

WAYZATA PLANNING COMMISSION

Meeting Agenda

Wayzata City Hall Community Room, 600 Rice Street

Monday, May 1, 2023

6:30 PM

HYBRID MEETING INFORMATION

[Click here to join Zoom Meeting](#)

Meeting ID: 881 7178 5925 Passcode: 481476

Members of the public may attend this Planning Commission meeting in person, or watch and listen remotely by viewing the meeting on Channel 8, WCTV, and at the City's website at www.wayzata.org/WCTV.



Public comment during the Public Forum and/or Public Hearing portions of the meeting may be provided in person at the meeting, in advance, or by logging into the zoom call and raising your hand during the public hearing. **When your name is called in the meeting, you will be seen and heard in our Council Chambers and the cable channel.** You will be asked to unmute and then you may begin your comment. All public comments must include your full name and address.

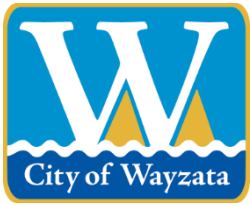
The City encourages comments or questions about items on the agenda and, when possible, requests that you submit them in advance by emailing PublicComment@wayzata.org, calling City staff at 952-404-5323, or mailing Wayzata City Hall at 600 Rice St E, Wayzata, MN 55391 (Attn: Public Comment).

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Consent Agenda**
 - a. Approval of Meeting Minutes of April 17, 2023
 - b. Approval of Planning Commission Report and Recommendation of Approval for Design Deviations for Rooftop Mechanical Equipment at 900 Wayzata Blvd E
 - c. Approval of Planning Commission Report and Recommendation of Approval for Zoning Text Amendments to Chapter 936 - Tree Preservation Ordinance and Chapter 918 - Fencing/Screening
 - d. Approval of Planning Commission Report and Recommendation of Approval for Conditional Use Permits for Municipal Solar at 600 Rice Street East and 747 Mill Street East
5. **Public Hearing Items**
 - a. Consider Development Application for Rezoning, CUPs for Parking and First Floor Residential, Shoreland PUD/CUP, Shoreland Impact Plan/CUP, and Design Review at 200 Lake Street East
6. **Other Items**
 - a. Review of Development Activities
 - b. Planning Commission Meeting Schedule
7. **Adjournment**

Upcoming Meetings:

City Council - May 2, 2023
Planning Commission - May 15, 2023

Members of the Planning Commission and some staff members may gather at the Wayzata Bar and Grill immediately after the meeting for a purely social event. All members of the public are welcome.



City of Wayzata Planning Commission Agenda Report

MEETING DATE: May 1, 2023	AGENDA ITEM: 4.a
TITLE: Approval of Meeting Minutes of April 17, 2023	
PREPARED BY: Valerie Quarles, Assistant Planner	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: N/A	

BACKGROUND:

N/A

ACTION REQUESTED:

Staff recommends approval of the regular meeting minutes of April 17, 2023.

ATTACHMENTS:

1. Planning Commission Meeting Minutes of April 17, 2023

**WAYZATA PLANNING COMMISSION
MEETING MINUTES
APRIL 17, 2023**

AGENDA ITEM 1. Call to Order

Chair Stockton called the meeting to order at 6:30 p.m.

Chair Stockton read a prepared statement outlining multiple options for joining remotely or submitting comments and questions.

AGENDA ITEM 2. Roll Call

Chair Stockton asked Community Development Director Goellner to take roll call.

Present at roll call were Commissioners: Douglas, Stockton, Sorensen, Schwalbe, and Severson. Community Development Director Emily Goellner, Assistant Planner Valerie Quarles, Parks Planner Nick Kieser, City Forester Bennett Myhran, and City Attorney David Schelzel were also present.

Absent at roll call were Commissioners: Merriam and Elg

AGENDA ITEM 3. Approval of Agenda

Chair Stockton asked for a motion to approve the agenda for the meeting.

Commissioner Douglas made a motion, seconded by Commissioner Severson, to approve the April 17, 2023 agenda as presented. The motion carried unanimously.

AGENDA ITEM 4. Consent Agenda

- a.) **Approval of the April 3, 2023 Planning Commission Meeting Minutes**
- b.) **Approval of Planning Commission Report and Recommendation for Approval of Zoning Text Amendments to Definitions and Performance Requirements Chapters**

Chair Stockton read the items on the consent agenda and asked if any Commissioner wished to pull an item for further discussion.

Hearing no such request, Chair Stockton asked for a motion to approve the Consent Agenda as presented.

Commissioner Sorensen made a motion, seconded by Commissioner Douglas, to approve the Consent Agenda as presented. The motion carried unanimously.

1 **AGENDA ITEM 5. Public Hearing Items**

2
3 **a) Consider Application for Design Deviations for Rooftop Mechanical Equipment**
4 **at 900 Wayzata Boulevard E**

5
6 Assistant Planner, Valerie Quarles, gave an overview of the Wayzata Gateway project at 900
7 Wayzata Boulevard E that had received land use approvals last year and the current application
8 for additional design deviations for rooftop mechanical equipment. She gave an overview of the
9 background of the project, the zoning and land use for the surrounding neighborhood, and site plan
10 details for the application requests. She reviewed the design standards for rooftop mechanical
11 equipment and the questions the Commission should be considering when looking at this request.

12
13 At the conclusion of Planner Quarles's remarks, Chair Stockton asked if the Commission had any
14 questions for Staff.

15
16 Commissioner Sorensen asked about the footprint requirement of no more than 9 square feet and
17 how that was determined.

18
19 Planner Quarles stated that she was not present for the original Design Standards discussions, but
20 from her understanding, this type of unit is about the size of a typical residential HVAC unit. She
21 stated that she believes it made sense to have some sort of alleviation for these small, fairly non-
22 obtrusive units. She explained that the idea was that if you have substantial mechanical equipment,
23 you should be tucking it into the building as much as possible or getting it out of view as much as
24 possible.

25
26 Commissioner Douglas asked about the height of the current Wells Fargo building from Wayzata
27 Boulevard and the drive-thru.

28
29 Planner Quarles noted that she would have to dig for that information because it was contained in
30 a previous meeting packet.

31
32 Commissioner Schwalbe asked where the mechanical equipment was located in the current
33 building.

34
35 Planner Quarles stated that she does not know.

36
37 Commissioner Schwalbe asked if staff had been surprised when this request came in, and explained
38 that she was a bit surprised because she thought they had pretty much gone through everything
39 before. She stated that this feels like a last minute change that is kind of a big deal.

40
41 Commissioner Severson asked if there was a height variance given when the City saw the initial
42 proposal last fall.

43
44 Planner Quarles stated that the height variance for the original proposal was just for the residential
45 building, which is the one building of the three associated with the project that is not being
46 discussed tonight. She noted that one of the conditions of the approval resolution for the project

1 was that there should not be anything else that comes above the height allowed under the approved
2 variance for that building. She further noted that she believes that there are not any future
3 deviations anticipated for that residential building, but that it is also part of a later phase of this
4 project.

5
6 Commissioner Severson asked why the mechanical equipment would not have been factored into
7 the original proposal.

8
9 Planner Quarles stated that at the time there were a lot of requests and that she believes that part
10 of the conversation at that time was that there were a lot of architectural details that still needed to
11 be worked out. She explained that staff's understanding, at the time, was that whatever mechanical
12 equipment would be proposed would comply with the City's standards.

13
14 There being no further questions for staff, Chair Stockton invited the applicant to address the
15 Commission.

16
17 Matt Mithun, 465 Bovey Road, stated that he is part of the development team for this project. He
18 stated that language was added to the City Code about 2 years ago that restricted rooftop units to
19 9 square feet, 3 feet in height, and no more than 25% of the total surface area of the roof. He stated
20 that they appear to be the first applicable project proposed on Wayzata Boulevard since this
21 language change. He stated that he believes that everyone at the June and July meetings either
22 was not aware of the specifics of the new language or did not know the requirements of the
23 language would be impossible to achieve. He stated that as of this summer, they will have been
24 working on this plan for 3 years. He stated that a few months ago, while working toward final
25 permit, their commercial architect saw this language in the code and realized the impracticability
26 of the height and square feet limitations. He stated that they have researched all available units
27 and there are none that can comply for a commercial structure of this size. He stated that they
28 easily can comply with the percentages of rooftop coverage at only 3% of the allowed 25%. He
29 stated that when their commercial architect noticed this language, they immediately raised this
30 issue with the City and were hopeful that they would be able to move forward with an
31 administrative amendment because their plan was to break ground on April 3, 2023. He stated that
32 they were told that they would need to move through the City approval process again. He noted
33 that their office building does not require any other deviations or flexibility from the Code. He
34 stated that pedestrians and drivers will not see the rooftop units because of the parapet on the
35 buildings, and the only people who will have a view would be the residents of this development.
36 He stated that they are also planning to provide a screen around the units that shields them as well.
37 He stated that the other alternative is to have units at ground level, but that would mean that
38 everyone could both see and hear them rather than the beautiful landscaping that they have
39 planned. He stated that the only path forward for this project is with the rooftop units as they have
40 presented. He urged the Commission to support this request for the project so it can continue to
41 move forward.

42
43 Nat Shea, Tanek Architects, architect for the Applicant, explained that their initial design concept
44 always called for a 42 inch parapet that would screen everything on the rooftop. He stated that
45 they had not seen this language in the Design Standards that conflicted with other parts of the code
46 that allowed for their building height. He stated that they had always maintained a height for the

1 overall building that was below the building height limit and reviewed the plans for additional
2 screening with the 42 inch parapet. He explained that all along, their vision has been to keep the
3 ground plane clear and address many of the other design standards. He noted that those things
4 would be jeopardized with other mechanical solutions. He further noted that the current building
5 has big, giant, compressors outside which if put on the ground for this new building, would destroy
6 everything they have worked towards in terms of creating a great outdoor space. He stated that
7 their site is unique because they have created a 4-sided building that engages pedestrians from
8 every angle, which means any place this equipment would be put would take away from the overall
9 goal within the Design Standards of making these spaces engaging to the neighborhood and doing
10 things like allowing pathways through their property to the waterway. He asked the Commission
11 to see the overall vision of the project and understand the scale of what they are asking for on the
12 roof, and that it will be hidden from every possible view on the top of the hill.
13

14 Megan Rogers, Larkin Hoffman, stated that she would like to address some of the findings that
15 staff has asked the Commission to make. She stated that deviations from the City's Design
16 Standards are appropriate when they can find that the negative impact of the deviations is
17 outweighed by one or more of the factors outlined in the ordinance. She explained that she believes
18 that they have shown the Commission that there will be no negative impacts with the proposed
19 deviations. She referenced the Comprehensive Plan and the survey of the residents that was
20 conducted regarding 'charm'. She stated that she believes their application provides strong ground
21 floor design, and stated that their request to shield the large and bulky equipment on the rooftop
22 from public view lends itself to strong ground floor design. She reviewed their project and
23 explained the ways that they feel it met the objectives of the City to do things like enhance an
24 underutilized pedestrian corridor connecting Wayzata Boulevard to Lake Street, and working to
25 build a City free of visual and noise pollution. She asked that the Commission recommend
26 approval of the deviations request to allow for the proposed rooftop HVAC units.
27

28 Commissioner Schwalbe asked the applicant that if they had read the Code ahead of time whether
29 they would have been able to design this project in a way that would meet the standards and locate
30 the equipment elsewhere.
31

32 Mr. Mithun stated that he did not think there would have been an alternative for the bank building
33 because there is no basement or extra space. He stated that it may have been possible for the office
34 building, but noted that the condenser would still be outside. He stated that one of the
35 Commissioners had asked a question earlier about the existing equipment, and he explained that
36 there is a big chiller outside so if you are on Superior and you pull into the back parking area, it is
37 located between the drive-thru and the building. He stated that it would have completely disrupted
38 the landscaping plans as well.
39

40 Mr. Shea stated that he would say that doing another system would have been possible but he did
41 not think it would be as beautiful of a project as what they are currently proposing. He stated that
42 the type of big chillers that Mr. Mithun referenced are very large and that they blast, non-stop. He
43 explained that they have always imagined the equipment on the roof because of aesthetics and the
44 frontage of this property. He reiterated that he feels that they have put together a very beautiful
45 project and any other solution, mechanically, would dramatically take away from that fact.
46

1 Commissioner Schwalbe stated that in the presentation from staff there was mention of a few
2 buildings around the area that would have a view of the rooftop if this is approved. She asked if
3 they saw that as an issue.
4

5 Mr. Shea stated that he feels that is where they went above and beyond what Code required by
6 screening the equipment. He noted that he felt it would basically need to be a 10 story building in
7 order to see down into the equipment. He stated that if they are level with it or just above them,
8 they will see finished metal material that looks very similar to the rest of the building.
9

10 Commissioner Schwalbe stated that in looking at the renderings of the rooftops and screening, the
11 footprint looks like it is a lot more than 3%.
12

13 Mr. Shay stated that it is exactly 3% and noted that the code, as it is written, would allow them to
14 do five hundred thirteen 3 x 3 units, without any screening, on the roof top, which he felt does not
15 make any sense and that there may be some unintended consequences to this code language.
16

17 Commissioner Douglas asked what the height was of the current Wells Fargo building and the
18 height of the drive-thru.
19

20 Mr. Shay stated that he does not know the height information off the top of his head because of
21 the grade plane. He stated that they did have this information the last time they presented to the
22 Commission, so he can access that the information but would need time to dig it up. He noted that
23 in addition to the 42 inch parapet that will screen the units, they have also chosen to place them in
24 the middle of the building rather than on the edge, which will also help screen them.
25

26 Mr. Mithun stated that Commissioner Schwalbe had asked if they had known about this code
27 language if they would be gone ahead with the project, and he answered that he did not think he
28 would have. He stated that he did not want to cut corners with this project and have large units
29 outside making noise and being visible. He reiterated that he probably would not have proceeded
30 with the project if he knew about the design code language for the rooftop mechanical equipment.
31

32 Commissioner Severson asked where the mechanical equipment was originally supposed to go.
33

34 Mr. Shay stated that they have planned since day one that it would be placed on the roof, which
35 was why they had planned for the 42 inch parapet.
36

37 There being no questions from the Commission for the applicant, Chair Stockton opened the public
38 hearing on the application at 7:14 pm.
39

40 Henry Miles, 746 Widsten Circle, thanked City staff and Mr. Mithun for answering some of his
41 questions prior to this meeting. He stated that they have a direct line of sight to this project from
42 approximately the same elevation. He stated that he is here in support of the requested variance
43 but would also like to share some observations about the process, the Building Code, and
44 precedent. He noted that the last time this development came up for public comment, a few
45 individuals from Widsten Circle were present and spoke in favor of the project believing they were
46 looking at the final plans. He stated that they then found out that the plans were not final because

1 they did not account for the rooftop HVAC equipment. He noted that he had also learned that the
2 City desires that such units be located at ground level, inside the building, or designed within the
3 massing of the building rather than being placed on the rooftop. He stated that he can understand
4 why a developer would prefer to put such equipment on the rooftop and not give up valuable
5 footprint space below or within the building. He stated that based on the information that has been
6 reported, rooftop equipment of the scale required for this project is not available on the market
7 with the dimensions prescribed by what is in the City's building code. He stated that if that is the
8 case, the City should modify its building code or make it more flexible. He stated that rather than
9 focusing on dimensions perhaps the code could focus on aesthetics and making the equipment not
10 be visible from the hills or building tops surrounding the proposed development. He explained
11 that he had received an e-mail from Mr. Mithun that indicated this would be the case with this
12 project. He stated that the City has approved a CUP at 800 Wayzata Boulevard E which has a
13 large, boxy, rooftop private cell tower that was not needed, given that there is one available at
14 Wayzata Junior High. He stated that if the City can permit what he considers to be an ugly
15 carbuncle at that location, it can certainly approve this request that includes an elegant design
16 nearby. He stated that this has shown a suboptimal process, an illogical building code, that a
17 precedent was established, but also has the promise for an impressive project that he is an advocate
18 for. He asked City staff to submit his comments into the record and that they be forwarded to the
19 City Council. He noted that the City has four cell towers that he knows of for the population of
20 5,000 people, which is over twice as many towers, per capita, as in the United States, overall.

21
22 Community Development Director Goellner stated there were no people that called in to the
23 meeting that have asked to speak at the public hearing.

24
25 There being no additional public comments on the application, Chair Stockton closed the public
26 hearing at 7:20 pm.

27
28 Chair Stockton asked for the Commission to share their questions and feedback on the application.

29
30 Commissioner Schwalbe asked if staff thinks the City may need to take a look at the code language
31 on dimensions of roof top units for future developments.

32
33 Community Development Director Goellner stated that she thinks it is possible that the City would
34 see requests from other applicants of commercial buildings in the corridor due to these restrictions.
35 She stated that they are difficult to meet in the marketplace and stated that she believes that they
36 will see alternatives presented that really are not very good alternatives and would impede on the
37 pedestrian environment. She noted that this particular site is difficult because it has so many 'front'
38 yards, but noted that it may be more straightforward for other properties on Wayzata Boulevard.
39 She stated that there is no doubt that the existing language is very restrictive.

40
41 Commissioner Severson stated that the language is very restrictive and asked if that meant that the
42 intent was to have fewer buildings with rooftop equipment along Wayzata Boulevard.

43
44 Community Development Director Goellner stated that was the intent at the time the Design
45 Standards were written. She read aloud the standards that existed before the new Design Standards
46 were written, and explained that they basically said that all mechanical equipment shall be

1 completely screened behind a parapet wall and not visible to adjacent properties. She explained
2 that the City had made it more stringent by adding the size requirements.

3
4 Commissioner Douglas stated that when she saw this report she thought to her self that a 3 x 3 unit
5 is what she has in her back yard which is a small townhome. She stated that the size dimension
6 does not make any sense, and noted that she does not recall those discussions that called for a 3 x
7 3 unit for a commercial building. She stated that she believes this is something that the City needs
8 to address.

9
10 Community Development Director Goellner stated that if other Commissioners have similar
11 comments that this piece of code needs another look, she can take that to the Council for
12 consideration.

13
14 Commissioner Douglas stated that she feels this is a wonderful project, and she likes the screening
15 materials that they are proposing. She explained that she would have no hesitation in
16 recommending approval.

17
18 Commissioner Schwalbe explained that she liked this project a lot when it was first presented and
19 she still does. She stated that she sees a lot of value in having the mechanicals on the rooftop, and
20 noted that she has always liked all of the green space that they have incorporated into their design.

21
22 Commissioner Sorensen stated that in this case, he thinks the City has a Design Standard that is
23 extremely restrictive and almost necessitates a deviation. He stated that rooftop units for a building
24 of this size are extremely common and standard. He stated that he feels it is reasonable to assume
25 that there are rooftop units for this building, and noted that he believes it does make a difference.
26 He stated that he feels that this site is probably at or near the highest elevation of all of Wayzata
27 Boulevard, and he believes the real issue comes down to visibility and how impactful that is to
28 neighbors, pedestrians, and people who live nearby. He stated that he thinks the team and staff
29 have done a really good job explaining the options and why, if this equipment is placed on the
30 ground, that it will cause more issues than approving a deviation. He stated that he believed
31 approving a deviation will comply with the Comprehensive Plan, and he would support that action.

32
33 Chair Stockton stated that she was a member of the Design Standards Committee and she recalls
34 addressing the mechanicals. She stated that it is an interesting design standard because it is an
35 inherently functional item that the City is trying to make comply with design. She stated that it
36 was looked at primarily by the consulting team that they had worked with. She stated that the
37 ways these units are proposed are very concise and neatly done, and if they actually met the design
38 code there would be a much broader array of units across the roof. She stated that because of this,
39 she would not hesitate to recommend approval.

40
41 There being no further discussion, Chair Stockton asked for a motion on the application.

