77 Wood Lake Dr. SE

Sunshine Behavioral Health Group LLC

11/7/2025

NOTE: Use this PowerPoint as an example of what should be included in a Neighborhood Information Meeting (NIM) presentation for Rezoning.

Version: 23.001

Overview

- Introductions
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- Traffic Impacts
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Introduction

Brandon Turner – Chief Financial Officer

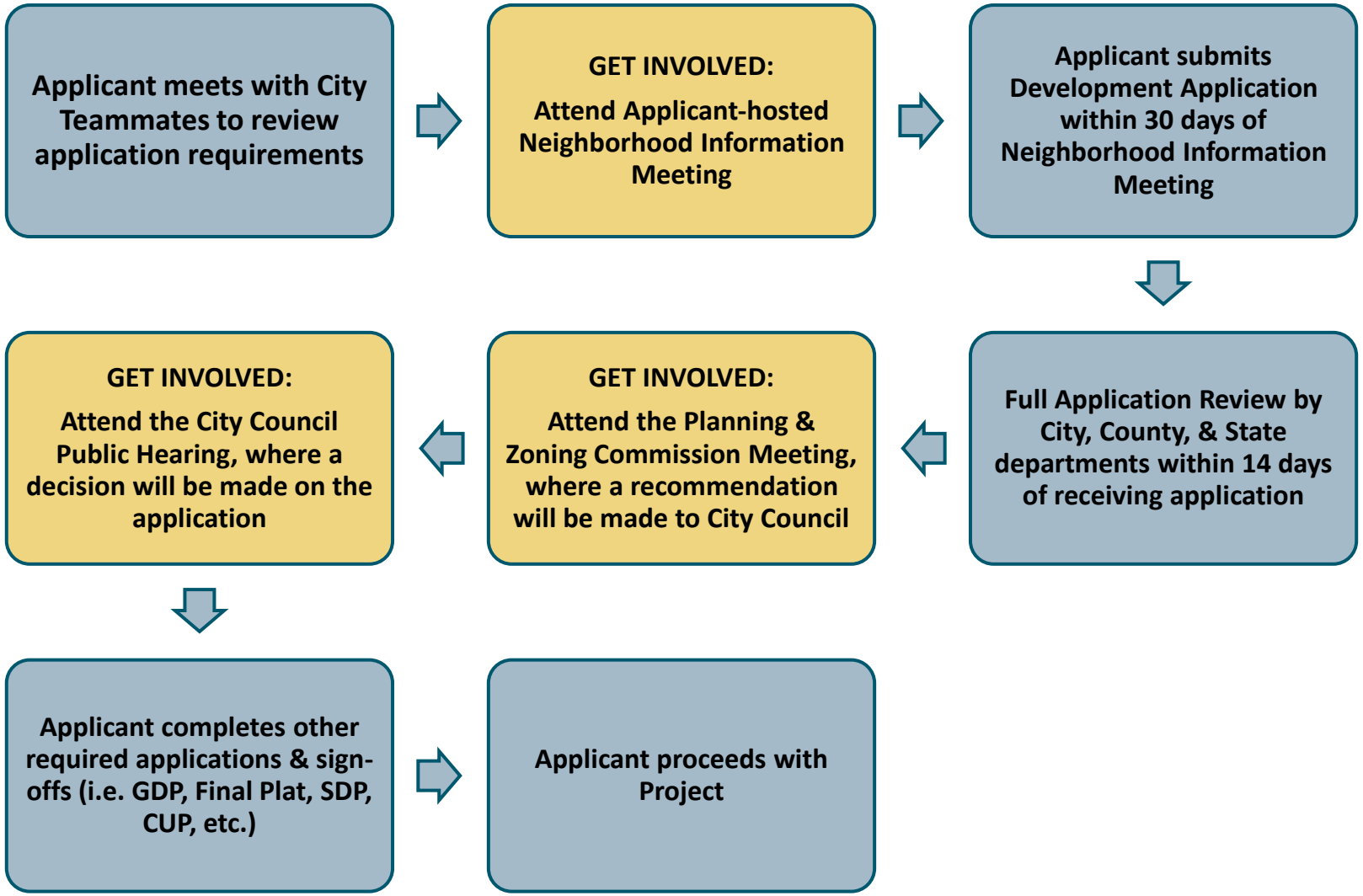
Stephen VanHooser – Director of Compliance and Regulatory Affairs

