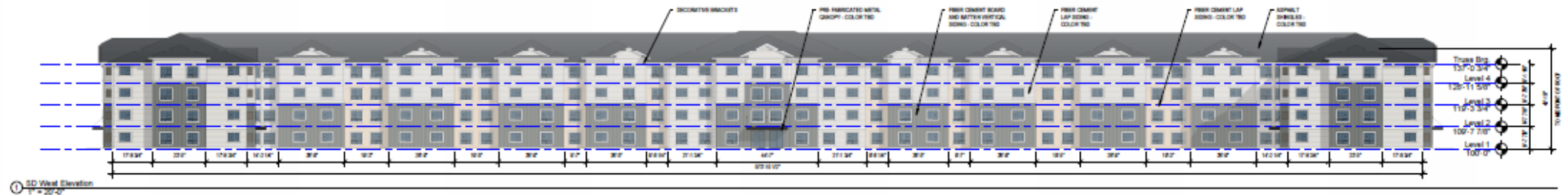
Landscape Plan

The landscape design is intended to provide a sense of belonging to the surrounding community. The perimeter is landscaped to provide a screen to ensure the parking lots are appropriately screened for both providing shade to reduce the heat island effect and to keep light pollution from the parked cars leaving the site to neighboring sites. The inner landscape is a place of relaxation and solitude for residents to enjoy the amenity courtyards. One courtyard is a passive space for adults to relax and enjoy the outdoors and may include opportunities for outdoor barbequing and yard games. The other courtyard is a place for families and younger children to play. The family courtyard may include play equipment and opportunities for shade. The entry design will be well established to provide a clear signal to automobiles. All site amenities will be ADA accessible. Lastly, the site will be irrigated with automatic irrigation.