42
43 Commissioner Douglas made a motion, seconded by Commissioner Schwalbe, to direct staff to
44 prepare a draft Planning Commission Report and Recommendation with appropriate findings,
45 reflecting a recommendation of approval for the Design Deviations request for rooftop mechanical

1 equipment at 900 Wayzata Boulevard E for review and adoption at the next Planning Commission
2 meeting. The motion carried unanimously.
3

4 **b) Consider Application for Zoning Text Amendments for Chapter 936 – Tree**
5 **Preservation Ordinance and Chapter 918 – Fencing/Screening**
6

7 Parks Planner Kieser and City Forester Bennett Myhran, on behalf of the City as applicant, gave
8 an overview of the proposed Zoning Text Amendments for Chapter 936 – Tree Preservation
9 Ordinance and Fencing/Screening - Chapter 918. He shared background, and reviewed the
10 rationale for the proposed changes. He noted that based on staff's implementation and
11 administration of recent changes to the Tree Preservation Ordinance, Staff recommends approval
12 of the amendments.
13

14 Commissioner Douglas asked about the definition of critical root zones, and if it applied to both
15 coniferous and deciduous trees.
16

17 City Forester Myhran stated that the critical and structural root zones apply to both types of trees,
18 and is a uniform formula regardless of species.
19

20 Commissioner Severson asked what the general feedback has been with the tree removal permit
21 applications that have come in.
22

23 City Forester Myhran stated that the feedback has been mixed, and noted that they have had to
24 make some tweaks to the application process. He explained that their hope is to make it as easy as
25 possible. He stated that his goal would be for it to take just 5 minutes of time to complete an
26 application, and noted that the City values the information that they are able to get from the permit
27 applications because it helps them maintain their own trees. He stated that they have gotten some
28 good, helpful feedback, and noted that overall people seem to be willing to participate, which is
29 encouraging.
30

31 There being no questions from the Commission for staff, Chair Stockton opened the public hearing
32 on the application at 7:44 pm.
33

34 Community Development Director Goellner stated there were no people that called in to the
35 meeting that have asked to speak at the public hearing, and Chair Stockton noted there was no one
36 at the meeting in person that wished to speak.
37

38 There being no one wishing to comment on the application, Chair Stockton closed the public
39 hearing at 7:45 pm.
40

41 Chair Stockton asked for the Commission to share their questions and feedback on the application.
42

43 Commissioner Severson stated that she thinks the proposed changes are reasonable.
44

1 Commissioner Schwalbe stated that she would agree, and feels the proposed steps are appropriate
2 for what the City is trying to do in the City with its canopy to preserve and protect the trees that
3 they have.
4

5 There being no further discussion, Chair Stockton asked for a motion on the application.
6

7 Commissioner Schwalbe made a motion, seconded by Commissioner Douglas, to direct staff to
8 prepare a draft Planning Commission Report and Recommendation with appropriate findings
9 reflecting a recommendation of approval for the Zoning Text Amendments to Chapter 936 Tree
10 Preservation Ordinance and Chapter 918 Fencing/Screening for review and adoption at the next
11 Planning Commission meeting. The motion carried unanimously.
12

13 **c) Consider Application for Conditional Use Permits for Municipal Solar at 600 Rice**
14 **Street East and 747 Mill Street East**
15

16 Parks Planner Kieser gave an overview of the City's application for Conditional Use Permits for
17 the planned Municipal Solar project for City buildings at 600 Rice Street East and 747 Mill Street
18 East. He reviewed zoning and land use for City Hall, Fire Station, and the Library buildings at
19 600 Rice Street East and the Municipal Grill and Bar/Wine and Spirits building at 747 Mill Street
20 East. He reviewed the applicable design district, discussion and recommendations from the Energy
21 and Environment Committee, project details, including cost of installation, and solar system
22 designs for the various buildings. He noted that there have been no public comments received on
23 this proposed project, and that staff recommends approval.
24

25 At the conclusion of Parks Planner Kieser's remarks, Chair Stockton asked if the Commission had
26 any questions for Staff.
27

28 Commissioner Douglas asked for details on the proposed design for the project at City Hall, and
29 asked about the mention in the packet materials of a transformer. She asked if a transformer would
30 be loud, and expressed concern about the neighbors across the street.
31

32 Parks Planner Kieser stated that staff has done some walk-throughs of the building with the
33 electrical engineers, and noted that pretty much all of the connections would be inside the building.
34 He stated that what will be outside are essentially 'turn-off' switches. He stated that there may be
35 other components that are placed outside, but they would be put where the existing electrical is
36 located, which is more or less hidden. He confirmed that transformers do not create a lot of noise.
37

38 Commissioner Schwalbe stated that she was a bit surprised when looking at the pictures of the
39 City of Morris Liquor Store because it has a pitch on it similar to The Muni. She stated that it
40 really stands out in the pictures. She stated that she does not have any issues with the panels on
41 flat surfaces, but The Muni is part of the Lake Street area that has a lot more people going past.
42 She suggested that the City install that part of the project last, and reiterated that she had not
43 expected it to be so dramatically visible.
44

45 Parks Planner Kieser stated that this idea started with the Energy and Environment Committee,
46 and their idea was to try to get as much traction with this as possible, and create the most energy

1 as possible. He stated that he believes part of their thought process in pursuing the pitched roof
2 solar panels was to make the project more visible.

3
4 Commissioner Schwalbe reiterated her question about whether it would be possible to start
5 construction in certain areas before others.

6
7 Parks Planner Kieser stated that if there was consensus, they could take a look at putting in certain
8 installations before others.

9
10 There being no additional questions for staff, Chair Stockton opened the public hearing on the
11 application at 8:04 pm.

12
13 Community Development Director Goellner stated there were no people that called in to the
14 meeting that have asked to speak at the public hearing, and Chair Stockton noted there was no one
15 at the meeting in person that wished to speak.

16
17 There being no one wishing to comment on the application, Chair Stockton closed the public
18 hearing at 8:04 pm.

19
20 Chair Stockton asked for the Commission to share their questions and feedback on the application.

21
22 Commissioner Schwalbe asked if anyone else on the Commission had noticed the example pictures
23 from Morris on the pitched roof that is similar to The Muni, and how dramatic it looked.

24
25 Commissioner Douglas stated that when the City started down this road a few months ago, she
26 would have had the same feeling. She explained that when she started looking into it, she noticed
27 how many had solar on the beautiful homes throughout the City, and noted that she had also seen
28 it when she was visiting Florida. She explained that as time goes along, she has been getting more
29 and more concerned about the environment. She stated that she thinks it may be time for the City
30 to set the example for what the community should look at, and noted that her church is even looking
31 into solar panels.

32
33 Commissioner Sorensen asked if municipal buildings were treated any differently than private
34 buildings under the Solar Ordinance.

35
36 Parks Planner Kieser stated that they were not, and explained that they had combined institutional
37 and commercial in recent zoning ordinance updates.

38
39 Commissioner Sorensen noted that late last year, the City entered into an agreement with Blue
40 Horizon to purchase and install this equipment. He stated that the new Solar Ordinance came
41 about earlier this year that said that in the Bluff District, you need a CUP to install rooftop solar.

42
43 Parks Planner Kieser explained that essentially the City has not yet approved a building permit to
44 put this equipment on the buildings because a CUP is required under the Solar Ordinance.

45

1 Commissioner Sorensen stated that he thinks the only possible adverse effect could be the visual
2 impact on The Muni. He stated that the City does not allow solar energy systems on Lake Street,
3 and while it is not on Lake Street, it is right across the parking lot. He cautioned that the City
4 should be careful with that installation, and noted that he was personally not too enthused about
5 having the panels on The Muni.

6
7 Commissioner Severson stated that she thinks making this decision is a move in the right direction.
8 She stated that more and more homes are installing solar panels, and she believes that was
9 something that you will just continue to see more of as time goes on.

10
11 There being no further discussion, Chair Stockton asked for a motion on the application.

12
13 Commissioner Severson made a motion, seconded by Commissioner Schwalbe, to direct staff to
14 prepare a draft Planning Commission Report and Recommendation with appropriate findings
15 reflecting a recommendation of approval of Conditional Use Permits for Solar Energy Systems at
16 600 Rice Street East and 747 Mill Street East for review and adoption at the next Planning
17 Commission meeting. The motion carried unanimously.

18
19 **AGENDA ITEM 6. Other Items:**

20
21 **a) Review of Development Activities**

22
23 Community Development Director Goellner stated that there will be a Public Hearing on May 1,
24 2023 for an application for a Mixed Use Development project at 200 Lake Street (TCF Building).
25 She noted that the project plans are available for viewing on the City's website. She stated that
26 there will be a neighborhood meeting for this project on April 24, 2023 at 5:15 p.m. at City Hall
27 that will be hosted by the applicant.

28
29 **b) Planning Commission Meeting Schedule**

30
31 Community Development Director Goellner stated that there are no new changes to the Planning
32 Commission meeting schedule.

33
34 **AGENDA ITEM 7. Adjournment.**

35
36 There being no further business on the agenda, Chair Stockton asked for a motion to adjourn.

37
38 Commissioner Douglas made a motion, seconded by Commissioner Severson, to adjourn the
39 Planning Commission meeting. The motion carried unanimously.

40
41 The Planning Commission meeting was adjourned at 8:12 p.m.

42
43 Respectfully submitted,
44 Kayla Atkins Rokosz
45 *TimeSaver Off Site Secretarial, Inc.*



City of Wayzata Planning Commission Agenda Report

MEETING DATE: May 1, 2023	AGENDA ITEM: 4.b
TITLE: Approval of Planning Commission Report and Recommendation of Approval for Design Deviations for Rooftop Mechanical Equipment at 900 Wayzata Blvd E	
PREPARED BY: Valerie Quarles, Assistant Planner	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: July 13, 2023 (extended to 120 days)	

BACKGROUND:

Applicant Mithun Enterprises LLC previously submitted and was approved in 2022 for an application to redevelop the property at 900 Wayzata Blvd E into a mixed-use project. The project, called Wayzata Gateway, includes a residential building with apartments and townhomes, an office building, and a bank with drive-through service. The project plans approved at that time did not include detailed mechanical equipment information. The applicant is now requesting design standards deviations for oversized rooftop mechanical equipment on the bank and office buildings. No deviations are requested at this time for the residential building, which is anticipated to be the last to start construction. The potential for deviations was discovered as the applicant prepared plans for building permit approval.

The Planning Commission reviewed the application at their April 17 meeting and discussed the practicality of the current Design Standards for rooftop equipment, the proposed height and footprint of the units, visibility, and impacts to the pedestrian experience if the units were placed on the ground. The Commission voted 5-0 to recommend approval of the deviations with no conditions.

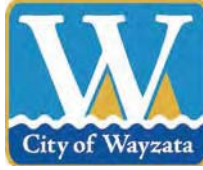
No additional public comments have been received for this application as of April 26, besides one received at the April 17 meeting. That comment will be part of the Council consideration of this item.

ACTION REQUESTED:

Staff recommends approval of the attached Planning Commission Report and Recommendation of Approval for Design Deviations for Rooftop Mechanical Equipment at 900 Wayzata Blvd E.

ATTACHMENTS:

1. 900 Wayzata Blvd - Planning Commission Report and Recommendation



WAYZATA PLANNING COMMISSION

May 1, 2023

REPORT AND RECOMMENDATION OF APPROVAL OF DESIGN STANDARDS DEVIATIONS FOR 900 WAYZATA BLVD E

DRAFT

SUMMARY OF RECOMMENDATION

Approval* of Design Standards Deviations for Rooftop Mechanical Equipment

** with certain conditions listed at the end of this Report*

REPORT AND RECOMMENDATION

Section 1. BACKGROUND

- 1.1 Proposed Land Use. The applicant and property owner, Mithun Enterprises LLC, (the “Applicant”) has submitted an application (the “Application”) for deviations from the Wayzata Design Standards for rooftop mechanical equipment for two buildings on the property located at 900 Wayzata Blvd E and legally described on Attachment A (the “Property”). The Applicant previously received multiple land use approvals for a project that includes demolition of the existing bank and office building on the Property, and the construction of a new office building, a new 67-unit residential building with 9 townhomes, and a new bank building with drive-through service (the “Project”).
- 1.2 Approvals Requested. The Application requests approval of the following deviations from the Design Standards of Section 909.10.B related to rooftop mechanical equipment:
- A. Footprint and Height of Rooftop Mechanical Equipment (the “Office Building Deviations”).
- (i) Increase the maximum allowed footprint for each unit from 9 square feet to 302 square feet (for the central unit) and 99 square feet (for

each of the two western units). Increase the maximum allowed height of the proposed rooftop mechanical equipment from 3 feet to 6 feet, 1 inch for all 3 proposed units.

B. Footprint and Height of Rooftop Mechanical Equipment (the “Bank Building Deviations”).

- (i) Increase the maximum allowed footprint from 9 square feet per unit to 24 square feet for each of 5 separate rooftop units.
- (ii) Increase the maximum allowed height from 3 feet to 3 feet, 6 inches for all 5 proposed units.

1.3 Property. The address and property identification numbers, and owner of the Property involved in the Project are:

Address	PID	Owner
900 Wayzata Blvd E	06-117-22-41-003	Mithun Enterprises LLC
	06-117-22-41-002	
	06-117-22-41-001	

1.4 Land Use Designations. The Property is zoned and guided as follows:

Zoning:	C-1 Office and Limited Commercial District
Comp Plan:	Mixed-Use – Commercial/Residential (10-30 units/acre)
Overlay Districts:	N/A
Design District:	Wayzata Boulevard District

1.5 Notice and Public Hearing. Notice of the public hearing on the Application was published in the *Sun Sailor* on April 6, 2023 and mailed to all property owners and renters located within 500 feet of the Property on April 5, 2023. The Applicant also sent out their own neighborhood notification letter on April 5, 2023, although no neighborhood meeting is required for design deviations. The public hearing on the Application was held at the April 17, 2023 Planning Commission meeting.

Section 2. STANDARDS

2.1 Design Standards Deviations. Section 909.10.B.1 of the Wayzata Design Standards requires that rooftop mechanical equipment on buildings in the Wayzata Boulevard District comply with certain standards, including limits on the size of the footprint and the height of the equipment. Significant deviations from the Design Standards may be permitted under Section 909.29 if City Council (after considering the Planning Commission’s recommendation) makes a finding that the negative impact of such deviation is outweighed by one or more of the

following factors:

- A. The extent to which the project advances specific policies and provisions of the City's Comprehensive Plan.
- B. The extent to which the deviation permits greater conformity with other Standards, policies behind the Standards, or with other Zoning Ordinance standards.
- C. The positive effect of the project on the area in which the project is proposed.
- D. The alleviation of an undue burden, taking into account current leasing, housing and commercial conditions.
- E. The accommodation of future possible uses contemplated by the Design Standards, the Zoning Ordinance or the Comprehensive Plan.
- F. A national, state or local historic designation.
- G. The project is the remodeling of an existing building which largely otherwise conforms to the Design Standards.

Section 3. FINDINGS OF FACT

Based on the Application materials, additional materials submitted by the Applicant, staff reports and documents, public comment and information presented at the public hearing, and the standards of the Wayzata Zoning Ordinance, the Planning Commission of the City of Wayzata makes the following findings of fact:

- 3.1 Design Deviations. The Commission finds that there would be little, if any, negative impacts of the Office Building Deviations and the Bank Building Deviations (collectively, the "Deviations") in that the rooftop mechanical equipment as shown in the Application would not be visible from most existing vantage points surrounding the Property. Further, the proposed overall design of the Project is well-considered and high quality, and the Deviations are reasonable in light of the overall design and proposed uses of the Project, and the fact that there appears to be no available equipment that meets the rooftop Design Standards for which the deviations are sought and the needs of the Project. To the extent there are any negative impacts of the Deviations, those impacts are outweighed by one or more of the following factors:
- A. The extent to which the Project advances specific policies and provisions of the City's Comprehensive Plan, as noted in the record and in previous approvals of the Project.

- B. The extent to which the Deviations permit greater conformity with other Standards, the Guidance of the Design Standards, policies behind the Standards, and other Zoning Ordinance standards in that it will allow for maintaining the aesthetic appeal of the Office and Bank buildings by placing the mechanical equipment out of sight from the right of way, utilization of screening, providing for unimpeded pedestrian connectivity, providing for high quality landscaping, and limiting noise pollution that are all an integral part of the Project and its positive effect on the area.
- C. The extent to which the Deviations would alleviate of an undue burden, taking into account the lack of mechanical equipment on the market that would allow for compliance with the dimensional Design Standards applicable to the rooftop equipment.
- D. The overall positive effect of the Project on the area in which the Project is proposed, as noted in this Report.

Section 4. RECOMMENDATION

4.1 Planning Commission Recommendation. Based on the findings in section 3 of this Report, the Planning Commission recommends **APPROVAL** of the Office Building Deviations and the Bank Building Deviations for the rooftop mechanical equipment and placement shown in the plans submitted with the Application, subject to the following conditions:

- A. The Applicant continues to abide by all of the conditions of previous approvals for the Project.
- B. All expenses of the City of Wayzata, including consultant, expert, legal, and planning fees incurred must be fully reimbursed by the Applicant.

Adopted by the Wayzata Planning Commission this 1st day of May 2023.

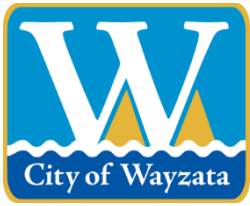
Attachments:

Attachment A: Legal Description

Attachment A
Legal Description and Property Information

Address	900 Wayzata Blvd E, Wayzata MN 55391
PID	06-117-22-41-0001 06-117-22-41-0002 06-117-22-41-0003
Legal Description	<p>Parcel 1: The Easterly 45 feet of all that part of Lot 14, Dean's Park Outlots to Wayzata lying South of the Minnesota Trunk Highway No. 10, now known as Trunk Highway No. 12. (Abstract)</p> <p>Parcel 2: All that part of Lots 14 and 15, "Dean's Park Outlots To Wayzata", except the East 45 feet of said Lot 14 lying between the Southerly line of State Highway No. 12 and the Northerly line of Rice Street extended across said lots. (Torrens Cert. 1084880)</p> <p>Parcel 3: That part of Lot 13, "Dean's Park Outlots To Wayzata", lying South of Trunk Highway No. 10, now known as Trunk Highway No. 12 more fully described as follows: Commencing at the point of intersection of the West line of said Lot 13, with the South line of the Highway as now laid out; thence South along the West line of said Lot 13, to the Southwest corner of said Lot 13; thence Easterly along the Southerly boundary line of said Lot 13; a distance of 100.9 feet; thence Northerly to a point on the South line of said Trunk Highway No. 12, as now laid out, which point is distant 90 feet along the South line of said Trunk Highway from the point of beginning; thence Westerly along the South line of said Trunk Highway, to the point of beginning. (Torrens Cert. 1084880)</p>
Abstract or Torrens?	Both
Certificate No.	1084880

To be platted as:
Lots 1, 2, 3, Block 1, Mithun Park, Hennepin County, Minnesota



City of Wayzata Planning Commission Agenda Report

MEETING DATE: May 1, 2023	AGENDA ITEM: 4.c
TITLE: Approval of Planning Commission Report and Recommendation of Approval for Zoning Text Amendments to Chapter 936 - Tree Preservation Ordinance and Chapter 918 - Fencing/Screening	
PREPARED BY: Nick Kieser, Parks Planner	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: N/A	

BACKGROUND:

The Planning Commission considered amendments to Chapters 936 and 918 at their April 17 meeting and recommended approval of the proposed changes (5-0), directing staff to prepare a draft Report and Recommendation of Approval.

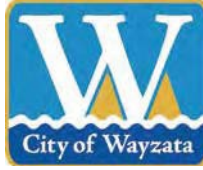
In October 2022, the City Council approved zoning text amendments to Chapters 519, 710, and 936 to ensure the protection, preservation, and enhancement of the community's natural environment. Through enforcement of the new Ordinance, staff discovered that additional updates are needed to help with enforcement as intended in Chapter 936. Additional text amendments to Chapter 918 (Fencing/Screening) are also proposed to align with the updated language of Chapter 936.

ACTION REQUESTED:

Staff recommends approval of the Planning Commission Report and Recommendation.

ATTACHMENTS:

1. Draft PC Report and Recommendation



WAYZATA PLANNING COMMISSION

May 1, 2023

REPORT AND RECOMMENDATION OF APPROVAL OF ZONING ORDINANCE AMENDMENTS TO CHAPTER 936 RELATED TO TREE PRESERVATION AND SECTION 918.03 RELATED TO FENCING, SCREENING, AND LANDSCAPING

DRAFT

SUMMARY OF RECOMMENDATION

Approval* of Zoning Ordinance Text Amendments to Chapters 936 related to Tree Preservation and Section 918.03 related to Fencing, Screening, and Landscaping

REPORT AND RECOMMENDATION

Section 1. BACKGROUND

- 1.1 Zoning Ordinance Amendments (text). In October 2022, the City adopted amendments to Chapters 519, 710, and 936 of the Zoning Ordinance to help ensure the protection, preservation, and enhancement of the City's trees. Through implementation and enforcement of the new amendments, staff has discovered that additional updates are needed to help with implementation and enforcement of the Tree Preservation Ordinance, Chapter 936, as intended. Staff has also recommended amendments to Chapter 918 (Fencing/Screening) to better align Section 918.03 with the proposed new language of Chapter 936. Staff has prepared the draft Ordinance attached to this Report as Attachment A which would implement these proposed amendments to Chapter 936 and Section 918.03 (the "Zoning Ordinance Amendments").
- 1.2 Notice and Public Hearing. Notice of the public hearing on the Zoning Ordinance Amendments was published in the *Sun Sailor* on April 6, 2023 and on the City's website. The public hearing on the Zoning Ordinance Amendments was held at the April 17, 2023 Planning Commission meeting.

Section 2. STANDARDS

- 2.1 Zoning Ordinance Amendments. City Council has the discretion and authority under state law and City Code to amend the City's Zoning Ordinance (Text or Zoning Map). In considering a proposed amendment to the Zoning Ordinance under Sec. 903.02.F of the Zoning Ordinance, the Planning Commission and City Council must consider the possible adverse effects of the proposed amendment. Their judgment shall be based upon (but not limited to) the following factors:
- A. The proposed action in relation to the specific policies and provisions of the official City Comprehensive Plan.
 - B. The proposed use's conformity with present and future land uses of the area.
 - C. The proposed use's conformity with all performance standards contained in the Zoning Ordinance (i.e., parking, loading, noise, etc.).
 - D. The proposed use's effect on the area in which it is proposed.
 - E. The proposed use's impact upon property value in the area in which it is proposed.
 - F. Traffic generation by the proposed use in relation to capabilities of streets serving the property.
 - G. The proposed use's impact upon existing public services and facilities including parks, schools, streets, and utilities, and the City's service capacity.

Section 3. FINDINGS OF FACT

Based on the materials submitted by City Staff, the Staff report, information presented at the public hearing, and the standards of the Wayzata Zoning Ordinance, the Planning Commission of the City of Wayzata makes the following findings of fact:

- 3.1 Zoning Ordinance Amendments. The Planning Commission has considered all of the factors of Sec. 903.02.F of the Zoning Ordinance and finds that the proposed Zoning Ordinance Amendments would not have any adverse effects, and would better ensure the protection, preservation, and enhancement of the City's trees by making clarifications, corrections and improvements to the language of Chapter 936 in accordance with recent updates to the Chapter. The Zoning Ordinance Amendments would also better align Section 918.03 with the proposed new language of Chapter 936. The Zoning Ordinance Amendments meet the applicable standards in that:

- A. The Zoning Ordinance Amendments do not contravene any policies and provisions of the official City Comprehensive Plan, and would instead help implement several of them noted in the April 17, 2023 Staff Report and in previous Zoning Ordinance amendments for Chapter 936.
- B. The Zoning Ordinance Amendments would conform with the present and future land uses within the City in that they would provide a clearer set of regulations for tree preservation and enhancement in the City, and which would further the City's goals of sustainability, conservation and reduction of negative environmental impacts.
- C. The Zoning Ordinance Amendments would conform with all performance standards contained in the Zoning Ordinance, and provide a clearer set of regulations for tree preservation and enhancement in the City.
- D. The Zoning Ordinance Amendments would not have a negative effect on any areas of the City, including residential and commercial areas.
- E. The Zoning Ordinance Amendments would not have any significant adverse effect overall on property values in the City.
- F. There would be no effects on traffic generated by the Zoning Ordinance Amendments.
- G. The Zoning Ordinance Amendments would not negatively impact existing public services and facilities including parks, schools, streets, and utilities, and the City's service capacity, and would instead provide a clearer set of regulations for tree preservation and enhancement in the City, and further the City's goals of sustainability, conservation and reduction of negative environmental impacts.

Section 4. RECOMMENDATION

- 4.1 Planning Commission Recommendation. Based on the findings in section 3 of this Report, the Planning Commission recommends **APPROVAL** of the Zoning Ordinance Amendments.