About our Project

The intent of the project is to convert the Comfort Inn and Suites at 77 Wood Lake Dr. into a privately owned, 94-bed residential treatment center for clients struggling with substance abuse disorder and mental health disorders.

The project will maintain or enhance the overall aesthetics of the property and maintain all existing physical footprint parameters.

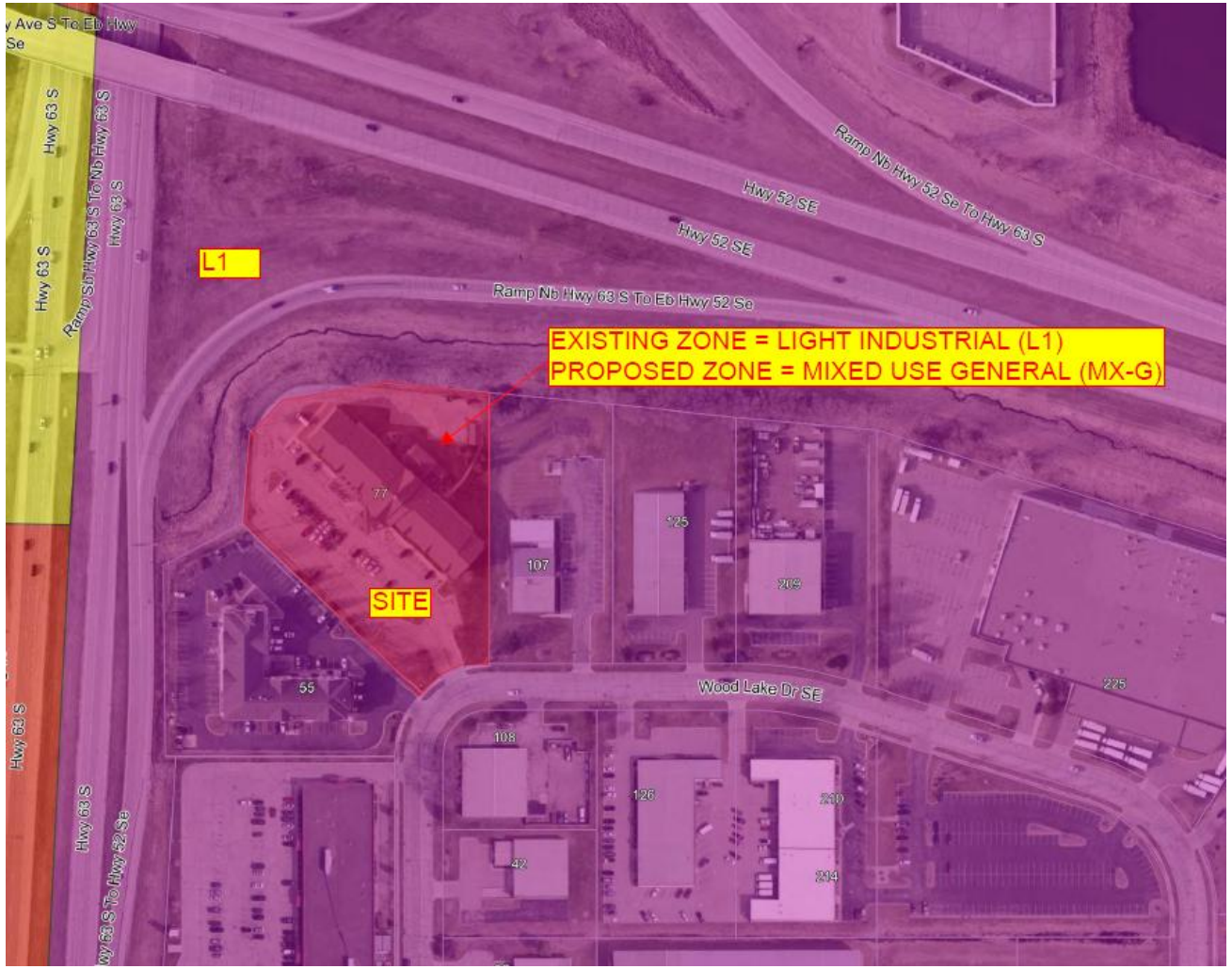
The Application Process



Current & Proposed Zoning Map

Property is currently zoned as Light Industrial. (L1)

Proposed change is to rezone as Mixed Use General (MX-G)



Massing Permitted

Light Industrial (LI) – Massing Standards

Purpose: Accommodate light manufacturing and employment uses with limited off-site impacts and good access to arterials.

Building Height:

- **Maximum:** 45 feet; taller structures may be permitted by Conditional Use Permit.

Setbacks:

- **Front:** 25 feet minimum.
- **Side/Rear:** 10 feet minimum; 25 feet when abutting residential or mixed-use zones.

Lot Coverage / FAR:

- No explicit FAR limit; site coverage typically 60–70% to accommodate operations, loading, and parking.
- Minimum landscaped open area: 15% of lot.

Bulk & Scale Controls:

- Buildings should minimize visible mass through modulation, changes in materials, and landscaped buffers.
- Exterior storage and loading areas must be screened.
- Height and bulk transitions required adjacent to residential or mixed-use districts.

Mixed Use – General (MX-G) – Massing Standards

Purpose: Encourage moderate- to high-intensity urban development with active street frontages and a balanced mix of uses.

Building Height:

- **Maximum:** 65 feet (may increase with incentive or conditional review).
- **Minimum:** 18 feet along primary street frontages.

Setbacks:

- **Front:** 0–10 feet to promote street engagement.
- **Side/Rear:** 5 feet minimum when abutting nonresidential uses; 15 feet when abutting residential zones.

Lot Coverage / Floor Area Ratio (FAR):

- Typical FAR 1.0–3.0; may exceed under incentive provisions.
- Impervious surface limited by stormwater standards.

Form & Design:

- Upper stories must step back above 45–50 feet to reduce bulk near streets.
- Street-facing façades require articulation and transparency.
- Mechanical or industrial uses limited to rear/interior of buildings (no ground-floor street frontage).

Existing Dimensional Standards

Table 200.03-15 LI Lot and Building Standards		
Lot Dimensions (Minimum)		
	Lot Area	None
	Lot Width	None
Building Setbacks (Minimum in feet)		
A	Front	25
B	Interior Side	None
	Street Side	12
	Minimum Sum of Interior Side Yards	None
C	Rear	10 [1]
Building/Structure Height (Maximum in feet)		
D	Primary Structure	40 [1]
E	Accessory Structure	None [2]
	NOTES [1] Rear Yard may be reduced to 0 feet when abutting a railroad. [2] If within 100 feet of an Agricultural and Residential District, then 50 feet maximum height for accessory	

Existing Dimensional Standards

Table 200.03-10 MX-G Lot and Building Standards		
Lot Dimensions (Minimum)		
	Lot Area	None
	Lot Width	None
Building Setbacks (Minimum in feet)		
A	Front	15
B	Interior Side	None
	Street Side	7
	Minimum Sum of Interior Side Yards	None
C	Rear	None
Building/Structure Height (Maximum in feet)		
D	Primary Structure	60
	Accessory Structure	25

Permitted Uses of the Existing & Proposed Zoning Districts

Light Industrial (LI)

Purpose: accommodates a mix of commercial and industrial activities that generate limited off-site impacts and can operate near other uses with appropriate buffering and access to major thoroughfares.