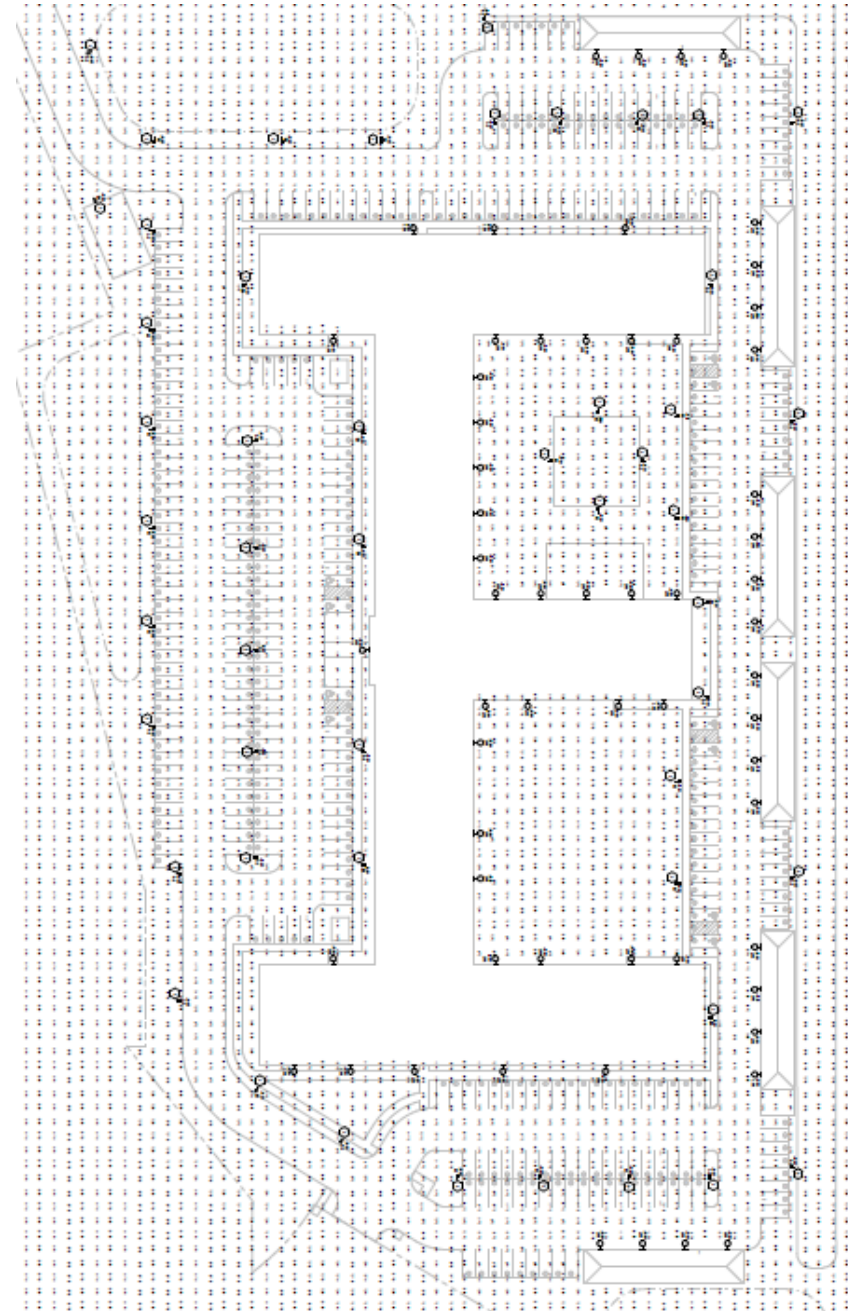
Building Elevation

- The exterior elevations of the 573' & 10 1/2" long building will utilize 360 degree architecture with repeating and similar design motifs on all building faces. The design incorporates horizontal articulation in the form of 4' deep bays with no more than 60' between a change in wall plane. A concise material palette is used to create visual interest while keeping a consistent and unified exterior design aesthetic. The exterior materials consist of various styles and colors of fiber cement siding including vertical board and batten and horizontal lap. Transitions between siding are defined by fiber cement trim bands. Windows are also trimmed in fiber cement trim for additional levels of depth and interest. Specific siding colors are all to be determined. Prefinished metal canopies define the entrances to the building. The roof will be architectural asphalt shingles and features hips and gables to help further emphasize changes in plane. Decorative brackets are used to accent some of the gables.



Photometric Plan

- City Requirements:
 - From our code research for the city of Rochester there were no mention of city requirements for site lighting other than general statements about the glare on neighboring properties. With that we designed to have the light trespass across the property line from our site limited to 0.5fc.
- Egress Lighting:
 - For the egress path we intended to use the parking lot lights for the most part as those would have the most consistent light levels across the site and it would not require the addition of additional pedestrian poles, bollards or wall packs to keep the sidewalks at the higher light level. The parking lot also goes around the site to get them off of the owner property. This meets the 40:1 max/min ratio, 1fc average and 0.1fc minimum requirements for an egress pathway.
- General Light Levels:
 - For the parking lot we designed to be about 1-2fc average per typical parking lot light levels. We also had the sidewalks around the building to be close to a 0.5fc minimum. This was to avoid having large amounts of light going into the dwelling units near the sidewalks. We had a wall mounted at each building entrance/exit to provide additional lighting at those focal areas. We also used additional wall packs and pedestrian poles to avoid having any dark areas (0.0fc) near the building for general visibility and safety.



Traffic Impacts

- The proposed development is anticipated to generate 93 AM trips, 98 PM trips, and 1,135 daily trips (98 daily trips/acre) using land use code 221. Traffic from the site will be primarily directed to the southern access point out to the existing Frontage Road. The development access driveways have been designed to accommodate truck traffic for deliveries, refuse collection, and move-in/out from the residences.

Q&A

Still have Questions?

Contact the City of Rochester's Community Development Department with any questions about this application type via email communitydevelopment@rochestermn.gov or phone (507-328-2600).