Adopted by the Wayzata Planning Commission this 1st day of May 2023.

Attachments:

Attachment A: Ordinance to Amend Zoning Ordinance with Proposed Amendments

Attachment A

CITY OF WAYZATA

HENNEPIN COUNTY, MINNESOTA

DRAFT ORDINANCE NO. 825

DRAFT

CITY OF WAYZATA
HENNEPIN COUNTY, MINNESOTA
DRAFT ORDINANCE NO. 825

AN ORDINANCE AMENDING CITY CODE
CHAPTER 936 RELATED TO TREE PRESERVATION AND
SECTION 918.03 RELATED TO FENCING, SCREENING, AND LANDSCAPING

WHEREAS, the City Council, pursuant to Ordinance 818 (the “Ordinance”), recently made amendments to City Code related to tree management and preservation to better protect, preserve, and enhance the City’s tree canopy and natural environment;

WHEREAS, City Staff has identified certain further related amendments to the Zoning Ordinance that are needed to better clarify and administer the provisions thereof; and

WHEREAS, the Planning Commission has reviewed such proposed amendments, and recommends approval and adoption of them as detailed in the Report and Recommendation of the Planning Commission dated May 1, 2023.

NOW THEREFORE, THE CITY OF WAYZATA ORDAINS:

Section 1. Adoption of Findings. The findings set forth in the Report and Recommendation of the Planning Commission dated May 1, 2023 are hereby adopted.

Section 2. Amendments to Chapter 936 (Tree Preservation) of Part IX of City Code (Zoning Ordinance). Chapter 936 of the Wayzata City Code (Tree Preservation) is hereby amended to read in its entirety as set forth on Attachment A of this Ordinance (~~struck~~ text deleted, underlined text added).

Section 3. Amendments to Section 918.03 (Required Fencing, Screening, and Landscaping) of Part IX of City Code (Zoning Ordinance). Section 918.03 of the Wayzata City Code (Required Fencing, Screening, and Landscaping) is hereby amended to read in its entirety as set forth on Attachment B of this Ordinance (~~struck~~ text deleted, underlined text added).

Section 4. Effective Date. This Ordinance will become effective upon passage and publication.

Adopted by the City Council this ___ day of _____, 2023.

Johanna Mouton
Mayor

ATTEST:

Jeffrey Dahl
City Manager

First Reading:
Second Reading:
Publication:

CHAPTER 936 TREE PRESERVATION

936.01 Purpose and Intent.

The Wayzata City Council finds it is in the best interest of the City to protect, preserve, and enhance the natural environment of the City, and to encourage a balanced approach to the development and alteration of wooded areas. In the interest of achieving these objectives, the City has established the comprehensive tree preservation regulations of this Chapter to promote the following:

- A. Protection and preservation of the environment and natural beauty of the City;
- B. Assurance of orderly development within wooded areas to minimize tree and habitat loss;
- C. Evaluation of the impacts to trees and wooded areas resulting from development;
- D. Establishment of minimal standards for tree preservation and the mitigation of environmental impacts resulting from tree removal;
- E. Provision of incentives for creative land use and environmentally compatible site design which preserves trees and minimizes tree removal and clear-cutting during development; and
- F. Enforcement of tree preservation standards to promote and protect the public health, safety and welfare of the community.

936.02 Definitions.

For purposes of this section, the following definitions shall apply:

- A. **"City Forester"** means that person appointed as City Forester in Section 710.02.
- B. **"Coniferous Tree"** means a woody plant bearing seeds and cones oftentimes, but not always, retaining foliage throughout the year.
- C. **"Construction Area"** means any area in which movement of earth, alteration in topography, soil compaction, disruption of vegetation, change in soil chemistry, or any other change in the natural character of the land occurs as a result of site preparation, grading, building construction or any other construction activity.
- D. **"Critical Root Zone"** means the area around a tree measured from the trunk of the tree with a radius that is equal to 1.5 feet for each one inch of DBH of the tree. For example, if a tree's DBH is ten inches, then its critical root zone radius is 15 feet (10 x 1.5 = 15).
- E. **"Deciduous Tree"** means a woody plant which has a defined crown, and which loses leaves annually.
- F. **"Diameter of Tree at Breast Height"** or **"DBH"** means the diameter of a tree as measured 4½ feet 54 inches above the ground. Trees that branch near or below 4½ feet from the ground will be measured at the narrowest point below 4½ feet. Trunks that originate from the ground shall be considered separate trees.
- G. **"Healthy Tree"** means a tree that is in the average or better condition and vitality for the area, as determined by the City Forester.
- H. **"Heritage Tree"** means a **Healthy** Rapid-Growth Tree that is 30 inches or greater in DBH, a **Healthy** Standard-Growth Tree that is 25 inches or greater in DBH, or a Healthy Coniferous Tree that is 25 inches or greater in DBH.
- I. **"Landscape Architect"** means a person licensed by the State of Minnesota as a landscape architect.
- J. **"Nursery Stock Dealer"** or **"Nursery Stock Grower"** means a person licensed by the State of Minnesota as a nursery stock dealer or a nursery stock grower.

-
- K. **"Public Infrastructure"** means the construction or maintenance of:
1. Collector or arterial roads as defined by the City Transportation Plan;
 2. Public recreational trails;
 3. Stormwater infrastructure;
 4. Installation or maintenance of trunk utility infrastructure as described in the Comprehensive Sewer or Water Plans; or
 5. Any essential service or public improvement.
- L. **"Rapid-Growth Tree Species"** means a species of tree recognized as rapid-growth trees by the City Forester, including cottonwood, poplar/aspen, box elder, willow, silver maple, elm, mulberry, and ash.
- M. **"Removal"** or **"Tree Removal"** means:
1. Manual, mechanical, chemical, or abiotic or biotic (fire, water, insects or inoculation) methods which results in the physical removal of a tree;
 2. Grading impact, compaction, or other damage up to 40 percent of a tree's Critical Root Zone;
 3. Excessive pruning that severely impacts the long term survivability of the tree; or
 4. Any other impact to a tree that comprises the long term health or structural stability of a tree.
- N. **"Significant Tree"** means a Healthy Standard-Growth Tree that is six inches or greater in DBH, a Healthy Rapid-Growth Tree that is 12 inches or greater in DBH, or a Healthy Coniferous Tree that is 12 feet or greater in height or 12 inches or greater in DBH.
- O. **"Site Plan"** means the site plan established and described in this Chapter.
- P. **"Standard-Growth Tree Species"** means a species of tree recognized as standard-growth trees by the City Forester.
- Q. **"Structural Root Zone" means the area around a tree with a radius that is equal to three inches for each one inch of DBH of the tree.**
- R. **"Tree Inch(es)"** means the DBH of a tree or trees on a site.
- S. **"Tree Preservation Plan"** means the tree preservation plan established and described in this Chapter.
- T. **"Tree Preservation Zone"** means the tree preservation zone established and described in this Chapter.
- U. **"Tree Removal Permit"** means a permit that is required under this Chapter for tree removal.

936.03 Establishment of Tree Preservation Zone.

A Tree Preservation Zone is hereby established in order to aid in the stabilization of soil by the prevention of erosion and sedimentation; reduce stormwater runoff and the costs associated therewith and replenish ground water supplies; aid in the removal of carbon dioxide and generation of oxygen in the atmosphere; provide a buffer and screen against noise pollution; provide shade and the significant environmental benefit of counteracting the so-called "heat-island" effect; provide protection against severe weather; aid in the control of drainage and restoration of denuded soil subsequent to construction or grading; protect and increase property values; conserve and enhance the City's physical and aesthetic environment; provide a haven for animals and flora to thrive; and generally protect and enhance the quality of life and the general welfare of the City.

The Tree Preservation Zone shall be applied to and superimposed upon all property within the City of Wayzata. The regulations and requirements imposed within the Tree Preservation Zone shall be in addition to the zoning districts within the existing and amended text and map of the Wayzata Zoning Ordinance, and the Floodplain, Shoreland, and Wetland regulations and requirements. In cases where there is a conflict between regulations applicable within such zones, the more restrictive requirements shall apply.

936.04 City Forester Role.

The City Forester shall have the authority to make interpretations and final determinations on calculations, measurements, and the language of this Chapter.

936.05 Tree Removal Permit Requirement.

A Tree Removal Permit is required for the removal of any tree with a diameter at breast height (DBH) of six inches or more. ~~Significant or Heritage Tree.~~ No permit fee shall be required for the removal of trees that are determined by the City Forester to be dead, diseased, dying, or hazardous. Removal of any ~~Significant or Heritage Tree~~ tree that requires a Tree Removal Permit shall comply with all of the requirements of this Chapter along with the requirements listed in the Permit itself.

Submittals for a Tree Removal Permit Application shall be as follows:

- A. Completed Tree Removal Permit Application Form
- B. Tree Preservation Plan, if applicable, as specified in Sec. 936.07

The process for review and approval of a Tree Removal Permit Application shall be as follows:

- A. Submission of a completed Tree Removal Permit Application and other required submittals to the City
- B. City staff review of the Application and determination if the Application is complete
- C. Submission of any required tree escrow payment to cover tree replacement
- D. Staff approval or denial of the Tree Removal Permit
- E. If the Permit is approved, removal of the trees covered by the Permit can commence by the property owner or a licensed tree contractor under City Code Ch. 519

936.06 Tree Replacement Thresholds.

The tree replacement requirements of Section 936.09 shall apply as follows:

- A. **Subdivision, Public Infrastructure, Construction of Single-Family Home.** The following tree removal thresholds shall apply to all Subdivisions, Public Infrastructure projects, and construction of single-family homes.
 - 1. Heritage Trees. Heritage Trees are valued and special trees for the City of Wayzata due to their size and age. All practical measures must be taken to preserve Heritage Trees. Heritage Tree removal may occur only when there is not a practical alternative. There shall be a zero percent removal threshold of Heritage Trees, meaning every DBH inch of Heritage Tree removed requires full replacement in accordance with the standards of Section 936.09, in addition to any other requirements hereunder.
 - 2. Significant Trees. Although the City encourages preservation of the maximum amount of trees possible, the City recognizes that a certain amount of Significant Trees removal is sometimes necessary during development. Accordingly, 25 percent (25%) of the existing DBH inches of Significant Trees can be removed pursuant to a Tree Preservation Plan without obligation of replacement. Any tree removal beyond 25 percent will require replacement in accordance with the standards of Section 936.09.
 - 3. Public Infrastructure. The City Council may waive the tree replacement requirements of this Section for Public Infrastructure projects if the City Council makes a finding that the tree replacement requirement would create an undue financial or other burden on the project, and the public benefits of the Public Infrastructure project outweigh the benefits of the required tree replacement.
- B. **Land Disturbance Permits, Design Review, and Expansions to Single-Family Homes.** The following tree removal thresholds apply to projects that require a Land Disturbance Permit under City Code Section 409.05, projects that require Design Review under City Code Section 909.04.B, and expansions or additions to an existing single-family home:

-
1. Heritage Trees. Heritage Trees are valued and special trees for the City of Wayzata due to their size and age. All practical measures must be taken to preserve Heritage Trees. Heritage Tree removal may occur only when there is not a practical alternative. There shall be a zero percent removal threshold of Heritage Trees, meaning every DBH inch of Heritage Tree removed requires full replacement in accordance with the standards of Section 936.09 in addition to any other requirements hereunder.
 2. Significant Trees. The City recognizes that additional tree removal may occur after the construction of new houses or commercial developments, or the expansion of existing homes or commercial developments, but to a lesser degree than the original development. Therefore, ten percent (10%) of the existing DBH inches of trees can be removed without obligation of replacement. Any removal beyond ten percent will require replacement in accordance with the standards of Section 936.9.
- C. **Heritage Tree Removal.** Heritage trees removed in connection with a project not listed in Sections 936.06.A and 936.06.B shall be replaced at a ratio of one (1) inch to one (1) inch DBH removed in accordance with the standards of Section 936.09.
- D. **Trees Exempt From Replacement Requirements.** The following types of trees shall not be included as part of the tally of tree removals for purposes of calculating replacement in accordance with the standards within Section 936.09:
1. Dead, Diseased, Dying, or Hazard Trees as determined by the City Forester prior to removal; or
 2. Trees that are transplanted from the site to another appropriate location within the City as approved by the City Forester; or
 3. Trees that were planted as part of a commercial business such as a tree farm or nursery; or
 4. Trees that are structurally unstable and pose a risk to people or permanent structures, as deemed by a certified arborist with a Tree Risk Assessment Qualification and the City Forester.
 5. Significant trees that are not part of any project not listed in 936.06.A or 936.06.B.
- E. **Trees Included for Structural Root Zone Disturbance. Any tree with a Structural Root Zone that will be disturbed in any way in connection with a project listed in Sections 936.06.A and 936.06.B must be (i) inventoried and removed prior to grading or excavation, and (ii) included as part of the tally of tree removals for purposes of calculating replacement in accordance with the standards within Section 936.09.**

936.07 Tree Preservation Plan.

When a Tree Preservation Plan is required with a Tree Removal Permit, an applicant is responsible for implementing the approved Tree Preservation Plan prior to and during site grading and plan development. A Tree Preservation Plan is required for any land use approval or activity mentioned in Section 936.06. The Tree Preservation Plan will be reviewed by the City Forester and any other relevant City staff to assess the best overall tree design for the project involved, taking into account the preservation, renewal and health of Significant and Heritage Trees, and ways to enhance the efforts to mitigate damage to the trees on the property and the natural environment. The applicant is encouraged to meet with City staff prior to submission of a Subdivision application, Public Infrastructure project, or Design Review application to determine the placement of buildings, parking, driveways, streets, storage and other physical features which result in the fewest Significant and Heritage Trees being destroyed or damaged. The Tree Preservation Plan must include the following items:

- A. The name(s) and address(es) of property owners and applicants.
- B. Delineation of the buildings, structures, impervious surfaces, utilities, and other site improvements situated thereon or contemplated to be constructed thereon.
- C. Delineation of all areas to be graded and limits of land disturbance, including the contouring of all areas to be

-
- graded.
- D. Size, species, location and condition of all Significant and Heritage Trees located on the property as well as on adjacent properties where the Critical Root Zones of the trees are within the proposed Construction Area. The size of Deciduous Trees must be recorded in DBH and the size of Coniferous Trees must be recorded both in DBH and approximate height.
 - E. Identification of all Dead, Diseased, Dying and Hazard Trees.
 - F. The Critical Root Zone of all Significant and Heritage Trees proposed to be preserved.
 - G. Identification of all Significant and Heritage Trees proposed to be removed within the Construction Area.
 - H. Identification of all Significant and Heritage Trees on all individual lots. The Developer must submit a list of all lot and block numbers identifying those lots.
 - I. Measures to protect Heritage and Significant Trees as outlined in Section 936.08.
 - J. Size, species, and location of all replacement trees to be planted on the property in accordance with the tree replacement requirements.
 - K. Calculations of the total amount of tree inches proposed to be removed, the allowed removal percentage, and tree replacement inches required and proposed.
 - L. Signature of the person preparing the plan and statement which includes acknowledgment of the fact the trees to be used as replacements are appropriate species with respect to survival of the replacement trees.

936.08 Tree Protection.

The following tree protection measures are required:

- A. **Mandatory Protection.** Measures to protect Significant and Heritage Trees must include:
 - 1. Installation of snow fencing, silt fence, or polyethylene laminate safety netting placed at the Critical Root Zone and any other areas identified by the City Forester for the protection of Significant and Heritage Trees to be preserved on or adjacent to the property for which a Tree Removal Permit has been issued.
 - 2. Trees proposed to be removed must be clearly tagged or otherwise marked on the site, in a non-permanent manner, as specified by the City Forester. Trees must be tagged or marked at least one week before they are removed.
 - 3. Identification of any oak trees requiring pruning between April 1 and July 15; any oak trees so pruned are required to have any cut areas sealed with an appropriate, non-petroleum based tree wound sealant, such as shellac.
- B. **Discretionary Protection.** Measures to preserve or protect Significant and Heritage Trees which may be required by the City include, but are not limited to:
 - 1. Installation of retaining walls or tree wells to preserve trees by eliminating the filling or cutting of soil within Critical Root Zones of Significant and Heritage Trees on or adjacent to the lot being developed.
 - 2. Placement of utilities in common trenches outside of the Critical Root Zone of Significant and Heritage Trees, or use of tunneled installation.
 - 3. Prevention of change in soil chemistry due to concrete washout and leakage or spillage of toxic materials, such as fuels or paints.
 - 4. Use of tree root aeration, fertilization, and irrigation systems when appropriate.

-
5. Transplanting of Significant Trees into a protected area for later moving into permanent location within the Construction Area.
 6. Safety pruning for people working within the construction limits and for the trees involved.
- C. **Construction Protection.** Three (3) years after construction has been completed on residential properties, and five (5) years after construction has been completed for commercial or institutional properties, the City Forester shall inspect trees on a project site for which a Tree Removal Permit has been issued to ensure the health of the trees. If the trees are determined to be dead, dying, or in general poor health because of the construction on the site, the same number of tree inches must be replaced on the site.

In addition, the City Forester may require additional escrow for Heritage Trees that are proposed to be saved on a property undergoing construction and/or nearby property if, in the judgment of the City Forester, such Heritage Trees are in close proximity to a construction area or are in danger from construction in any way.

936.09 Tree Replacement.

- A. **Tree Replacement Formula.** Replacement of removed or disturbed trees in excess of the percentage allowed under Section 936.06 shall be according to the following ratios.
1. All Significant Trees shall be replaced at the ratio of one (1) caliper inch per one (1) inch of DBH removed.
 2. All Heritage Trees removed in connection with a project listed in Sections 936.06.A and 936.06.B shall be replaced at the ratio of two (2) caliper inches per one (1) inch of DBH removed. Heritage trees removed in connection with a project not listed in Sections 936.06.A and 936.06.B shall be replaced at a ratio of one (1) inch to one (1) inch DBH removed.
 3. The height of Coniferous Trees shall count towards the caliper inches of tree replacement or tree removal as follows:
 - a. A 4-6 foot tall coniferous tree shall be equivalent to 2 caliper inches of tree replacement. For every two-foot range in additional coniferous tree height, above six feet, one additional caliper inch shall be counted towards tree replacement (e.g., a 15 foot coniferous tree = 7 caliper inches of replacement).
- B. **Size, Types and Diversification of Replacement Trees.** A Tree Replacement plan must include a diversity of tree species that are suitable for the property given soil conditions, hydrology, topography, and tree pathogens. No more than twenty percent (20%) of the replacement trees planted may be of the same genus unless otherwise approved by the City Forester. If more than 20% of the same genus of trees are planted on the site, the tree inches of the same genus over 20% shall not be included in the total tree inch replacement calculations. The recommended tree replacement species shall be those found on the Hennepin County Recommended Tree List.
- D. **Prohibited Tree Replacement Species.** The tree replacement plan may not include any tree species included in the Minnesota Department of Natural Resources Terrestrial Invasive Plants List.
- E. **Tree Replacement Location.** Replacement trees must be located only on the property for which a Tree Replacement Permit has been issued unless the City Council approves tree replacement on neighboring properties with the consent of such property owner and findings that (i) all the options for planting trees on the project site have been exhausted and tree replacement on the site is impractical; and (ii) it will allow additional screening from the neighboring property.
- F. **Tree Replacement Reduction for Preserving Heritage Trees.** Heritage trees that are protected and saved during a construction process, that otherwise had a significant probability of removal or loss based on the construction project, and that are healthy after the construction process, all as determined by the City

Forester, may be used to reduce the total number of required tree replacement inches for the project associated with the construction. Such reduction will equate to the total DBH inches of the saved tree.

- G. **Other Replacement Tree Requirements.** Choice of replacement trees species and location of the trees should also take into account the following information:
1. **Soil Composition.** Comparisons should be made between soil conditions and the ecology of the proposed species to make sure they are compatible. This is particularly important for the existing and proposed soil composition for the root balls of spaded and B&B trees.
 2. **Spatial Requirements.** The potential height and crown spread of the proposed replacement trees should be known. Generally, half of the adult tree crown diameter is the amount of distance a tree should be planted from any aboveground objects.
- H. **Pathogen Problems.** Appropriate replacement choices shall also consider insect and disease problems that may be common with particular species in the part of the state in which the City of Wayzata is located.
- I. **Fee-In-Lieu of Tree Replacement or Replacement Trees Planted in Public Areas.** The City recognizes that there may be instances where the total amount of tree replacement required under this section cannot occur on site. In those instances, the City may, at its option, accept a fee-in-lieu of tree replacement or allow the planting of replacement trees in public areas. Tree replacement is encouraged to happen on site as much as possible and fee in lieu-of-tree replacement should be used only when replacement on site is not feasible. The amount of fee-in-lieu of tree replacement will be determined annually by the City Council through the City fee schedule.

936.10 Past Tree Removal.

Any trees removed on a property in the two years preceding the date of an application for issuance of a building permit, land disturbance permit, Tree Removal Permit or other approval request in connection with a project listed in Sections 936.06.A and 936.06.B for such property shall be included in the tree removal/replacement calculations of the current application Tree Removal Permit.

936.11 Financial Guarantee.

- A. **Financial Guarantee.** The City may, at its option, withhold a certificate of occupancy or require cash escrow or a letter of credit satisfactory to the City in the amount of 110 percent of the value of the tree removal and/or replacement, securing the full performance of Tree Preservation Plan and the tree replacement plan. The amount of such security shall be calculated by the fee-in-lieu of tree replacement schedules. The financial security shall be sufficient to cover the costs of the tree removal and/or replacement trees planted, including any needed replacement of the trees over a three-year period.
- B. **Use of Financial Guarantee.** If the property owner does not implement the approved Tree Preservation Plan or Site Plan, including the tree replacement plan, in accordance with the City Council or City Forester approval, the City may use the financial guarantee to correct or complete the work.
- C. **Release of Financial Guarantee.** At least once annually, the City Forester shall review the financial securities, inspect the applicable trees, and release the financial securities as necessary. The financial security shall be released based on the following schedule:
1. Upon installation of a healthy tree: 50 percent of the financial guarantee for that tree shall be released.
 2. First year inspection determining the installed tree is still healthy: 15 percent of the financial guarantee for that tree shall be released.