Industrial & Employment: light manufacturing/assembly, fabrication, printing, research and development, laboratories, warehousing and distribution, contractor/repair shops, and similar employment uses.

Supporting Uses: wholesale trade, business support services, ancillary offices, and limited retail or service uses that primarily support on-site businesses.

Civic/Utility: certain public, institutional, utility, communication, and energy uses may be allowed subject to use-specific standards.

Not Intended for Heavy Industry: higher-impact operations (e.g., heavy manufacturing, quarries, or junkyards) are directed to Special Industrial (SI) or require additional approvals/standards.

Operational Standards: applications must meet citywide performance standards (e.g., exterior storage, lighting, noise, particulates, vibration, and screening) and any use-specific standards in the UDC.

Mixed Use – General (MX-G)

Purpose: a flexible mixed-use district that supports urban-scale housing, retail, office, services, and compatible light production/repair with an active street presence.

Residential: broad range typically allowed (e.g., multifamily, attached housing, live/work, and some group living forms) subject to applicable standards.

Commercial & Office: shops, restaurants, personal/medical/professional services, indoor recreation/entertainment, and general offices are commonly allowed; larger or more impactful uses may require higher-level approval.

Civic/Institutional: public facilities, parks, places of worship, and schools may be allowed subject to use-specific standards.

Light Industrial/Repair: compatible production, finishing, assembling, and repair uses are allowed with important limits:

- Industrial uses may not occupy ground-floor street frontage.
- Machinery/production areas may occupy no more than 50% of a building's gross floor area.
- Retail/wholesale/office components associated with the business are permitted at street-level frontage.

Form/Compatibility: street-oriented site design and neighborhood compatibility standards apply; see UDC use-specific standards for any special limits (hours, screening, etc.).

Traffic Impacts

- The proposed conversion of a 104-room hotel to a 94-bed residential behavioral health treatment facility will substantially reduce traffic generation and associated impacts on the surrounding community. Trip generation estimates are based on data from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.
- **Trip Generation Comparison**
- Hotel (Land Use 310):
  • Average daily trips: approximately 8.9 trips per room per day → ~925 daily trips.
  • AM peak hour: ~0.5 trips per room → 52 trips.
  • PM peak hour: ~0.6 trips per room → 62 trips.
- Residential Treatment Facility (Land Use 620 – Nursing Home / Rehabilitation Center):
  • Average daily trips: approximately 2.5 trips per bed per day → ~235 daily trips.
  • AM peak hour: ~0.17 trips per bed → 16 trips.
  • PM peak hour: ~0.19 trips per bed → 18 trips.
- → This represents approximately a 75% reduction in total daily traffic volumes and comparable reductions in peak-hour trips.
- **Nature of Traffic**
- Hotel operations are characterized by high turnover, continuous guest arrivals and departures, staff shifts, deliveries, taxis/rideshare activity, and irregular tourist traffic. In contrast, a residential treatment facility generates primarily scheduled staff trips, limited visitor activity, infrequent admissions/discharges, and minimal external trips by residents, who remain on-site 24/7.
- **Temporal and Spatial Distribution**
- Traffic associated with the treatment facility occurs during predictable shift changes—typically two or three per day—and is concentrated among staff vehicles. Deliveries and service trips occur during normal business hours, contributing little to congestion during peak commuter periods.
- **Community Impact Summary**
- • Lower average daily trips.
  • Reduced noise, emissions, and congestion on adjacent roadways.
  • Less parking demand, as residents do not drive.
- **Conclusion**
- The conversion from a hotel to a residential treatment facility will significantly decrease vehicular activity, resulting in quieter operations, fewer conflicts at driveways and intersections, and an overall improvement in neighborhood traffic conditions.

Existing & Future Environmental Features

No significant change will be made to environmental features or footprint.

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).