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3. Second year inspection determining the installed tree is still healthy: 15 percent of the financial guarantee for that tree shall be released.
 4. Third year inspection determining the installed tree is still healthy: 20 percent of the financial guarantee for that tree shall be released.

936.12 Penalties.

- A. **Intentional or Deliberate Damage.** It shall be unlawful for any person(s) to intentionally damage, destroy or adversely alter any living tree, deciduous or coniferous, on private land within the limits of the City of Wayzata in violation of this Chapter. Minn. Stats. § 561.04 strictly prohibits intentional damage to trees on public property in any form and provides that whoever willfully and without lawful authority injures any tree, timber or shrub on City property is liable for treble the amount of damages which may be assessed therefore. The City Forester and other City Staff should not make any claims related to the structural integrity of any tree, and any assessments made related to a tree may not be relied upon by the property owner.
- B. **Violation.** Unless expressly provided otherwise, it shall be a misdemeanor for any person to violate any provision of the City Code including this Section, any rule or regulation adopted in pursuance of any such provision, or any order lawfully enforcing the City Code or this Section. The term "misdemeanor" shall be as defined in Minn. Stats. § 609.02, Subd. 3.
It shall also be a misdemeanor for any person to attempt to commit a misdemeanor or to cause, aid, assist, counsel or advise another to commit misdemeanor. Any person who commits a misdemeanor, upon conviction, shall be subject to the penalties therefore established by State Statute. Unless expressly provided otherwise, each act in violation of the City Code, including this Chapter, shall constitute a separate offense, and each and every day that such a violation occurs or continues shall constitute a separate offense.
- C. **Enforcement.** Violations of the provisions of this Chapter will be investigated and resolved in accordance with the provisions of Chapter 908. In responding to a suspected violation, the Zoning Administrator and City may utilize the full array of enforcement actions available to it including, but not limited to, prosecution and fines.

Attachment B

918.03 Required Fencing, Screening and Landscaping.

A. **Fencing and Screening.** Where any townhouse, quadraminium, manor home, multiple family or non-residential use (i.e., structure, parking or storage) abuts property zoned for residential use, the higher density residential or the non-residential use shall provide screening along the boundary of the residential property. Screening shall also be provided where a non-residential use is across the street from a residential zone, but not on that side of a non-residential use considered to be the front (as determined by the Zoning Administrator). All the fencing and screening specifically required by this Ordinance shall be subject to Section 916.05 and shall consist of either a fence or a green belt planting strip as provided for below.

1. A green belt planting strip shall consist of evergreen trees and/or deciduous trees and plants and shall be of sufficient width and density to provide an effective visual screen. This planting strip shall be designed to provide complete visual screening to a minimum height of six feet. Earth mounding or berms may be used but shall not be used to achieve more than three feet of the required screen. The planting plan and type of plantings shall require the approval of the City Council.
2. A required screening fence shall be constructed of masonry, brick, wood or metal. Such fence shall provide a solid screening effect of six feet in height. The design and materials used in constructing a required screening fence shall be subject to the approval of the City Council. Fences in excess of height limitations established in Section 918.01 shall require approval pursuant to procedures noted.

B. **Landscaping—New Residential Subdivisions, Semi-Public and All Income Producing Property Uses.** (Excluding residential structures containing less than four dwelling units.) Prior to approval of a building permit, all above referenced uses shall be subject to mandatory landscape plan and specification requirements. Said landscape plan shall be developed with an emphasis upon the boundary or perimeter of the proposed site at points adjoining other property and the immediate perimeter of the structure. All landscaping incorporated in said plan shall conform to the following standards and criteria:

1. All plants must be at least equal the following minimum size:

	Potted/Bare Root-	Balled & Burlapped-
Shade Trees*	12 -inch diameter	2 -inch diameter
Half Trees (Flowering Crabs, Russian-Olive, Hawthorn, etc.)	6- to 7-foot high	1½ -inch diameter
Evergreen Trees	6- <u>top 7-foot high</u>	3- to 4 foot high-
Tall Shrubs and Hedge Material (Evergreen or Deciduous)	3- to 4-foot high	3- to 4 foot high-
Low Shrubs-Deciduous	18- to 24-inch	24- to 30 inch-
Evergreen	18- to 24-inch potted-	24- to 30 inch-
Spreading Evergreens	18- to 24-inch potted-	18- to 24 inch-

Type and mode are dependent upon time of planting season, availability, and site conditions (soils, climate, ground water, manmade irrigation, grading, etc.)

2. Spacing.
 - a) Plant material centers shall not be located closer than three feet from the fence line or property line and shall not be planted to conflict with public plantings based on the judgement of the Zoning Administrator.

- b) Where plant materials are planted in two or more rows, plantings shall be staggered in rows unless otherwise approved by the Zoning Administrator.
- c) Where massing of plants or screening is intended, large deciduous shrubs shall not be planted more than four feet on center, and/or evergreen shrubs shall not be planted more than three feet on center.

3. Species listed by the Minnesota Department of Agriculture (MDA) as “prohibited” or “restricted” shall not be included in any landscape plan.

4. Species listed by the MDA as “regulated” may only be utilized according to their species-specific regulations.

Types of New Trees. Plantings, suitable trees include.

Quercus (varieties)	Oak
Acer platanoides (and varieties)	Norway Maple (and Schwedler, Emerald Queen, etc.)
Acer saccharum	Sugar Maple
Celtis occidentalis	Hackberry
Betula (varieties)	Birch
Gleditsia triacanthos	Honeylocust (Imperial, Majestic Skyline, Sunburst, and Thornless) Little Leaf Linden/Redmond Tilia cordata (and varieties) Greenspire, etc.
Tilia americana	Basswood (Am Linden)
Fraxinus Pennsylvania lanceolate	Green Ash (and Summit, Marshall's)
Ginkgo biloba (male tree only)	Ginkgo
Gymnocladus dioicus	Kentucky Coffee Tree

5.4- Design.

- a) The landscape plan shall show site amenities, (i.e., composition of plant materials, and/or creative grading, decorative lighting, exterior sculpture, etc.) which are largely intended for aesthetic purposes.
- b) All areas within the property lines (or beyond, if site grading extends beyond) shall be treated. All exterior areas not paved or designated as roads, parking, or storage must be planted into ornamental vegetation (lawns, ground covers, or shrubs) unless otherwise approved by the Zoning Administrator.
- c) Turf slopes in excess of 2:1 are prohibited.
- d) All ground areas under the building roof overhang must be treated with a decorative mulch and/or foundation planting.
- e) All buildings must have an exterior water spigot to ensure that landscape maintenance can be accomplished.

6.5- Landscape Guarantee. All new plants shall be guaranteed for two full years from the time planting has been completed. All plants shall be alive and in satisfactory growth at the end of the guarantee period or be replaced.

7.6- Existing Trees. All existing trees are to be managed in accordance with the standards described in Chapter 936. With respect to existing trees in new developments, all trees on the site are to be saved which do not have to be removed for street, buildings, parking, utilities, drainage or active recreational purposes. Trees over six inches in diameter that are to remain, are to be marked with a red band, and to be protected with

~~snow fences or other suitable enclosure, prior to any excavation. The City may further require that the developer retain a professional forester to prepare a forest inventory and management plan for the development, in order to control and abate any existing or potential loss. In those instances where trees of over six inches in caliper will be lost due to construction, the City Council may require the planting of new trees in an amount equal to or greater than the total caliper inches which will be removed.~~



City of Wayzata Planning Commission Agenda Report

MEETING DATE: May 1, 2023	AGENDA ITEM: 4.d
TITLE: Approval of Planning Commission Report and Recommendation of Approval for Conditional Use Permits for Municipal Solar at 600 Rice Street East and 747 Mill Street East	
PREPARED BY: Nick Kieser, Parks Planner	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: June 10, 2023	

BACKGROUND:

The Planning Commission considered the Municipal Solar Conditional Use Permit (CUP) at their April 17 meeting and recommended approval of the CUP (5-0), directing staff to prepare a draft Report and Recommendation of Approval.

In December 2022, the City Council approved the Purchase and Installation Agreement with Blue Horizon to install rooftop municipal rooftop solar systems on City Hall, Fire Station, Library, Municipal Bar & Grill, Liquor Store, and Public Works. When the Agreement was approved, the proposed solar energy systems did not need any additional approvals from the City Council to install.

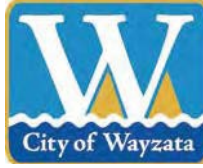
In March 2023, the City Council adopted a new Solar Ordinance that created regulations for solar installations throughout Wayzata. In this Ordinance, the proposed solar energy systems at City Hall, Fire Station, Library, Municipal Bar & Grill (Muni), and the Liquor Store require a Conditional Use Permit (CUP) due to their location in the Bluff Design District. The solar installation on the Public Works building does not require CUP approval. Therefore, the City is required to request a CUP for these properties before any building permit is issued for the solar energy systems.

ACTION REQUESTED:

Staff recommends approval of the Planning Commission Report and Recommendation.

ATTACHMENTS:

1. Draft PC Report and Recommendation - 600 Rice St and 747 Mill St



WAYZATA PLANNING COMMISSION

May 1, 2023

REPORT AND RECOMMENDATION OF APPROVAL OF CONDITIONAL USE PERMITS FOR ROOFTOP SOLAR ENERGY SYSTEMS AT 600 RICE ST E AND 747 MILL ST E

DRAFT

SUMMARY OF RECOMMENDATION

Approval* of Conditional Use Permit (CUPs) for Solar Energy Systems for City Buildings in the Bluff Design District

REPORT AND RECOMMENDATION

Section 1. BACKGROUND

- 1.1 **Proposed Land Use.** In December 2022, the City Council approved the purchase of solar energy systems for the rooftops of City Hall, Fire Station, Library, Municipal Bar & Grill, Liquor Store, and Public Works buildings. When approved, the proposed solar energy systems did not need any additional City approvals. However, in March 2023, the City adopted a new Solar Energy Systems Ordinance that now regulates such systems in the City, and requires conditional use permits for installation and use of solar energy systems on properties in the Bluff Design District. The City properties within the Bluff Design District that would have these solar energy systems are: (1) 600 Rice Street E (City Hall, Fire Station, Library); and (2) 747 Mill Street E (Municipal Liquor Store and Bar & Grill). Each property is legally described on Attachment A (the “600 Rice St Property” and the “747 Mill St Property”, collectively, the “Properties”).
- 1.2 **Approvals Requested.** As part of the Application, the City of Wayzata (the “Applicant”) is requesting approval of conditional use permits (CUPs) for solar energy systems on the following buildings as depicted in the plans submitted with the Applications: (i) City Hall, Fire Station and Library at the 600 Rice St Property

(the “Rice St CUP”); and (ii) Municipal Liquor Store and Bar & Grill at the 747 Mill St Property (the “Mill St CUP”).

- 1.3 Property. The address, property identification number, and owner of the Properties are:

A. 600 Rice St Property

Address	PID	Owner
600 Rice Street East	06-117-22-24-0059	City of Wayzata

B. 747 Mill St Property

Address	PID	Owner
747 Mill Street East	06-117-22-42-0082	City of Wayzata

- 1.4 Land Use Designations. The Properties are zoned and guided as follows:

A. 600 Rice St Property

Zoning:	Institutional District
Comp Plan:	Institutional / Public
Overlay Districts:	None
Design District:	Bluff Design District

B. 747 Mill St Property

Zoning:	C-4B Central Business District
Comp Plan:	Central Business District
Overlay Districts:	Shoreland Overlay District
Design District:	Bluff Design District

- 1.5 Notice and Public Hearing. Notice of the public hearing on the Application was published in the *Sun Sailor* on April 6, 2023 and mailed to all property owners located within 500 feet of the Properties on April 4, 2023. The public hearing on the Application was held at the April 17, 2023 Planning Commission meeting.

Section 2. STANDARDS

- 2.1 CUPs for Solar Energy Systems in the Bluff District. Under Sec. 938.02.C, Solar Energy Systems are permitted within the Bluff District only if (i) a Conditional Use Permit (CUP) is obtained for such use under the process and criteria of Chapter

904, or (ii) the Solar Energy System is a Roof-Mount system for a single-family or two-family residence.

- A. Section 904.2.F of the Zoning Ordinance requires City Council to consider possible adverse effects of a proposed conditional use. Council's judgment shall be based upon (but not limited to) the following factors:
1. The proposed action in relation to the specific policies and provisions of the official City Comprehensive Plan.
 2. The proposed use's compatibility with present and future uses of the area.
 3. The proposed use's conformity with all performance standards contained herein (i.e., parking, loading, noise, etc.).
 4. The proposed use's effect on the area in which it is proposed.
 5. The proposed use's impact upon property values in the area in which it is developed.
 6. Traffic generated by the proposed use in relation to capabilities of streets serving the property.
 7. The proposed use's impact upon existing public services and facilities including parks, schools, streets and utilities, and the City's service capacity.

Section 3. FINDINGS OF FACT

Based on the Application materials, staff reports, public comment presented at the public hearing, and Wayzata's Zoning Ordinance, the Planning Commission of the City of Wayzata makes the following findings of fact:

- 3.1 Rice St CUP (City Hall, Fire Station and Library). The provisions of Section 904.2.F of the Zoning Ordinance have been considered and are all satisfactorily met with respect to the Rice St CUP for solar energy systems at City Hall, Fire Station and Library.
- A. The solar energy systems associated with the Rice St CUP (the "Proposed Use") would have not have adverse effects on the surrounding area based upon the following:
1. The Proposed Use is consistent with and furthers policies and provisions of the official City Comprehensive Plan. In particular, it would advance the Guiding Principle of Environmental

Sustainability listed in the 2040 Comprehensive Plan which states that Wayzata should take a lead on sustainability goals and objectives.

2. The Proposed Use is compatible with present and future uses of the area.
3. The Proposed Use conforms with all relevant performance standards contained in the Zoning Ordinance.
4. The Proposed Use will have a positive effect on the area in which it is proposed and will help the City lead on energy, environment and sustainability.
5. The Proposed Use will not have a known negative impact upon property values in the area.
6. The Proposed Use will not generate additional traffic beyond what existing streets can handle.
7. The Proposed Use will not have a negative impact upon existing public services and facilities including parks, schools, streets and utilities, and the City's service capacity, and will result in significant energy cost savings and reduced electric utility usage for the City over the life of the solar energy system, as noted in the Staff Report.

3.2 Mill Street CUP (Municipal Liquor Store and Bar & Grill). The provisions of Section 904.2.F of the Zoning Ordinance have been considered and are all satisfactorily met with respect to the requested Mill Street CUP for solar energy systems at Municipal Liquor Store and Bar & Grill.

- A. The solar energy systems associated with the Mill St CUP (the "Proposed Use") would have not have adverse effects on the surrounding area based upon the following:
 1. The Proposed Use is consistent with and furthers policies and provisions of the official City Comprehensive Plan. In particular, it would advance the Guiding Principle of Environmental Sustainability listed in the 2040 Comprehensive Plan which states that Wayzata should take a lead on sustainability goals and objectives.
 2. The Proposed Use is compatible with present and future uses of the area.

3. The Proposed Use conforms with all relevant performance standards contained in the Zoning Ordinance.
4. The Proposed Use will have a positive effect on the area in which it is proposed and will help the City lead on energy, environment and sustainability.
5. The Proposed Use will not have a known negative impact upon property values in the area.
6. The Proposed Use will not generate additional traffic beyond what existing streets can handle.
7. The Proposed Use will not have a negative impact upon existing public services and facilities including parks, schools, streets and utilities, and the City's service capacity, and will result in significant energy cost savings and reduced electric utility usage for the City over the life of the solar energy system, as noted in the Staff Report.

Section 4. RECOMMENDATION

- 4.1 Planning Commission Recommendation. Based on the findings in section 3 of this Report, the Planning Commission recommends **APPROVAL** of (i) the Rice St CUP, and (ii) the Mill St CUP, subject to the following conditions:
- A. The Applicant must secure all necessary building permits for construction, and follow all laws and regulations applicable to the solar energy systems, including building codes and land use regulations, and City Code and policies applicable to days and times of work, and construction management.
 - B. The Applicant must build and complete the solar energy systems associated with the CUPs in conformance, in all material respects, with the plans depicted in the Application, and work with Planning Staff on the final design details of the installations.
 - C. All expenses of the City of Wayzata, including consultant, expert, legal, and planning fees incurred must be fully reimbursed by the Applicant.

Adopted by the Wayzata Planning Commission this 1st day of May 2023.

Attachment A: Legal Description and Information on Properties

DRAFT

Attachment A
Legal Description and Property Information

Address	PID	Legal Description	Abstract/Torrens
600 Rice Street E.	06-117-22-24-0059	"Public Square" in the plat of Wayzata, Hennepin County, Minnesota. Said "Public Square" is bounded on the North by Rice Street, on the South by Indian Mound Street, on the West by Walker Avenue, and on the East by Broadway Avenue in said plat of Wayzata.	Abstract
747 Mill Street E.	06-117-22-42-0082	Lot 1, Block 1, Wayzata Mill Street Addition	Abstract and Torrens (Torrens Ctf #1329179)

DRAFT



City of Wayzata Planning Commission Agenda Report

MEETING DATE: May 1, 2023	AGENDA ITEM: 5.a
TITLE: Consider Development Application for Rezoning, CUPs for Parking and First Floor Residential, Shoreland PUD/CUP, Shoreland Impact Plan/CUP, and Design Review at 200 Lake Street East	
PREPARED BY: Eric Zweber, Planning Consultant	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: May 6, 2023	

BACKGROUND:

The applicant and property owner, Lake West Development, LLC, has submitted a Development Application for the property at 200 Lake Street East. This property is the site of the former TCF headquarters. The applicant is proposing to remove the existing vacant office building and construct a new mixed-use building with 178,045 gross square feet of space. The proposed building would include underground parking, first floor office space and 30 condominium units located on the first and second floors. The building would have one underground parking garage with six separate vertical cores above ground, which allows the singular building to appear as six separate buildings. Each core would be separated by a plaza.

This property is currently zoned PUD District and bound by the terms of a PUD Agreement that runs with the land for the office building and related uses and areas on the property. Since this property is uniquely restricted by the existing PUD Zoning Agreement and is guided by the Comprehensive Plan as Central Business District, new land use approvals are necessary to change from the existing building and uses to a new residential and office building on the property. Accordingly, the applicant has applied for (i) a rezoning of the property from PUD to the C-4A zoning district, (ii) a conditional use permit (CUP) for the joint use of a parking facility by more than one permitted use, (iii) a CUP to allow for multiple family dwelling units on the first floor, (iv) a shoreland residential planned unit development conditional use permit (PUD/CUP) for more than five (5) dwelling units on a single lot, (v) a shoreland impact plan/conditional use permit (SIP/CUP) to exceed 75% impervious surface in the Shoreland Overlay District, and (vi) design review and approval.

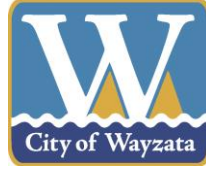
The plan set attached to the staff report is a reduced size to speed up the viewing of the documents on computers and Ipads. The full size plan set is available on the City website by using the following link: <https://www.wayzata.org/655/200-Lake-St-E-formerly-TCF>

ACTION REQUESTED:

After considering the items outlined in this report and the public hearing held at the meeting, the Planning Commission should direct staff to prepare a Planning Commission Report and Recommendation, with appropriate findings, reflecting a recommendation on the application for review and adoption at the next Planning Commission meeting.

ATTACHMENTS:

1. 200 Lake St E - Staff Report
2. 200 Lake St E - Plan Set
3. 200 Lake St E - Application Narrative
4. 200 Lake St E - Supplemental Application Narrative 1
5. 200 Lake St E - Supplemental Application Narrative 2
6. 200 Lake St E - Traffic and Parking Study
7. 200 Lake St E - Traffic and Parking Study Update Memorandum
8. 200 Lake St E - Utility Study for 200 and 201 Lake St E Redevelopments
9. 200 Lake St E - TRPD Comments
10. 200 Lake St E - Neighborhood Meeting Recap



**Staff Report
Wayzata Planning Commission
May 1, 2023**

Project Name: 200 Lake St E Mixed Use Development

Request: Zoning Map Amendment (Rezoning)
Conditional Use Permits (CUPs) for Parking and First Floor Residential
Shoreland Planned Unit Development Conditional Use Permit (PUD/CUP)
Shoreland Impact Plan/Conditional Use Permit (SIP/CUP)
Design Review

Applicant: Lake West Development, LLC

Addresses of Request: 200 Lake Street East

Prepared by: Emily Goellner, Community Development Director
Eric Zweber, Consulting Planner
Lori Johnson, Consulting Planner

“60 Day” Deadline: May 6, 2023

“120 Day” Extension: July 5, 2023

Development Application

Introduction

The applicant and property owner, Lake West Development, LLC, has submitted a Development Application for the property at 200 Lake Street East. This property is the site of the former TCF headquarters. The applicant is proposing to remove the existing vacant office building and construct a new mixed-use building with 178,045 gross square feet of space. The proposed building would include underground parking, first floor office space and 30 condominium units located on the first and second floors. The building would have one underground parking garage with six separate vertical cores above ground, which allows the singular building to appear as six separate buildings. Each core would be separated by a plaza.

This property is currently zoned PUD District and bound by the terms of a PUD Agreement that runs with the land for the office building and related uses and areas on the property.

Since this property is uniquely restricted by the existing PUD Agreement and is guided by the Comprehensive Plan as Central Business District, new land use approvals are necessary to change from the existing building and uses to a new residential and office building on the property.

Property Information

The property identification number and owner of the property are as follows:

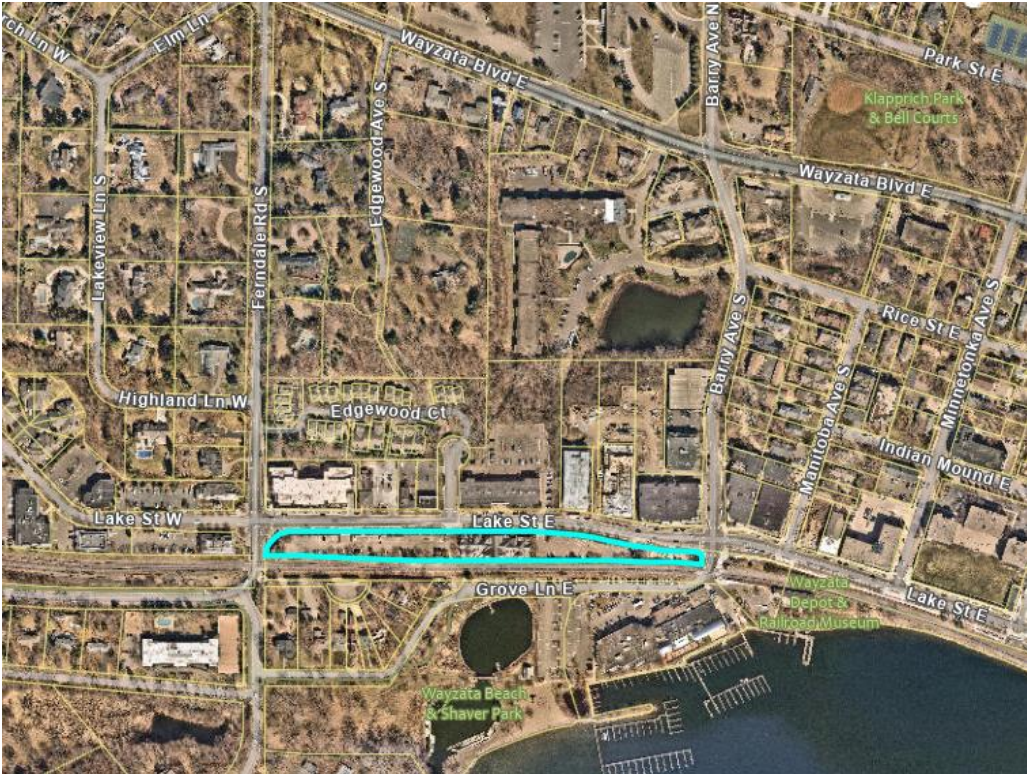
Address	PID	Owner
200 Lake Street East	06-117-22-32-0029	Lake West Development, LLC

The current zoning and land use designation for the property is as follows:

Current Zoning:	PUD Planned Unit Development
2040 Comp Plan Designation:	Central Business District
Overlay Districts:	Shoreland Overlay District
Design District:	Lake Street District

Project Location

The property is located on the south side of Lake Street East between Ferndale Road South and Barry Avenue South. The BNSF railroad is located adjacent to this property on the south side of the site and Lake Minnetonka is 108 feet to the south at the City Marina.



Map 1: Project Location
Source: Hennepin County

Application Requests

The application includes the following requests:

1. Zoning Map Amendment (Rezoning) from PUD to C-4A (Chapter 979): Approval of a Rezoning from Planned Unit Development to C-4A Limited Central Business District.
2. Conditional Use Permit (Chapter 904 and Section 920.09): Approval of a CUP for joint uses of the 142 stall parking facility with a mixture of uses.
3. Conditional Use Permit (Chapter 904 and Section 937.04.A): Approval of a CUP for multiple family dwellings on the first floor within the rear half of Cores A-5 and A-6.
4. Shoreland Residential Planned Unit Development Conditional Use Permit (PUD/CUP) (Sections 933.02, 933.03 and 991.17): Approval of a Shoreland PUD/CUP for 30 residential condominium units in the Shoreland Overlay District.
5. Shoreland Impact Plan Conditional Use Permit (SIP/CUP) (Section 991.11A(1)b): Approval of a SIP/CUP for impervious surface coverage of 84.5% within the Shoreland Overlay District.
6. Design Review (Section 909.29): Approval of design and site plan for the proposed mixed-use building with 178,045 gross square feet, consisting of 39,139 gross square feet of office space and 30 condominium units, which require two design deviations:
 - a) Significant massing break that does not provide views from the public sidewalk (Section 909.07.A.2)
 - b) The east half of Core A-1 is a parking structure that does not have an office use with a depth of 30 feet (Section 909.21.B.3)

Public Hearing Notice

Notice of the public hearing on the Application was published in the *Sun Sailor* on April 20, 2023 and mailed to all property owners and renters located within 750 feet of the subject property on April 20, 2023.

Neighborhood Meeting

The applicant hosted a neighborhood meeting on April 24, 2023. There were about 23 people in attendance in addition to the project team and a summary of the meeting is attached. Topics of discussion consisted of questions regarding:

- Access to Lake Street and vehicle parking
- Traffic impacts
- Delivery vehicles
- Shading of sidewalks
- Maintenance during snow and ice
- Railroad's reaction to the plan
- Publicly accessible spaces
- Stormwater management and treatment

Public Comments

No public comment letters have been received by the packet publication deadline on April 26.

Any additional comments received after packet publication and before the Planning Commission meeting will be provided.

Agency Comments

The public hearing notice and a link to the applicant's plans had been provide to the Minnesota Department of Natural Resources (DNR) on April 17, 2023. The DNR did not provide any comments regarding this application.

The Three Rivers Park District (TRPD) has a regional trail located on the south side of Lake Street East and was provided a link to the applicant's plans. The TRPD has provided an email response that included a number of trail material, separation, and wayfinding recommendations. These recommendations attached to staff report and would become requirement should these application requests be approved.

History

Prior to being zoned PUD District in 1989, the property was zoned C4-A, as were most of the other properties along Lake Street East between Barry Avenue and Ferndale Road. The property was developed as a PUD with the TCF office building and associated parking lots in 1990. The building was used as the corporate office for TCF National Bank until more recently when TCF moved the offices to other locations and listed the property for sale. Huntington National Bank became the property owner following a merger with TCF National Bank. Lake West Development, LLC is now the property owner.

In December 1989, the City approved a subdivision, SIP/CUP for impervious coverage, a drive-in banking facility CUP, and rezoning to PUD (along with a development contract) for the current TCF building and former office use. The public elements of the approved project included:

- Three-foot wide landscaping and streetscape easement along the south side of the Lake Street East right-of-way;
- Three public utility easements running north to south through the property for a water main, sanitary sewer, and storm sewer;
- A pocket/mini park easement of the northeastern corner of the property; and
- The dedication of right-of-way for improvements at the Lake Street and Ferndale Road intersection.

There is a canopy structure located in the west parking lot that was previously used as the drive-in banking facility. In conjunction with any approvals for redevelopment, the CUP for drive-in banking would be cancelled and no longer applicable to the site.

Previous Applications

2020 Application (Withdrawn by Applicant)

The first development application submitted by this applicant was reviewed by the Wayzata Planning Commission in September 2020. The proposal associated with that application was for a three-building development totaling 66 multiple family residential units. The existing building was to be preserved under this proposal, and the application included the following requests:

- Comprehensive Plan Amendment to High Density Residential
- Rezoning to R-5 Average Density Residential
- Shoreland Impact Plan/Conditional Use Permit
- 5 Variances including:
 - Rooftop Equipment
 - Lot Coverage
 - Impervious Surface Coverage
 - Floor Area Ratio
 - Building Height

The Planning Commission held a public hearing on that application and directed staff to prepare a draft PC Report and Recommendation to deny all of the application requests. The Planning Commissioner feedback included that the design did not achieve small town charm, was too tall, was too dense, and needed some mix of uses. The applicant withdrew that application before the draft PC Report and Recommendation was considered by the Commission.

Second 2020 Application (Denied by City Council)

A subsequent development application was submitted by this applicant shortly thereafter and reviewed by the Wayzata Planning Commission in November 2020. The proposal associated with that application was for a development totaling 38 multiple family residential units. The existing building was to be preserved under this proposal with an additional residential building added on each side. The application included requests for a Planned Unit Development Concept Plan and Preliminary Plat Subdivision (from 1 to 3 lots). The Planning Commission held a public hearing on that application and directed staff to prepare a draft PC Report and Recommendation to deny all of the application requests. The Planning Commissioner feedback included that the design and site layout was not reflective of surrounding lots in the neighborhood, lacked small-town character and charm, concern for the mass and scale of the development (lot coverage, setbacks, roof styles, second and third floor setbacks, impervious surface, and floor area ratio). The City Council denied the application requests in December 2020.

2021 Application (Withdrawn by Applicant)

The applicant submitted an application that was reviewed by the Wayzata Planning Commission in August 2021. That proposal included two buildings with a total of 35 condominium units and 35,000 square feet of office and restaurant space. The application included requests for a PUD Concept Plan and two design deviations, one for the lack of

the appropriate amount of massing breaks and one for insufficient third story setbacks. The Planning Commissioners expressed concerns about traffic, parking, building height, and the length of the façade without a massing break. The applicant withdrew that application before a PC Report and Recommendation was considered by the Commission.

2022 Application (Denied by City Council)

The applicant submitted an application for approval of a PUD Concept Plan that was reviewed in February 2022. The PUD Concept Plan, called Wayzata Beach Club, included the construction of 2 new 3-story buildings with underground parking. The buildings included 32 residential units and 42,000 square feet of office/restaurant space. Pocket parks were provided at the ends of the building, with 25-foot breaks between the buildings. After the public hearing and consideration, the Planning Commission adopted a Report and Recommendation to deny the application, and the City Council denied the PUD Concept Plan application in April 2022 on the findings that the plans did not meet the requirements of the Zoning Ordinance, including the PUD purposes and intents of higher standards of design, small town charm, a more desirable and creative environment, and consistency with the Comprehensive Plan.

Summary and Analysis of Current Application

Construction of a New Building

Under the proposal associated with the application, the existing building and parking lot on the property would be completely removed and a new 178,045 gross square foot, 2-story building would be built on the site. The architecture of the building is intended to give the appearance of 6, 2-story buildings; however, the buildings are connected through the underground parking lot and considered just one building under City Code.

The ground level of all core structures includes office tenant spaces totaling 39,139 square feet. Cores A-5 and A-6 have residential units on the ground floor towards the rear of the building (south side) facing the railroad. Each core structure is separated by a plaza that provides a gathering space for the public. The plazas between Cores A-1, A-2, A-3, and A-4 will provide views of Lake Minnetonka, while the plazas between Cores A-4 and A-5 and Cores A-5 and A-6 will not provide view of Lake Minnetonka due to the homes on Grove Lane.

The building will contain a total of 30 multiple family dwelling units:

- Core A-1: 2 three-bedroom units located on the second floor
- Core A-2: 2 two-bedroom and 2 three-bedroom units on the second floor
- Core A-3: 2 two-bedroom and 2 three-bedroom units on the second floor
- Core A-4: 2 two-bedroom and 2 three-bedroom units on the second floor
- Core A-5: 2 two-bedroom units (4 located on the first floor and 2 on the second floor) and 2 three-bedroom units on the second floor
- Core A-6: 4 one-bedroom units on the first floor and 4 two-bedroom units on the second floor

The second floor units within Cores A-1, A-2, A-3 and the east half of Core A-4 will have mezzanine areas within the roof lines. The Building Code states that a mezzanine is not a story provided that the mezzanine does not occupy more than 30% of the room that the mezzanine is located within.

The underground parking garage provides 142 stalls. The garage has one entry from the street level at the east end of the building. A further analysis of the parking area is provided later in this report.

The exterior building elevations will include brick, limestone caps, paneled siding, fiberglass columns, powder coated metal accents and standing seam metal roof. The facades have entrances facing Lake Street that are at sidewalk level. The facades include brick masses that are angled pediments with arched second story windows that flank each side of the main core entrance and an arched pediment and arched windows above the main core entrance. The façade beyond the brick masses includes white metal paneling. Areas of the façade that are set back from the sidewalk include a short brick wall with a metal railing at the sidewalk. The terraces of the second floor include a metal railing. Cores A-1, A-2, A-3, and A-4 include dormers within the roofs. The north facades include 51.8% glazing and the south façades include 31.7% glazing.

Site Plan

In addition to the new building and core structures, the site plan includes public open spaces on the west side of the site and on the east side of the site. A sidewalk is proposed to be located on the north side of the building adjacent to Lake Street. There are 25-foot plazas between the core structures to provide lake views and opportunities for small public gathering areas. The plazas wrap around the south side of the building to provide a public walkway between structures that abuts the lake.

The underground parking entrance is on the east side of the site and there is no other entrance proposed. There are no other parking areas proposed on site. Bike parking is provided in the underground parking structure.

Proposed Use

The Comprehensive Plan land use designation for the property is Central Business District. In the 2040 Comprehensive Plan Land Use Map, the Central Business District comprises nearly the entire length of Lake Street East in Wayzata. The Plan notes that the area continues to evolve into a diverse environment of retail stores, offices, restaurants, residences, and parks. This diversity is seen as healthy in that it attracts a wide variety of people into the downtown area at all times of the day. This diversity along with its proximity to Lake Minnetonka make it a destination in the region.

Residential uses are an appropriate use in relation to the diverse mixes of uses located in the Central Business District. Residential uses have typically included retail or office use on the ground floor along Lake Street. Residential uses on the ground floor are present west of Barry Avenue and east of Superior Boulevard, with the exception of Wayzata Place at 520, 540, and 560 Indian Mound East.

In the application, office uses are proposed on the ground floor in all of Cores A-2, A-3, A-4 and the northern halves of Cores A-5 and A-6. Multiple family dwelling units are proposed in the southern halves Cores A-5 and A-6 (four units in each core for a total of eight ground floor units). Core A-1 has office uses on the western third of the ground floor and the entirety of the sidewalk frontage with the parking structure behind for the eastern two-thirds of the Core.

City Code Section 937.02 lists “multiple family dwelling units on the ground floor” as a possible conditional use, and Section 937.04 lists the standards for these conditional uses. These standards provide that the units may not front Lake Street, may not conflict with the commercial uses and activities, must meet the standards of the R-5 zoning district, and must provide adequate open space and recreational space.

Zoning and Adjacent Land Use

The property is currently zoned PUD and is located within the Shoreland Overlay District. Zoning for adjacent areas are as follows:

Direction	Adjacent Land Use	Zoning	2040 Comp Plan Designation
North	Multiple Family Residential, Commercial	C-4A, PUD	Central Business District
East	Lake Street/Panoway	R-2	Parks
South	Boatworks Commercial Building (southeast), Wayzata Beach Park (south), Single Family Homes (southwest)	R-3, P, C-3	Parks, Central Business District, Low Density Residential
West	Commercial	PUD	Central Business District

The applicant is proposing to rezone the property from PUD to C-4A District, and the following table outlines the zoning standards for the C-4A and Shoreland Overlay Districts applicable to the proposal:

Regulation	C-4A	Shoreland Overlay District	Proposal
Lot Area (min.)	12,000 sq. ft.	Same as underlying zoning district	98,964 net square feet
Residential Density	N/A	Tiered based on underlying zoning district	20.41 du/ac

Regulation	C-4A	Shoreland Overlay District	Proposal
Height (max.)	30 feet or 2 stories, whichever is less	35 feet	27 feet (measured from average grade plane) / 2 stories
Lot Coverage (max.)	N/A	N/A	49.3%
Impervious Surface (max.)	N/A	25% or 75% with stormwater management** or 100% with Shoreland Impact Plan/CUP	84.7%
Floor to Area Ratio (F.A.R.)	2.0	Same as underlying zoning district	1.04
Setbacks (min.)	None	N/A	Front: 5.2 feet Rear: Less than 1 foot Side: 82.6 feet Side: 262.9 feet
Shoreland Setbacks (min.)	N/A	75 feet from the Lake Minnetonka	108 feet

Roadway Capacity

Nearby roadways include Lake Street, Barry Avenue, Ferndale Road, Edgewood Court, Grove Lane, and Shoreline Drive. The applicant has provided traffic and parking studies which are attached to this report. These studies do not identify any significant impacts from the proposal on the existing roadway system. The information in the traffic study indicates the roadway/intersections will continue to function. The City Engineer/Public Works Director has reviewed these studies and concurs with the studies' conclusions.

Proposed Residential Density

The proposed density of 21.28 dwelling units per acre (du/ac) meets the Comprehensive Plan density requirement for the Central Business District, which calls for between 20 and 30 du/ac. The policy goal behind this standard is that the downtown area should be dense enough to support retail and other commercial uses, promote walkability to enhance the pedestrian environment, and yet be limited enough to maintain small town charm.

The density of the proposed development is summarized in the following table:

Use	Square Footage	Percentage	Lot Area	Pro-Rated Lot Area
Residential	64,164 sq. ft.	62.1%	98,964 sq. ft.	61,469 sq. ft.
Office	39,139 sq. ft.	37.9%	98,964 sq. ft.	37,495 sq. ft.
Total	103,303 sq. ft.	100%	98,964 sq. ft.	98,964 sq. ft.

	Units	Acres	Density
Residential	30	1.41 acres	21.28 du/ac

City Code Section 937.04.A.3 states that multiple family dwellings shall not exceed the standards of the R-5 zoning district. The R-5 zoning districts requires 2,175 square feet per dwelling units while City Code Section 959.07.A. allows for the minimum lot area to be reduced by 300 feet each parking stalls under the living area of the building. Since each unit provides 1.2 parking stall during the maximum demand within the joint facilities CUP, the R-5 minimum lot area per dwelling unit would be 1,815 square feet (2,175 sq. ft. – 360 sq. ft.). The proposed development complies by providing 2,049 sq. ft. of residential lot area per unit (61,469 sq. ft./30 units).

Shoreland Residential PUD/CUP Density

The Shoreland Ordinance Section 991.17 requires that all lots with 5 or more dwelling units within the Shoreland Overlay District obtain the approval of a Residential Planned Unit Development Conditional Use Permit (Shoreland Residential PUD/CUP). One of the intentions of the Residential PUD/CUP is to allow for increasing in density the further the development is away from the shoreline.

The Code requires that 200-foot-wide tiers be created and then the density is determined in each tier. City Code Section 991.17 allows for densities to be transferred from any tier to another tier further from the water body, but shall not be transferred to any tier closer.

The minimum lake shore setback is 75 feet ordinary high-water level of Lake Minnetonka (not the property line). Core A-2 (closest to Lake Minnetonka) is located 108 feet from the ordinary high-water level and Core A-6 (furthest from Lake Minnetonka) is 445 feet from the ordinary high-water level. The majority of Core A-2 and A-3 are located within the first tier, the majority of Cores A-1, A-4, and A-5 is within the second tier, and Core A-6 is within the third tier. The densities within these tiers complies with the City Code.

PUD/CUP Tier	Area (sq. ft.)	Units	Density
First	20,950	8	16.64 du/ac
Second	35,950	11	13.33 du/ac
Third	11,450	10	38.08 du/ac

Commercial Intensity

The Comprehensive Plan estimates that the employment intensity of the Central Business District to be up to 70 employees per acre. Based on the Institute of Traffic Engineers (ITE) manual, the proposed 39,139 square feet of office uses provides a pro-rated employment

intensity of 62 employees per acre. When combined with the residential use on the site, this is consistent with the guidance of the Comprehensive Plan.

Ground Floor Retail/Service Commercial

The C-4A District requires that at least 50% of the building frontage on the ground floor along Lake Street must be used for retail or service commercial use and must comprise at least 50% of the ground floor building footprint. The proposed building includes 100% of the building façade occupied by office uses and 82.3% of the ground floor footprint is office uses. Office uses that have clients visit physically on-site either through walk-in or by appointment would comply with the proposed service commercial definition.

Floor Area Ratio (FAR)

The proposal complies with the floor area ratio requirement. Floor area ratio is defined in the Zoning Ordinance as the floor area of a building or buildings on any lot, divided by the area of such lot, or in the case of planned unit developments, by the net site area. The floor area ratio requirements vary by Zoning District. In the case of a mixed-use development, the lot area is pro-rated based on the office gross leasable area compared to the total gross leasable area. In the C4-A the required minimum lot area is 12,000 sq. ft. and the FAR limit is 2.0.

Use	Lease Area (square feet)	Pro-Rated Lot Size (square feet)	FAR
Office	39,139	37,495	1.04

FAR of Nearby Projects (Approved)	
Project	FAR
401 Lake St E	2.33
Swan’s Corner	2.35
Melvin’s 235 (post land donation)	1.53

Dwelling Unit Types and Sizes

The following table illustrates the number of units in each building core, along with the square footage range of the units.

Units	Core 1	Core 2	Core 3	Core 4	Core 5	Core 6	Size Range (sq. ft.)
One Bedrooms	0	0	0	0	0	5	720 to 805
Two Bedrooms	0	2	2	2	6	3	1,085 to 1,500
Three Bedrooms	2	2	2	2	2	0	2,015 to 2,895

All of the units comply with the minimum floor area require per unit (Section 919.06.B). Additional information about unit sizes can be found on the attached floor plans. All units will include terraces.

Open Space

The proposal meets the standards for required, usable open spaces detailed in the Zoning Ordinance (Sections 909.15 and 919.08) and the Comprehensive Plan. The multiple family dwelling units require 15,000 square feet of usable open space, and the proposal provides 45,516 square feet of open space available to the residents.

The sheet entitled “Open Space Exhibit” attached to this report provides a visual reference for the above information.

Open Space Type	Amount	Percent of Overall Site
Public	4,174 square feet	4.21%
Landlord Controlled Public Open Space	17,353 square feet	17.53%
Common Shared Open Space	13,635 square feet	13.77%
Private Useable	10,354 square feet	10.46%
Landlord Controlled Commercial Open Space	5,023 square feet	5.07%

Public Open Space

There are two areas of privately-owned and maintained open space that are meant for use by the public. The landlord-controlled open public open space is 17,353 square feet or 17.53% of the overall site. These areas are described on the open space exhibit, and they generally include the plazas between the core structures and the walkways on the south side of the core structures.

The publicly owned open space consists of 4,174 square feet or 4.21% of the site. This area consists of the sidewalk located adjacent to Lake Street.

Common/Shared Open Space

Areas designated as common/shared open space are provided on both ends of the building. The areas amount to 13,635 square feet or 13.77% of the site.

Private Usable Open Space

Also proposed on site is private usable open space to be utilized by residents only. This private open space consists of the balconies for each residential unit as well as some area adjacent to and south of the Core 5 and 6 buildings and amounts to 10,354 square feet or 10.46% of the site.

Landlord Controlled Office Open Space

The area on the south side of Cores 2, 3, and 4 buildings is designated as landlord-controlled office open space. This amounts to 5,023 square feet or 5.07% of the site.

Shoreland Residential PUD/CUP Open Space

City Code Section 991.17.H requires that with residential PUD/CUP, 30% development area be preserved as open space. The total of the separate open spaces listed above is 50,539 square feet of open space (including balconies) which is equal to 51.07% of the site.

Maintenance of Open Space

The landlord and property owner(s) would maintain the proposed open spaces with the exception of the 3-foot-wide sidewalk and landscape easement along the east, west, and north sides of the property. If this application is approved, this requirement will be included within the development agreement.

Tree Replacement

The applicant has provided a tree removal plan. It shows that there are many healthy significant trees but no heritage trees on site. The proposed development would remove 392 diameter at breast height (DBH) inches of significant trees. Section 936.04.B.2 of the Tree Preservation Ordinance states that projects requiring Design Review, which would occur with this development, may remove up to 10% of the existing significant tree inches without a requirement for replacement (which is 39 inches on this site). Under the Tree Preservation Ordinance, the proposed development would require that 352.8 DBH of replacement trees be planted on site. The application is proposing 273 inches of replacement trees, which is lower than what the ordinance requires. The applicant is proposing to pay fee-in-lieu of tree replacement for the remaining 79.8 caliper inches.

Lot Coverage

As noted above, this lot is within the Central Business District in the Comprehensive Plan, and all of the zoning districts (C-4, C4-A, C4-B, C-2, PUD) along Lake Street do not have a lot coverage limit, meaning 100% of a lot can be covered. The lot coverage on nearby projects is listed in the following table:

Lot Coverage of Nearby Projects (Approved)	
Project	Lot Coverage
401 Lake St E	~100%
Swan's Corner	97.7%
Wayzata Blu	75.4% (post land donation)
Ventana Apartments	80.8% (post land donation)
Melvin's 235	69.6% (post land donation)

Impervious Surface Coverage/Shoreland Overlay District

Impervious surface is defined as a constructed hard surface that either prevents or slows the entry of water into the soil and causes water to run off the surface in greater quantities and at an increased rate of flow than prior to development. Examples of impervious surfaces include rooftops, sidewalks, patios, driveways, parking lots, storage areas, and concrete, asphalt, or gravel roads.

The impervious surface limit in the Shoreland Overlay District is 75%. The existing impervious surface on the property is 73,500 square feet, which is 74.4% of the lot area. The proposed project would have an impervious surface of 83,861 square feet, which is 84.7% of the lot area. Chapter 991.11A(1)b(2) allows impervious surface percentages to exceed 75% with the issuance of a shoreland impact plan/conditional use permit, which is requested in the application. The table below indicates how other nearby sites have been treated with shoreland impact plans/conditional use permits.

Total Lot Area	Proposed Impervious Surface Coverage
98,964 sq. ft.	84.7%

Impervious Surface Coverage of Nearby Projects (Approved)	
Project	Impervious Surface Coverage
Melvin's 235	82.7% (post land donation)
401 Lake St E	100%
Wayzata Blu	97.1% (post land donation)
Swan's Corner	97.7%
Ventana Apartments	87.2% (post land donation)

Property Line Setbacks

The project would meet the C-4A standards for setbacks, as the C-4A district does not have specific setback requirements and buildings and parking areas are not required to have any setbacks. The setback information for the proposed project is included in the table below.

Location	Proposed Minimum Setbacks
North	5.2 feet
South	Less than one foot
East	262.9 feet
West	82.6 feet

The existing building on the property is 30 feet from the railroad tracks. The nearest occupied part of any core of the proposed building would be about 34 feet from the railroad tracks. The proposed parking structure would be about 22 feet from the railroad tracks.

Height

The maximum height allowed within the C-4A zoning district is 2 stories and 30 feet. The overall height of this project would be 2 stories and 27 feet.

The height of the proposed building is measured from the average grade plane to the mid-point of the peaked roof, as specified by City Code. Due to the length of the single building with 6 cores, the average grade plane is about 6 feet below the sidewalk in front of Core A-1 and about 5 feet below the sidewalk in front of Core A-6. From the sidewalk in front of Core A-1, the height would appear like a 33-foot-tall building.

The second-floor units within Cores A-1, A-2, A-3 and the east half of Core A-4 will have mezzanine areas within the roof lines. The Building Code states that a mezzanine is not a story provided that the mezzanine does not occupy more than 30% of the room that the mezzanine is located within. In the area where there is a mezzanine within the second floor, the lower area would have 8-foot 6-inch floor to ceiling height and the upper mezzanine would have an 8-foot floor to ceiling height. In the area within the second floor where there is no mezzanine, the floor to ceiling height would be 18 feet 6 inches in height.

The table below shows the height of other nearby projects. It is important to note that these projects had different average grade planes than that of 200 Lake Street. From Lake Street, Core A-1 would appear to be 33 feet tall while Core A-6 would appear 22 feet tall.

Project	Height from Average Grade Plane
Wayzata Blu	35 feet
Ventana	40 feet
Melvins 235	39.7 feet

City Engineer’s Comments

The City Engineer reviewed the proposed redevelopment and has provided the following comments:

1. A utility analysis for this site showed that the existing sewer and water infrastructure is adequate to support the proposed redevelopment.
2. The tree preservation plan meets the City’s requirements, provided either fee-in-lieu of tree replacement is collected or the deficiency in tree replacement is provided by planting trees in City parks.
3. The proposed Serviceberry and Eastern Redbud trees over the Metropolitan Council Environmental Services (MCES) will need MCES approval before planting.
4. The traffic study demonstrates that the proposed redevelopment will not have an impact on the surrounding road network.
5. Parking or loading of delivery vehicles within the Lake Street East right-of-way is prohibited.

Additionally, the City Engineering hired Stantec to evaluate this proposal impact, in addition to the proposed 201 Lake Street East, on the existing sewer and water system. Stantec determined that the City’s existing sewer and water systems can support the combine impacts of both development proposals.

Parking

The total parking requirement for the proposed 30 multiple family dwellings and 39,139 square feet of office uses is 166 stalls. The proposed parking requirements are summarized in the following table:

City Code Requirement		
Land Use	Number of Units or Sq Ft	Total Required
Residential (2/unit)	30 Units	60 stalls
Office (3 per 1,000 sf)	39,139 sf	106 stalls
Total Requirement		166 stalls

The applicant has proposed 142 parking stalls with a Joint Parking Conditional Use Permit. City Code Section 920.09 allows more than one land use to jointly share one or more parking facilities through the approval of a conditional use permit. The application has requested this conditional use permit based on the parking demand period of 7am to 6pm on weekdays having the maximum demand of 142 stalls. As the chart below shows, between 7am to 6pm the residential has 60% of peak demand while the office use has 100% of its peak demand. Should the conditional use permit be approved, a condition would be included that the residential units cannot have dedicated parking stalls because they must be made available to the office users.

Joint Facilities Conditional Use Permit			
Land Use	City Code Requirement	7 am to 6pm Weekdays	Total Required
Residential (2/unit)	60 stalls	60%	36 stalls
Office (3 per 1,000 sf)	106 stalls	100%	106 stalls
Total Requirement with Conditional Use Permit			142 stalls
Total Provided			142 stalls

The applicant has not taken into account any restaurant or retail uses in the building, even though these uses are permitted in the C-4A zoning district. Restaurant and retail have significantly different customer and parking demands. If the requests in this development application are approved, a mixture of uses that are compliant with 142 stall maximum within the table in Section 920.09.A.5.a as well as all other requirements of the Zoning Ordinance could be permitted as tenants change in the future. A conditional use permit

amendment would be required if the landlord requested consideration for uses that require more than 142 parking spaces.

Traffic and Parking Analysis

The applicant has provided a traffic and parking analysis by S² Traffic Solutions. The traffic and parking analyses concluded that the parking plan provides an adequate number of parking stalls required for the proposed development, and it indicates acceptable operations with minimal vehicle delay and vehicle queuing at adjacent intersections and the site access. It also recommended that the site access driveway have enhanced signage warning vehicles of pedestrian and bicycle crossing on the south side of Lake Street East.

Bicycle Parking

The Design Standards (Section 909.20.B) require 4 bicycle parking spaces per mixed use development. The site plan exceeds the bicycle parking requirements by providing 40 bicycle parking racks. The bicycle parking will be provided on the north wall of the lower-level garage through racks for 8 bikes each under Cores A-2, A-3, A-4, A-5, and A-6.

Loading Areas

The office square footage for this project is 39,139 square feet. Chapter 920.11B indicates that 1 loading space is required for the first 10,000 square feet of gross floor area and 1 space for each additional 50,000 square feet. Thus, only 1 loading space is required for the project, and 1 loading space is provided in the parking garage adjacent to Core A-1 on the east side of the project. The loading stall for a semi-truck would be located on the south side of the drive accessing the parking stalls to the west, and the loading stall for a delivery van is located north of the drive accessing the parking stalls.

Design Standards

The exterior building elevations will include brick, limestone caps, paneled siding, fiberglass columns, powder coated metal accents and standing seam metal roof. The facades have entrances facing Lake Street that are at sidewalk level. The facades include brick masses that are angled pediments with arched second story windows that flank each side of the main core entrance and an arched pediment and arched windows above the main core entrance. The façade beyond the brick masses includes white metal paneling. Areas of the façade that are set back from the sidewalk include a short brick wall with a metal railing at the sidewalk. The terraces of the second floor include a metal railing. Cores A-1, A-2, A-3, and A-4 include dormers within the roofs. The north facades include 51.8% glazing and the south façades include 31.7% glazing.

City staff has reviewed the application for its compliance with the design standards and has determined that the design would comply with the standards with the exception of the following two deviations that would be required for the plans included in the application:

- The significant massing break between Core A1 and A-2 that is more than 6 feet above the sidewalk which prevents views of Lake Minnetonka (Section 909.07.A.2).
- The east half of Core A-1 does not contain a retail use with a depth of at least 30 feet (Section 909.21.B.3).

City Code Section 909.27 requires a meeting with City staff and the applicant to discuss the design standards and discuss what alterations may be required to fully comply with the design standards. Staff has met with the applicant's team on a number of occasions, and provided written analysis of the proposed design and design standard sections 909.07 and 909.21, and the applicant has chosen not to revise the plans.

Significant Massing Breaks

City Code Section 909.07.A.2 states that the proposed development located between Lake Street and the shoreline of Wayzata Bay shall provide any required significant massing breaks as midblock connections, to provide views of Lake Minnetonka and allow for potential future access to the lake. The proposed massing break between Cores A-1 and A-2 includes a staircase that is 6 feet tall and prevents views from Lake Street sidewalk.

In the location of massing break between Cores A-1 and A-2, the existing Lake Street sidewalk is at the 935.75 foot elevation and the railroad tracks on the south side of the parcel sits on a berm with an elevation of about 941 feet creating a 5.75 foot rise. Therefore, the applicant notes that views of the lake in this location are already blocked by the railroad tracks and has provide the view from the existing sidewalk on plan sheet A-211.

Depth of Commercial Use

City Code Section 909.21.B.1 states that a parking structure that abuts Lake Street shall have the entire portion of the ground floor façade be occupied by at least 80% retail usage and extending to a depth of at least 30 feet. Code Section 909.21.B.2 states that a parking structure shall be located a minimum of 40 feet from the Lake Street right-of-way.

The plans for the western half of Core A-1 show an office use on the first floor that is the full depth of the building with the parking structure underneath while the plans for the eastern half of Core A-1 show an office use that is 10' 9" in depth with no first floor behind the office and being open to the parking structure. The parking structure, which includes that loading areas and the access to all of the parking stalls for the development is located about 19 feet from the Lake Street right-of-way.

Less than 80% retail usage in the ground floor facade for buildings located west of Barry Avenue could remain consistent with the guiding principles of the Comprehensive Plan provided that at least 50% of the ground floor façade is service commercial as required by the C-4A zoning district.

Standards of Planning Commission Review of Application Requests

The review and decision on the proposed Rezoning is a legislative action, meaning that the Planning Commission acts like an advisor to a legislative body (the City Council), and has wide discretion on whether to recommend approval or denial as long as it has a rational basis in fact and the relevant standards for its recommendation. The other

requests are quasi-judicial, but in a practical sense, they are dependent upon approval of the Rezoning.

Primary Questions to Consider:

Rezoning from PUD to C-4A

1. Is the proposed rezoning in compliance with the policies of the Comprehensive Plan?
2. Will the rezoning conform to present and future land uses of the area?
3. Does the rezoning conform with all performance standards (i.e., parking, loading, noise, etc.)?
4. Does the rezoning have a negative effect on the area in which it is proposed?
5. Are the surrounding streets capable to serve the traffic generation from the proposed rezoning?
6. Does the rezoning emphasize specialty shops and office uses with continuous linear low level building designs including individual store fronts with public sidewalk access?
7. Does the rezoning include business establishments that are accessible from the exterior of the building?
8. Does the rezoning include more than one of the following uses: retail, service, residential and office?
9. Does the rezoning include a building that exceeds the height of 2 stories or 30 feet?

Conditional Use Permit for Joint Use of a Parking Facility

1. Is the joint parking facility compatible with present and future uses of the area?
2. Does the joint parking facility conform with all performance standards (i.e., parking, loading, noise, etc.)?
3. Does the traffic generated by the joint parking facility exceed the capabilities of streets?

Conditional Use Permit for Multiple Family Residential on the Ground Level

1. Are the ground level dwelling units compatible with present and future uses of the area?
2. Do the ground level dwelling units conform with all performance standards contained herein (i.e., parking, loading, noise, etc.)?
3. Are the streets serving this property capable of accommodating the traffic generated by the ground level dwelling units?
4. Do the ground level dwelling units not front or border Lake Street?
5. Do the ground level dwelling units conflict with existing or potential future commercial uses and activities?
6. Does the density met the standards of the R-5 District?
7. Is adequate open space and recreational space is provided on site for the benefit of the occupants?

Shoreland Residential Planned Unit Development Conditional Use Permit

1. Do the dwelling units have a negative effect upon the health, safety and welfare of residents of the community and the surrounding area?
2. Are the dwelling units consistent with the Comprehensive Plan?
3. Is the open space controlled by the Landlord or a Property Owners Association?
4. Do the dwelling units have no density variation from the standards applied in an applicable zoning district?
5. Does the building have no deviation from the height standards?
6. Will the preservation and maintenance in perpetuity of open spaces be in perpetuity?
7. Will at least 30 percent of the total development area be preserved as open space?
8. Is the open space on land covered by road surfaces, parking areas, or structures?

Shoreland Impact Plan Conditional Use Permit for Impervious Surfaces over 75%

1. Does the development address and mitigate adverse impacts from the impervious surfaces to stormwater runoff, floodplain, and water quality?
2. Do the building materials, color, façade, and roof materials minimize the appearance and blend the structure into the shoreland and vegetation?
3. Is the lot coverage less than 75%?

Significant Massing Break Design Standard Deviation

1. Do the massing breaks provide views of Lake Minnetonka or allow for potential future access to the lake?
2. Does the approval of the massing break deviation provide greater conformity to other Design Standards or Zoning Ordinance standards?
3. Does the approval of the massing break deviation alleviate an undue burden, taking into account current, housing and commercial conditions?
4. Does the approval of the massing break deviation have a positive effect on the area in which the project is proposed?

Parking Structure Setback Design Standard Deviation

1. Is the design deviation for the parking structure warranted for this use?
2. Is the ground floor facade occupied by at least 80 percent retail usage, extending to a depth of at least 30 feet?
3. Is the parking structures at least 40 feet from the Lake Street right of way at the ground level?
4. Does the approval of the parking structure deviation provide greater conformity to other Design Standards or Zoning Ordinance standards?
5. Does the approval of the parking structure deviation alleviate an undue burden, taking into account current, housing and commercial conditions?
6. Does the approval of the parking structure deviation have a positive effect on the area in which the project is proposed?

Action Steps

After considering the items outlined in this report, holding the public hearing on the application, and discussing the requests of the Application, the Planning Commission

should direct staff to prepare a draft *Planning Commission Report and Recommendation*, with appropriate findings, reflecting a recommendation on the application, for review and adoption at the next Planning Commission meeting.

Attachments

Project Information Package:

- Title Sheet with Project Calculations
- Boundary and Topographic Survey (2)
- Existing Conditions Plan (3)
- Site Demolition Plan (3)
- Site Plan (3)
- Grading and Drainage Plan (3)
- Stormwater Pollution Prevention Plan (3)
- SWPPP Notes and Details (2)
- Average Grade Plan Analysis (2)
- Preliminary Utility Plan (3)
- Preliminary Impervious Areas
- Open Space Exhibit
- Preliminary Shoreland Overlay Exhibit
- Landscape Plan and Tree Survey + Inventory
- East Green Space Plan
- East Green Space Renderings
- Enlarged Streetscape and Plazas (3)
- Streetscape and Plaza Renderings
- West Green Space Plan
- West Green Space Renderings
- Composite Plans/Project Data
- Floor Plans (4)
- Garage Level Access Plan
- Grade/Ground Level Access Plan
- Unit Mezzanine Compliance Demonstration Plans
- Building Elevations (4)
- Glazing Calcs (2)
- Renderings (9)
- Building Sections (4)
- Site Lighting Plan
- Proposed Neighborhood Amenity Plan
- Certificate of Survey
- Applicant Correspondence and Narratives
- Traffic Studies dated October 28, 2022 and April 13, 2023
- Stantec Utility Study
- TRPD Comments
- Neighborhood Meeting Summary

Applicable Code Provisions for Review

Staff has analyzed the facts provided by the applicant in comparison with the criteria for approval. While some criteria appear to be met, staff has highlighted in bold the criteria that may require additional discussion with the Planning Commission.

2040 Comprehensive Plan:

Guiding Principles:

Walkable and Pedestrian Friendly (page 1-6)

- The argument for a more pedestrian oriented community goes beyond the social and health benefits it provides – walkable communities also lead to increased economic activity.
- For Wayzata to be more walkable, development needs to occur on a smaller human scale – smaller parks near neighborhoods, small node development for small economic activity in otherwise traditionally residential neighborhoods, and housing within traditionally commercial spaces.

City Nodes with Greater Housing Diversity (page 1-8)

- Higher density, for Wayzata, would mean City pockets with townhome developments, and housing developments in traditionally commercial areas.
- This higher density, combined with pointed efforts to make Wayzata walkable, multi-generational, and connected could bring liveliness to nodes within the City.

Residential Goals and Policies (page 3-6)

Goal: Create connected neighborhoods that provide access to services, housing and recreation for all ages and mobility types.

Policy: Monitor the need and enforce transitional uses or buffers between incompatible uses when infill or redevelopment is proposed.

Policy: Encourage and promote a balanced housing supply.

Future Land Use (page 3-9)

- Wayzata seeks to manage development of land in a manner that results in compatible land use patterns, access to services and amenities, and efficient utilization of public services.
- Through management of the Comprehensive Plan, the City will maintain attractive, high quality living and working environments for community residents and visitors.
- The City recognizes that the plan may evolve and change in the coming years and that the City should engage in regular reviews, ideally on an annual basis, to ensure the plan is kept current.

Zoning Map Amendment (Rezoning) (Section 903.02.F)

The Planning Commission shall consider possible adverse effects of the proposed amendment. Its judgment shall be based upon (but not limited to) the following factors:

- 10. The proposed action in relation to the specific policies and provisions of the official City Comprehensive Plan.**
- 11. The proposed use's conformity with present and future land uses of the area.**
- 12. The proposed use's conformity with all performance standards contained herein (i.e., parking, loading, noise, etc.).**
- 13. The proposed use's effect on the area in which it is proposed.**
14. The proposed use's impact upon property value in the area in which it is proposed.
- 15. Traffic generation by the proposed use in relation to capabilities of streets serving the property.**
16. The proposed use's impact upon existing public services and facilities including parks, schools, streets, and utilities, and the City's service capacity.

Conditional Use Permits (904.02.F)

The Planning Commission and City Council shall consider possible adverse effects of the proposed conditional use. Their judgment shall be based upon (but not limited to) the following factors:

1. The proposed action in relation to the specific policies and provisions of the official City Comprehensive Plan.
- 2. The proposed use's compatibility with present and future uses of the area.**
- 3. The proposed use's conformity with all performance standards contained herein (i.e., parking, loading, noise, etc.).**
4. The proposed use's effect on the area in which it is proposed.
5. The proposed use's impact upon property values in the area in which it is developed.
- 6. Traffic generated by the proposed use is in relation to capabilities of streets serving the property.**
7. The proposed use's impact upon existing public services and facilities including parks, schools, streets and utilities, and the City's service capacity.

Design Standards for Medium-Scale Sites (909.05)

- A. Medium-Scale Sites shall be defined as site(s) providing a proposed total area from one to three acres, either as a single parcel or multiple contiguous parcels in the same development application.
- B. The following Design Standards shall apply to Medium-Scale Sites:
 1. Buildings shall be located on and oriented to public right of ways and parking shall be located behind the building
 2. New construction located on designated Hennepin County right of ways and directly abutting County sidewalks shall construct a sidewalk extension with a minimum two-foot width on the proposed parcel.
 3. Service areas such as refuse bins and trash rooms shall be located behind or inside the building and away from any proposed Usable Open Space.

Design Standards - Building Width (909.07.A)

New Buildings—All Districts.

5. Significant massing break façade. Buildings exceeding 150 feet of length on public right of ways shall provide one significant massing break for every 150 feet of facade to respond to the small-scale character of Wayzata. Significant massing breaks shall be defined as:
 - a) A massing void providing a minimum width of 25 feet located above the ground floor and extending through the depth of the building; or
 - b) A publicly accessible midblock pedestrian connection or street through the building with a minimum clear width of 25 feet.
6. **Proposed development located between Lake Street and the shoreline of Wayzata Bay shall provide any required significant massing breaks as midblock connections, to provide views of Lake Minnetonka and allow for potential future access to the lake.**

Design Standards – Parking Structures (906.21.B)

Lake Street District.

1. **If any part of a parking structure abuts Lake Street, that entire portion of the ground floor facade shall be occupied by at least 80 percent retail usage, extending to a depth of at least 30 feet.**
2. **Parking structures shall be located a minimum of 40 feet from the Lake Street right of way at the ground level.**
3. The top decks of parking structures visible from adjacent properties shall be designed with overhead trellises or shade structures that screen at least 50 percent of the visible area.

Deviations from the Design Standards (909.29.A)

Significant Deviations shall be defined as deviations that amount to a significant departure from the Standards enumerated in Chapter 909 and do not qualify as Minor Deviations. Approval of any Significant Deviation shall require a finding by the City Council (after considering the Planning Commission's recommendation) that the negative impact of such deviation is outweighed by one or more of the following factors:

1. The extent to which the project advances specific policies and provisions of the City's Comprehensive Plan.
2. The extent to which the deviation permits greater conformity with other Standards, the Guidance of the Design Standards, policies behind the Standards, or with other Zoning Ordinance standards.
3. The positive effect of the project on the area in which the project is proposed.
4. The alleviation of an undue burden, taking into account current leasing, housing and commercial conditions.
5. The accommodation of future possible uses contemplated by the Design Standards, the Zoning Ordinance or the Comprehensive Plan.
6. A national, state or local historic designation.
7. The project is the remodeling of an existing building which largely otherwise conforms to the Design Standards.

Joint Use of Parking Facility (920.09.A)

Off-Site Joint Use of Parking. The City Council may, after receiving a report and recommendation from the Planning Commission, approve a conditional use permit for one or more uses to provide the required off-street parking facilities by joint use of one or more sites where the total number of spaces provided are less than the sum of the total required for each use should they provide them separately. When considering a request for such conditional use permit, the Planning Commission shall not recommend that such permit be granted except when the following conditions are found to exist:

1. Entertainment Uses. Up to 50 percent of the parking facilities required for a theatre, bowling alley, or bar may be supplied by the off-street parking facilities provided by types of uses specified as primarily daytime uses in Section 920.13, Subd. A below.
2. Night Time or Sunday Uses. Up to 50 percent of the off-street parking facilities required for any use specified under Section 920.13, Subd. A below as primarily day time uses may be supplied by the parking facilities provided by the following night time or Sunday uses; auditoriums incidental to a public or parochial school, churches, bowling alleys, theatres, bars, excluding ones with restaurants or food services, or apartments.
3. Schools, Auditorium and Church Uses. Up to 80 percent of the parking facilities required by this section for a church or an auditorium incidental to a public or parochial school may be supplied by the off-street parking facilities provided by uses specified under Section 920.13, Subd. A below as primarily daytime uses.
4. Daytime Uses. For the purpose of this section the following uses are considered as primarily day time uses. banks, business offices, retail stores, personal service shops, restaurants, service shops, manufacturing, wholesale and similar uses.
5. Office, Restaurant, Retail, Government, and Multiple Family Residential Uses. The minimum parking requirement for joint facilities that include office, restaurant, retail, government and/or multiple family residential uses are determined by the following calculation:
 - a) Multiply the minimum parking required for each individual use, by the appropriate percentage for each of the six designated time periods, as outlined in the following table:
 - b) Add the resulting sums for each of the six designated time periods.
 - c) The minimum parking requirement shall be the highest sum among the six designated time periods.
6. Additional Criteria for Joint Parking. In addition to the preceding requirements, the following conditions are required for joint parking usage:

Land Use	Weekday			Weekend		
	12:00 Midnight —7.00 a.m.	7.00 a.m.— 6.00 p.m.	6.00 p.m.— 12:00 Midnight	12:00 Midnight —7.00 a.m.	7.00 a.m.— 6.00 p.m.	6.00 p.m.— 12:00 Midnight
Office	5%	100%	5%	0%	10%	0%

Land Use	Weekday			Weekend		
	12:00 Midnight —7.00 a.m.	7.00 a.m.— 6.00 p.m.	6.00 p.m.— 12:00 Midnight	12:00 Midnight —7.00 a.m.	7.00 a.m.— 6.00 p.m.	6.00 p.m.— 12:00 Midnight
Restaurant	10%	70%	100%	20%	70%	100%
Retail	0%	90%	60%	0%	100%	60%
Government	0%	100%	40%	0%	40%	25%
Multiple Family Residential	100%	60%	100%	100%	75%	100%

- a) Proximity. The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within 300 feet of such parking facilities.
- b) Conflict in Hours. The applicant shall show that there is no substantial conflict in the principal operating hours of the two buildings or uses for which joint use of off-street parking facilities is proposed.
- c) Written Consent and Agreement. A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities, duly approved as to title of grantors or lessors, and form and manner of execution by the City Attorney, shall be filed with the City Clerk and recorded with the Hennepin County Recorder or Registrar of titles, and a certified copy of the recorded document shall be filed with the City within 60 days after approval of the joint parking use by the City.

Requirements, Conditions and Standards for Approving PUD Permits (933.02)

General Standards.

1. Review. In its review of any application under this Section, the City Council shall consider comments on the application of those persons appearing before the Council, the report and recommendations of the Planning Commission, the recommendations of the Design Review Board and any staff report on the application. **The Council also shall evaluate the effects of the proposed project upon the health, safety and welfare of residents of the community and the surrounding area and shall evaluate the project's conformance with the overall intent and purpose of this Section.** If the Council determines that the proposed project will not be detrimental to the health, safety and welfare of residents of the community and the surrounding area and that the project does conform with the overall intent and purpose of this Section, it may approve a PUD permit, although it shall not be required to do so.
2. Ownership. An application for a PUD District or conditional use permit approval must be filed by the land owner or jointly by all land owners of the property included in a project. The application and all submissions must be directed to the

development of the property as a unified whole. In the case of multiple ownership, the approved Final Plan shall be binding on all owners.

3. **Comprehensive Plan Consistency. The proposed PUD shall be consistent with the City Comprehensive Plan.**
4. Sanitary Sewer Plan Consistency. The proposed PUD shall be consistent with the City Comprehensive Sewer Plan and shall not create a discharge which is in excess of the City's assigned regional limitations.
5. Common Open Space. Common private or public open space and facilities at least sufficient to meet the minimum requirements established in the Comprehensive Plan and such complementary structures and improvements as are necessary and appropriate for the benefit and enjoyment of the residents of the PUD shall be provided within the area of the PUD development.
6. Operating and Maintenance Requirements for PUD Common Open Space Facilities. Whenever common private or public open space or service facilities are provided within the PUD, the PUD plan shall contain provisions to ensure the continued operation and maintenance of such open space and service facilities to a predetermined reasonable standard. Common private or public open space and service facilities within a PUD may be placed under the ownership of one or more of the following, as approved by the City Council.
 - a) Dedicated to public, where a community-wide use is anticipated and the City Council agrees to accept the dedication.
 - b) Landlord control, where only use by tenants is anticipated.**
 - c) Property Owners Association, provided all of the following conditions are met:**
 - 1) Prior to the use or occupancy or sale or the execution of contracts for sale of an individual building unit, parcel, tracts, townhouse, apartment, or common area, a declaration of covenants, conditions and restrictions or an equivalent document or a document such as specified by Laws 1963, Chapter 457, Section 11 and a set of floor plans such as specified by Laws 1963, Chapter 457, Section 13 shall be filed with the City of Wayzata, said filing with the City to be made prior to the filings of said declaration or document or floor plans with the recording officers of the County.
 - 2) The declaration of covenants, conditions and restrictions or equivalent document shall specify that deeds, leases or documents of conveyance affecting buildings, units, parcels, tracts, townhouses, or apartments shall subject said properties to the terms of said declaration.
 - 3) The declaration of covenants, conditions and restrictions shall provide that an owner's association or corporation shall be formed and that all owners shall be members of said association or corporation which shall maintain all properties and common areas in good repair and which shall assess individual property owners proportionate shares of joint or common costs. This declaration shall be subject to the review and approval of the City Attorney. The intent of this requirement is to protect the property values of the individual owner through establishing private control.
 - 4) The declaration shall additionally amongst other things, provide that in the event the association or corporation fails to maintain properties in

accordance with the applicable rules and regulations of the City of Wayzata or fails to pay taxes or assessments on properties as they become due and in the event the said City of Wayzata incurs any expenses in enforcing its rules and regulations, which said expenses are not immediately reimbursed by the association or corporation, then the City of Wayzata shall have the right to assess each property its prorated share of said expenses. Such assessments, together with interest thereon and costs of collection, shall be a lien on each property against which each such assessment is made.

- 5) Membership must be mandatory for each owner, and any successive buyer.
 - 6) The open space restrictions must be permanent and not for a given period of years.
 - 7) The association must be responsible for liability insurance, local taxes, and the maintenance of the open space facilities deeded to it.
 - 8) Property owner must pay their prorated share of the cost of the association by means of an assessment to be levied by the association which meets the requirements for becoming a lien on the property in accordance with Minnesota Statutes.
 - 9) The association must be able to adjust the assessment to meet changed needs.
7. Staging of Public and Common Open Space. When a PUD provides for common private or public open space, and is planned as a staged development over a period of time, the total area of common or public open space or land escrow security in any stage of development shall, at a minimum, bear the same relationship to the total open space to be provided in the entire PUD as the stages or units completed or under development bear to the entire PUD.
8. Density.
- a) The maximum allowable density in a PUD District shall be determined by standards negotiated and agreed upon between the applicant and the City. **In all cases, the negotiated standards shall be consistent with the development policies as contained in the Wayzata Comprehensive Plan.** Whenever any PUD is to be developed in stages, no such stage shall, when averaged with all previously completed stages, have a residential density that exceeds 125 percent of the proposed residential density of the entire PUD.
 - b) There shall be no density variation from the standards applied in an applicable zoning district for PUD conditional use permits.**
9. Utilities. In any PUD, all utilities, including telephone, electricity, gas and telecable shall be installed underground.
10. Utility Connections.
- a) Water Connections. Where more than one property is served from the same service line, individual unit shut off valves shall be provided as required by the City Engineer.
 - b) Sewer Connections. Where more than one unit is served by a sanitary sewer lateral which exceeds 300 feet in length, provision must be made for a manhole to allow adequate cleaning and maintenance of the lateral. All

- maintenance and cleaning shall be the responsibility of the property owners association or owner.
11. Roadways. All streets shall conform to the design standards contained in the Wayzata Subdivision Regulations unless otherwise approved by the City Council.
 12. Landscaping. In any PUD, landscaping shall be provided according to a plan approved by the City Council, which shall include a detailed planting list with sizes and species indicated as part of the Final Plan. **In assessing the landscaping plan, the City Council shall consider the natural features of the particular site, the architectural characteristics of the proposed structure and the overall scheme of the PUD plan.**
 13. Setbacks.
 - a) **The front, rear and side yard restrictions on the periphery of the Planned Unit Development site at a minimum shall be the same as imposed in the underlying districts, if a PUD conditional use permit, or the previous zoning district, if a PUD District.**
 - b) No building shall be located less than 15 feet from the back of the curb line along those roadways which are part of the internal street pattern.
 - c) No building within the project shall be nearer to another building than one-half the sum of the building heights of the two buildings.
 - d) In PUD Districts that were zoned commercial prior to PUD and exceed 13 acres, the allowable setbacks shall be as negotiated and agreed upon between the applicant and the City.
 14. Height.
 - a) The maximum building height within a PUD District shall be 35 feet and three stories, whichever is lesser.
 - b) There shall be no deviation from the height standards applied within the applicable zoning districts for PUD conditional use permits.**
 - c) In PUD Districts that were zoned commercial prior to PUD and exceed 13 acres, the maximum allowable height shall be as negotiated and agreed upon between the applicant and the City.

Residential Area Standards (933.03)

Purpose. The purpose of this Section is to establish standards for single family, multiple family, institutional and other residential PUD District and conditional use permit projects, in addition to those standards contained elsewhere in this Ordinance for all PUD projects. All residential PUD projects shall be developed in accordance with the following residential area standards.

1. Minimum Lot Area. There shall be no minimum lot or area size required for a tract of land for which a PUD District project is proposed. There shall be no minimum lot or area size imposed for a PUD conditional project except for standards applicable within the zoning district in which it is utilized.
2. Minimum Frontage. There shall be no minimum frontage on a public street required for a tract of land for which a PUD project is proposed.
3. The tract of land for which a PUD project is proposed shall have municipal water and sewer available to it.

4. It is the City's policy to discourage private roadways within a residential PUD project. Regardless if roads are private or dedicated to the public, they shall be designed to right-of-way widths and constructed to standards imposed by the Wayzata Subdivision Regulations.
5. For single family residential PUD District projects, the normal standards of either the R-1A, R-1, R-2, or R-3 zoning districts shall apply to each project, excepting usage standards, as determined by the City Council and as provided above in Section 933.02.
6. **For multiple family residential PUD District projects, the normal standards of either the R-4 or R-5 Zoning Districts shall apply to each project, excepting usage standards, as determined by the City Council and as provided above in Section 933.02.A.**
7. In addition to the above standards, the City Council may impose such other standards for a residential PUD project as are reasonable and as the Council deems are necessary to protect and promote the general health, safety and welfare of the community and the surrounding area.

Conditional Residential Land Uses (937.04)

The following conditional uses as indicated in Sec. 937.02, shall comply with the additional standards specified in this Section and elsewhere in this Ordinance for each use, and a conditional use permit is approved under the procedures and standards set forth in Chapter 904 of this Ordinance

A. Dwelling, multiple family.

- 1) **The residential units do not front or border Lake Street.**
- 2) **The development does not conflict with existing or potential future commercial uses and activities.**
- 3) **The density meets the standards of the R-5 District.**
- 4) **Adequate open space and recreational space is provided on site for the benefit of the occupants.**

C-4A Limited Commercial Business District – Purpose (979.01)

The purpose of the C-4A Limited Central Business District is to provide a district for those retail, service, office and residential functions which are characteristic of a "downtown" area and **to allow the present downtown area to expand, develop and redevelop, with emphasis on specialty shops and office uses with continuous linear low level building designs. Such areas are to be characterized by individual store fronts with public sidewalk access, as contrasted to shopping mall type development.** Planned commercial development as provided for in this Ordinance will be encouraged, so as to provide a cohesive and unified central business district in general accordance with the Comprehensive Plan.

C-4A Limited Commercial Business District – Special Limitations and Conditions (979.06)

- A. Each business establishment shall be operated as a separate and distinct business entity. Each business establishment shall be physically separate from any other such establishment by solid walls, partitions or windows, although nothing in this

paragraph is intended to prevent either common ownership or free pedestrian movement from one establishment to another through either an area commonly owned or leased by all adjoining establishments or through direct doorway connections. **All business establishments shall be accessible from the exterior of the building in which they are located by either a direct door to the exterior or by direct access to a "common area" which in turn has adequate access to the exterior of the building without passing through another business establishment.**

- B. Retail or Commercial Use. At least 50 percent of the building frontage on the ground floor along Lake Street must be used for retail or service commercial use and must comprise at least 50 percent of the ground floor building footprint.
- C. New Lake Street Buildings. All new buildings along Lake Street with a building footprint of 4,000 square feet or more **must be developed with more than one of the following uses: retail, service, residential and office. Upper floors may be used for any permitted use including residential.**
- D. All buildings shall meet the defined sidewalk line except for small setbacks to provide outdoor Seating, plazas, or recessed entries.
- E. Parking in the front yard is prohibited.

C-4A Limited Commercial Business District – Height, Setbacks, F.A.R. and Lot Area (979.07)

The following standards apply to all lots and buildings in the C-4A District:

- A. Buildings may not exceed the height of two stories or 30 feet.**
- B. Minimum Setbacks. There must be no front yard, exterior side yard or rear yard requirements, except that there must be a required setback within C-4A District boundaries when such boundaries are adjacent to a residential district. In such cases, the setback must be the same as the setback for the adjacent district.
- C. The floor area ratio (F.A.R.) may not exceed 2.0.
- D. The lot area must be at least 12,000 square feet.

Residential Planned Unit Development (991.17)

Residential planned unit development conditional uses are allowed for new projects on undeveloped land, redevelopment of previous built sites or conversion of existing buildings and land. **All lots developed with five or more dwelling units require approval of a planned unit development conditional use** in compliance with this Ordinance. Planned unit development shall comply with the following criteria.

- A. Residential planned unit development shall be processed as a **conditional use in accordance with Chapter 933 of this Ordinance.**
- B. Application for a residential planned unit development shall follow the guidelines in Chapter 933 of this Ordinance.
- C. Site "Suitable Area" Evaluation. Proposed residential planned unit developments shall be evaluated using the following procedures and standards to determine the suitable area for the dwelling unit/dwelling site density evaluation in Section 991.17.D, E, and F of this Ordinance.

1. The development parcel shall be divided into tiers by locating one or more lines approximately parallel to a line that identifies the ordinary high water level at the following intervals, proceeding landward.
 2. The suitable area within each tier is next calculated by excluding from the tier area all wetlands, bluffs, or land before the ordinary high water level of public waters. This suitable area and the proposed development are then subjected to the residential planned unit development density evaluation steps to arrive at an allowable number of dwelling units or sites.
- D. PUD Density Evaluation. The procedures for determining the "base" density of a PUD and density increase multipliers are as follows: Allowable densities may be transferred from any tier to any other tier further from the water body, but shall not be transferred to any other tier closer.
- E. PUD "Base" Density Evaluation. The suitable area within each tier is divided by the single residential lot size standard for lakes. Proposed locations and numbers of dwelling units or sites for the residential planned unit developments are then compared with the tier, density, and suitability analyses herein and the design criteria in Section 991.18.G of this Ordinance.
- F. Density Increase Multipliers.
1. Increases to the dwelling unit or dwelling site base densities previously determined shall be allowed if the dimensional standards in Section 991.08 of this Ordinance are met or exceeded and the design criteria in Section 991.17.G of this Ordinance are satisfied. The allowable density increases in item 2 below shall only be allowed if structure setbacks from the ordinary high water level are increased to at least 50 percent greater than the minimum setback, or the impact on the water body is reduced an equivalent amount through vegetative management, topography, or additional means acceptable to the local unit of government and the setback is at least 25 percent greater than the minimum setback.
 2. Allowable dwelling unit or dwelling site density increases for planned unit development.

Density Evaluation Tiers	Maximum Density Increase Within Each Tier(Percent)
First	50
Second	100
Third	200
Fourth	200
Fifth	200

- G. Maintenance and Design Criteria.
1. Before final approval of a residential planned unit development, **adequate provisions shall be developed for preservation and maintenance in perpetuity of open spaces and for the continued existence and functioning of the development.**
 2. Open Space Preservation. **Deed restrictions, covenants, permanent easements, public dedication and acceptance, or other equally effective and permanent means shall be provided to ensure long-term preservation and maintenance of open space.** The instruments shall include all of the following protections.

- a) Commercial use prohibited (for residential PUDs); and
 - b) Vegetation and topographic alterations other than routine maintenance prohibited; and
 - c) Construction of additional buildings or storage of vehicles and other materials prohibited; and
 - d) Uncontrolled beaching of watercraft prohibited.
3. Development organization and functioning. Unless an equally effective alternative community framework is established, when applicable, **all residential planned unit developments shall use an owners association with the following features.**
- a) Membership shall be mandatory for each dwelling unit or site purchaser and any successive purchasers;
 - b) Each member shall pay a pro rata share of the association's expenses, and unpaid assessments can become liens on units or sites;
 - c) Assessments shall be adjustable to accommodate changing conditions; and
 - d) The association shall be responsible for insurance, taxes, and maintenance of all commonly owned property and facilities.
- H. Open Space Requirements. Residential planned unit developments shall contain open space meeting the following criteria.
1. **At least 30 percent of the total development area shall be preserved as open space;**
 2. Dwelling units or sites, **land covered by road surfaces, parking areas, or structures are developed areas and shall not be included** in the computation of minimum open space;
 3. Open space shall include areas with physical characteristics unsuitable for development in their natural state, and areas containing significant historic sites or unplatted cemeteries;
 4. **The appearance of open space areas, including topography, vegetation, and allowable uses, shall be preserved by use of restrictive deed covenants, permanent easements, public dedication and acceptance, or other equal effective and permanent means;** and
 5. The shore impact zone, based on normal structure setbacks, shall be included as open space. For residential PUDs, at least 50 percent of the shore impact zone area of existing developments or at least 70 percent of the shore impact zone area of new developments shall be preserved in its natural or existing state.
- I. Erosion Control and Stormwater Management. Erosion control and stormwater management plans shall be developed and the residential planned unit development shall.
1. Be designed, and the construction managed, to minimize the likelihood of serious erosion occurring either during or after construction. This shall be accomplished by limiting the amount and length of time of bare ground exposure. Temporary ground covers, sediment entrapment facilities, vegetated buffer strips, or other appropriate techniques shall be used to minimize erosion impacts on surface water features. Erosion control plans approved by a soil and water conservation district may be required if project size and site physical characteristics warrant; and

2. Be designed and constructed to effectively manage reasonably expected quantities and qualities of stormwater runoff.
- J. Centralization and Design of Facilities. Centralization and design of facilities and structures shall be done according to the following standards:
 1. Dwelling units or sites shall be clustered into one or more groups and located on suitable areas of the development. They shall be designed and located to meet or exceed the following dimensional standards for the relevant shoreland classification setback from the ordinary high water level, elevation above the surface water features, and maximum height. Setbacks from the ordinary high water level shall be increased in accordance with Section 991.17.F of this Ordinance for developments with density increases;
 2. Structures, parking areas, and other facilities shall be treated to reduce visibility as viewed from public waters and adjacent shorelands by vegetation, topography, increased setbacks, or color, assuming summer, leaf-on conditions. Vegetative and topographic screening shall be preserved, if existing, or may be required to be provided;
 3. Accessory structures and facilities shall meet the required principal structure setback and shall be centralized.

Shoreland Impact Plan/Conditional Use Permit (991.19.C)

Conditions. All conditional use permits for consideration under this Section shall be subject to the following stipulations.

4. **The projects shall be analyzed to determine the impact of impervious surfaces, stormwater runoff, floodplain, and water quality implications. Only those projects shall be allowed where the adverse impacts have been mitigated through approved means to the extent possible.**
5. Stormwater treatment measures including, but not limited to, sediment basins (debris basins), desilting basins or silt traps, installation of debris guards, and microsilt basins on stormwater inlets, oil skimming devices, etc. shall be required subject to the review of the City Engineer and the Minnehaha Creek Watershed District on projects where applicable.
6. Projects shall be analyzed in terms of provisions for maintenance and enhancement of landscape features, and change in the natural condition of the soil, trees, grade courses and marshes. The vegetative planting plan shall contain trees, when fully mature, that will exceed the building height. The plan shall also minimize tree removal, ground cover change, loss of natural vegetation, and grade changes as much as possible. It shall further provide for the relocation or replanting of trees which are proposed to be removed.
7. **Projects shall be analyzed in terms of the appearance of the structure when viewed from the lake's surface. Building materials, and color shall be analyzed to determine which facade and roof materials minimize the appearance and blend the structure into the shoreland and vegetation.**
8. Building heights shall be analyzed to determine the impact on surrounding structures and views from the lake surface or other shores. Structures shall not be

- allowed to exceed a height beyond that is allowed by the base zoning district or cannot be screened by landscaping or other design measures.
9. Residential densities on a project basis shall not be allowed to exceed the maximum allowed density of the base zoning district for which the project is proposed. For higher density residential development and planned unit developments, the density shall not be allowed to exceed the density standards as specified in the R-5 District of this Ordinance.
 - 10. Lot coverage on a project basis shall be restricted to the provisions for maximum impervious surface coverage as provided for in this Ordinance.**
 11. Overall residential densities in the shoreland area shall not exceed the surplus development capacity for residential density, as calculated for Lake Minnetonka, Gleason and Peavey Lakes, as specified in the Wayzata Comprehensive Plan/Shoreland Management Plan, as may be amended.
 12. Overall lot coverage in the shoreland area shall not exceed the surplus development capacity for impervious surface coverage calculated for Lake Minnetonka, Gleason and Peavey Lakes, as specified in the Wayzata Comprehensive Plan/Shoreland Management Plan, as may be amended.
 13. All projects shall be in conformance with the Stormwater Management Plan for the City of Wayzata, May 1988, as may be amended and/or approved by the City Engineer.
 14. All projects shall be in conformance with the Wayzata Comprehensive Plan/Shoreland Management Plan, as may be amended.
 15. All projects shall be subject to the review of the Minnehaha Creek Watershed District.



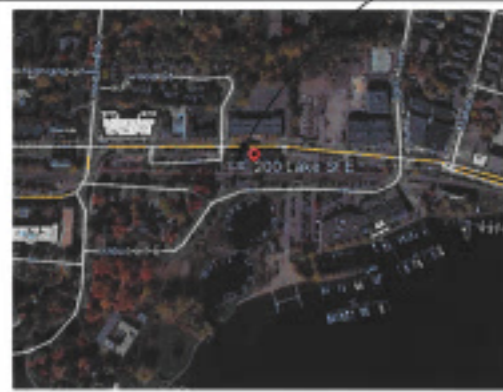
200 LAKE ST E

MIXED-USE DEVELOPMENT

200 LAKE ST E WAYZATA, MN

DESIGN REVIEW / REZONING / CUP RESUBMITTAL 02/09/2023

SITE LOCATION



SITE LOCATION MAP
SCALE - N.T.S.



SITE VICINITY MAP
SCALE - N.T.S.

PROJECT DATA:

SITE ADDRESS: 200 LAKE STREET EAST, WAYZATA, MN 55391
HENNEPIN COUNTY PID: 0611722320029
PROPERTY DESCRIPTION: LOT 1, BLOCK 1, PINEHURST 1ST ADDITION
ZONING:
EXISTING: PLUD - PLANNED UNIT DEVELOPMENT
PROPOSED: C-4A - LIMITED CENTRAL BUSINESS DISTRICT
ALL STATES BASED UPON CMA REQUIREMENTS

WATERSHED DISTRICT:
 MINNEAPOLIS CREEK WATERSHED DISTRICT - DISTRICT 3
 SHORELAND OVERLAY

USE:
BASEMENT: PARKING
GRADE / GROUND LEVEL: COMMERCIAL / RESIDENTIAL
SECOND LEVEL: MULTI-FAMILY RESIDENTIAL

LOT AREA:
 96,964 SQ FT (2.27± ACRES)

GROSS SF:
BASEMENT: 77,475 SF (PARKING - NOT INCLUDED IN FAR CALC)
GRADE / GROUND LEVEL: 47,386 SF
SECOND LEVEL+MEZZ: 53,184 SF
TOTAL: 178,045 GROSS SF

FLOOR AREA RATIO:
ALLOWABLE: 2.0 (193,928 SF) **PROPOSED:** 1.84 (183,303 SF)

	EXISTING	REQUIRED	PROPOSED
IMPERVIOUS AREA	73,500 SF (74.4%)	< 74,223 SF (75%)	83,861 SF (84.7%)

SETBACKS	REQD	PROVIDED
FRONT	0'	+/- 8'-0"
REAR	0'	0'
SIDE	0'/0'	188'-7"

HEIGHT	ALLOWABLE	PROVIDED
HEIGHT	2 STORIES / 30'	2 STORIES / 30' *

* MEASURED FROM AVERAGE GRADE ELEVATION OF 942.39'
PARKING: REFER TO SHEET A-100 FOR PARKING TABULATIONS

DRAWING INDEX:

NO.	DESCRIPTION
A-000	ARC-BE/CURV L
A-001	TITLE, DATA, INDEX & SITE LOG
A-002	COMPOSITE FLOOR PLANS
A-003	GARAGE LEVEL FLOOR PLAN
A-004	GRADE / GROUND LEVEL FLOOR PLAN
A-005	SECOND LEVEL FLOOR PLAN
A-006	ROOF LEVEL FLOOR PLAN
A-007	GRADE LEVEL ACCESS PLAN
A-008	GRADE / GROUND LEVEL ACCESS PLAN
A-009	GRADE / GROUND LEVEL - WPA COMPLIANCE PLANS TO BE DELETED
A-010	UNIT / MCZ/DYNAMIC COMPLIANCE DEMONSTRATION PLANS
A-011	NORTH ELEVATIONS
A-012	SOUTH ELEVATIONS
A-013	EAST / WEST ELEVATIONS / MATERIAL LEGEND
A-014	PLAZA ELEVATIONS
A-015	NORTH/EAST/WEST GLAZING ELEVATIONS
A-016	SOUTH GLAZING ELEVATIONS - CALCULATIONS
A-017	PLAZA GLAZING ELEVATIONS - CALCULATIONS
A-018	RENDERINGS
A-019	RENDERINGS
A-020	RENDERINGS
A-021	RENDERINGS - DISTING PHOTO COMPARISON
A-022	RENDERINGS
A-023	RENDERINGS
A-024	RENDERINGS
A-025	RENDERINGS
A-026	RENDERINGS
A-027	RENDERINGS
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A-398	RENDERINGS
A-399	RENDERINGS
A-400	RENDERINGS

PROJECT TEAM:

OWNER / DEVELOPER

LAKE WEST DEVELOPMENT, LLC
 14525 HWY 7, SUITE 265
 MINNETONKA, MN 55345
 (952) 930-3000

CIVIL ENGINEER

LOUCKS, INC.
 7200 HEMLOCK LANE, SUITE 300
 MAPLE GROVE, MN 55369
 (763) 424-5505

ARCHITECTURAL

HOBBS + BLACK ASSOCIATES, INC.
 100 N. STATE STREET
 ANN ARBOR, MICHIGAN 48104
 (734) 663-4189

JAMES McNEAL ARCHITECTURE & DESIGN
 275 MARKET ST.
 MINNEAPOLIS, MN 55405
 (877)-796-5623

LANDSCAPE ARCHITECT

URBAN ECOSYSTEMS
 2500 UNIVERSITY AVE W. #C8
 ST. PAUL, MN 55114
 (651) 340-8568

200 LAKE ST E
 WAYZATA, MN
 LAKE WEST
 DEVELOPMENT, LLC

TITLE SHEET
 DATA LOCATION
 SHEET TITLE

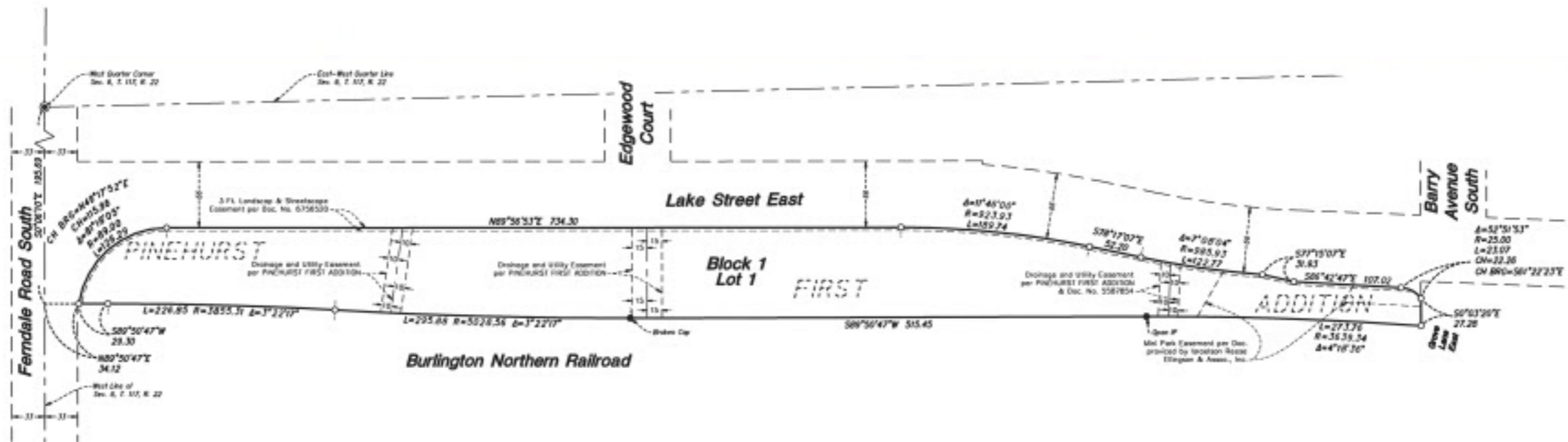
21-803
 PROJECT NUMBER

A-000
 SHEET NUMBER

DATE ISSUED
 DRAWN BY
 CHECKED BY

HOBBS + BLACK ARCHITECTS
 100 N. State St.
 Ann Arbor, MI 48104
 P. 734.663.4189
 www.hobbs-black.com

Drawing #: 2022-02-21-023232-001 (Cup) Date: 02/09/2023
 Date: Feb 10, 2023, 10:35am Layout: A-000 Project: 2022-02-21-023232-001 (Cup)



DESCRIPTION OF PROPERTY SURVEYED

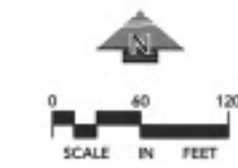
(Per Hennepin County property tax information)
Lot 1, Block 1, PINEHURST 1ST ADDITION, Hennepin County, Minnesota.

SURVEY REPORT

- This survey was prepared without the benefit of a Title Commitment. There may or may not be easements of record encumbering this property.
- Monuments placed (or a reference monument or witness to the corner) at all major corners of the boundary of the property, unless already marked or reference by existing monuments or witness to the corners are shown hereon.
- The address, if disclosed in documents provided to or obtained by the surveyor, or observed while conducting the fieldwork is 200 Lake Street East, Wayzata, Minnesota 55391.
- The Gross land area is 98,964 +/- square feet or 2.27 +/- acres.
- The bearings for this survey are based on the Hennepin County Coordinate System NAD 83 (1986 Adjust).
- Benchmark: Minnesota Department of Transportation monument at the southeast corner of Ferndale Road bridge over Highway 12. Elevation = 995.24 Feet (NGVD 1929 Datum).
Site Benchmark: Top nut of fire hydrant located north east of the northwest building corner on the site. Elevation = 998.08 (NGVD29)
- We have shown underground utilities as either serving the surveyed property per Gopher State One-Call Ticket No. 2020Y0157. The following utilities and municipalities were notified:

CENTURYLINK	(800)778-9140	CITY OF WAYZATA	(952)641-5243
MEDACOM	(515)259-5690	MCJ	(800)624-7675
MASTEC NORTH AMERICA, INC.	(612)298-4222	METROPOLITAN COUNCIL (MCE)	(612)662-4511
CENTER POINT ENERGY	(800)223-2014	MEDACOM	(800)778-9140
XCEL ENERGY	(800)948-7558		
- Utility operators do not consistently respond to locate requests through the Gopher State One-Call service for surveying purposes such as this. These utility operators that do respond, often will not locate utilities from their main line to the customer's structure or facility. They consider these utilities "private" installations that are outside their jurisdiction. These "private" utilities on the surveyed property or adjoining properties, may not be located since most operators will not mark such "private" utilities. A private utility locator may be contacted to investigate these utilities further, if requested by the client.
- Maps provided by these notified above, either along with a field location or in lieu of such a location, are very often inaccurate or incomplete. EXTREME CAUTION MUST BE EXERCISED BEFORE AN EXCAVATION TAKES PLACE ON OR NEAR THIS SITE. BEFORE DIGGING, YOU ARE REQUIRED BY LAW TO NOTIFY GOPHER STATE ONE CALL AT LEAST 48 HOURS IN ADVANCE AT 811 or (651) 454-0000.
- Trees shown hereon are inch diameter at breast height.
- The field work was completed on March 11, 2021.
- See sheet 2 for topographic information.

LEGEND
 ● FOUND OPEN IRON MONUMENT UNLESS SHOWN OTHERWISE
 ○ SET 1.0 INCH X 1.4 INCH IRON MONUMENT, MARKED "15 49841"



CADD QUALIFICATION

PROFESSIONAL SIGNATURE

08/15/21 SURVEY ISSUED
08/15/21 ADDED TOPO & WELL

QUALITY CONTROL

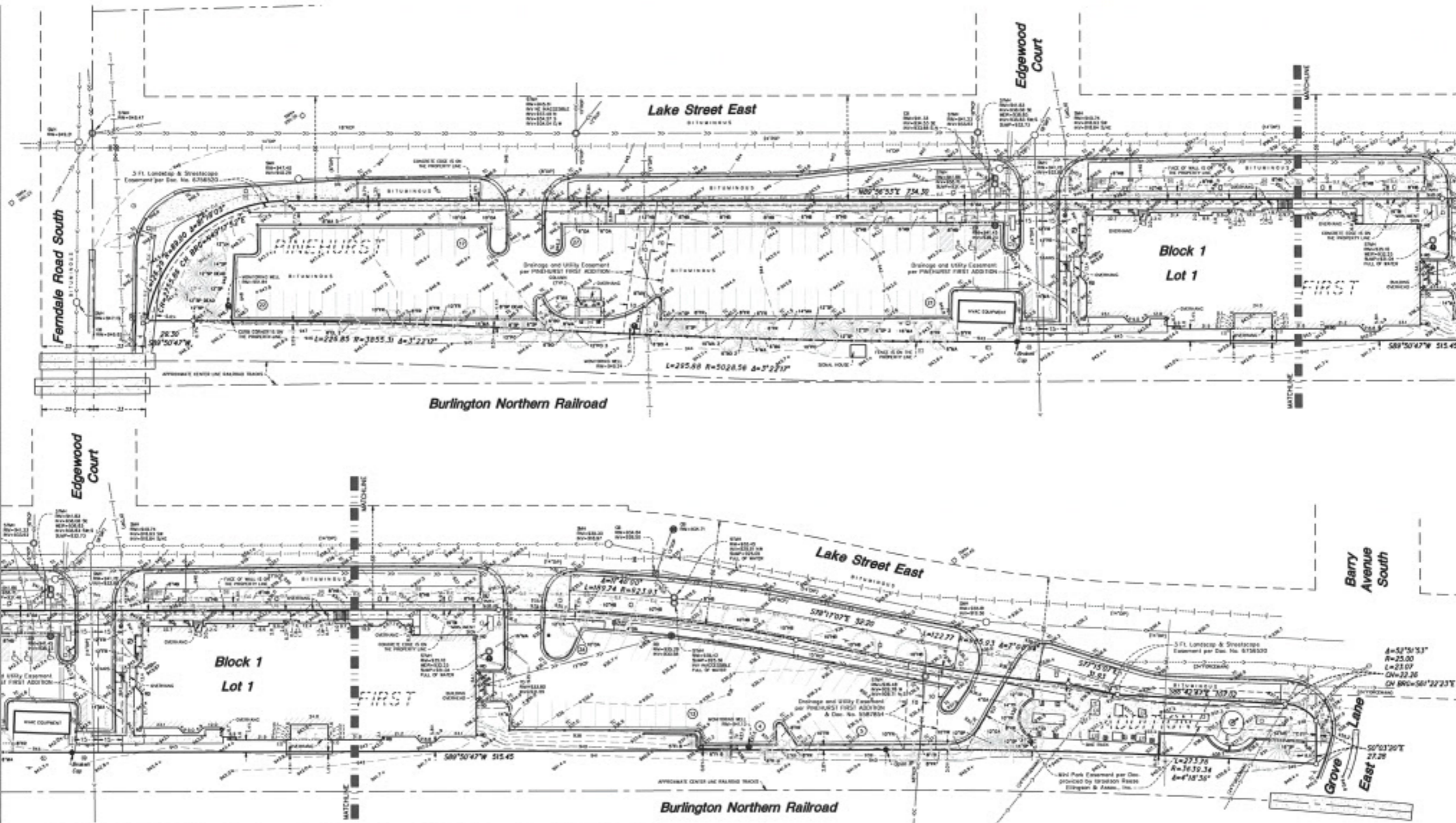
Locate Project No.	2021-1
Project Lead	ML
Drawn By	ML
Checked By	ML
Field Crew	BD

QUALITY CONTROL

Locate Project No. 2021-1
Project Lead ML
Drawn By ML
Checked By ML
Field Crew BD



BOUNDARY AND TOPOGRAPHIC SURVEY
1 OF 2



SURVEY REPORT

- This survey was prepared without the benefit of a Title Commitment. There may or may not be encumbrances on this property.
- Monuments placed for a reference monument or witness to the corner at all major corners of the boundary of the property, unless already marked or reference by existing monuments or witness to the corner are shown hereon.
- The address, if disclosed in documents provided to or obtained by the surveyor, or observed while conducting the fieldwork is 200 Lake Street East, Wayzata, Minnesota 55391.
- The Gross land area is 98,954 +/- square feet or 2.27 +/- acres.
- The bearings for this survey are based on the Hennepin County Coordinate System NAD 83 (1986 Adjust).
- Benchmark: Minnesota Department of Transportation monument at the southeast corner of Ferndale Road bridge over Highway 12.
Elevation = 995.24 Feet (NGVD 1929 Datum).
Site Benchmark: Top 1/2" of the hydrant located north east of the northwest building corner on the site.
Elevation = 938.08 (NGVD29).
- We have shown underground utilities on and/or serving the surveyed property per Gopher State One-Call Ticket No. 202090157. The following utilities and municipalities were notified:

CENTURYLINK	(800)778-9140	CITY OF WAYZATA	(952)404-5363
MEDIA.COM	(515)559-5690	MCI	(800)624-9675
MASTEC NORTH AMERICA, INC.	(612)258-4222	METROPOLITAN COUNCIL (MCS)	(612)622-4511
CENTER POINT ENERGY	(908)223-2014	MEDIA.COM	(800)778-9140
XCEL ENERGY	(908)848-7558		

- Utility operators do not consistently respond to locate requests through the Gopher State One-Call service for surveying purposes such as this. These utility operators that do respond, often will not locate utilities from their main line to the customer's structure or facility. They consider these utilities "private" installations that are outside their jurisdiction. These "private" utilities on the surveyed property or adjoining properties, may not be located since most operators will not mark such "private" utilities. A private utility locator may be contacted to investigate those utilities further, if requested by the client.
- Maps provided by those notified above, either along with a field location or in lieu of such a location, are very often inaccurate or inconclusive. EXTREME CAUTION MUST BE EXERCISED BEFORE AN EXCAVATION TAKES PLACE ON OR NEAR THIS SITE. BEFORE DIGGING, YOU ARE REQUIRED BY LAW TO NOTIFY GOPHER STATE ONE CALL AT LEAST 48 HOURS IN ADVANCE AT 811 or (651) 454-9000.
- Trees shown hereon are inch diameter at least height.
- The field work was completed on March 11, 2021.
- See sheet 1 for boundary survey.

LEGEND

● FOUND OPEN-IRON MONUMENT UNLESS SHOWN OTHERWISE	○ SET 1/2" DIA X 14" INCH IRON MONUMENT, MARKED "LS 601"	○ CATCH BASIN	○ STORM MANHOLE	○ SANITARY MANHOLE	○ WYBRANT	○ GATE VALVE	○ ACCESS POST	■ BENCH	○ ELECTRIC MANHOLE	○ ELECTRIC METER	○ ELECTRIC OUTLET	○ ELECTRIC TRANSFORMER	○ FLAG-POLE	○ GAS METER	○ GUANO POST	○ HAND HOLE	○ LIGHT POLE	○ NIGHTWORKING WELL	○ ROOF DRAIN	○ SIGN	○ TELEPHONE MANHOLE	○ TRENCH DRAIN	○ UTILITY MANHOLE	○ WATER MANHOLE / WELL	○ YARD LIGHT	○ DISABLED PARKING STALL	—○— STORM SEWER	—○— SANITARY SEWER	—○— WATERMAIN	—○— MAPPED STORM SEWER	—○— MAPPED SANITARY SEWER	—○— UNDERGROUND ELECTRIC	—○— UNDERGROUND FIBER OPTIC	—○— UNDERGROUND GAS	—○— CHAIN LINK FENCE	—○— IRON FENCE	—○— FENCE/RAIL	—○— CONCRETE CURB	—○— RETAINING WALL	—○— CONCRETE	—○— NO PARKING	—○— EXISTING BUILDING	—○— CONTOUR	○ SPOT ELEVATION	○ CONIFEROUS TREE	○ SPRUCE	○ DECIDUOUS TREE	○ BIRCH	○ BOWLER	○ GUM	○ FIR	○ HICKORY	○ HADSPERRY	○ LARCH	○ MAPLE	○ OAK	○ PINE	○ POPLAR	○ TREE (GENERAL)
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CADD QUALIFICATION

CADD files prepared by the Consultant for this project are intended to be used in the construction of the project. The Consultant is not responsible for errors or omissions in the CADD files or for any consequences arising from the use of the CADD files for purposes other than those intended. The Consultant makes no warranty, express or implied, regarding the accuracy or completeness of the CADD files.

SUBMITTAL/REVISIONS

5/21/2021	SUBMIT DRAWING
5/21/2021	REVISION 1

PROFESSIONAL SIGNATURE

I hereby certify that this survey, plan or map was prepared by me or under my direct supervision and that I am a duly licensed Land Surveyor under the laws of the State of Minnesota.

[Signature]
Wayzata, Minnesota, MN

License No. 42981

Date 5/21/2021

QUALITY CONTROL

Locals Project No.	203714
Project Name	M/L
Drawn By	NBI
Checked By	M/L
Field Crew	BEI

VICINITY MAP



BOUNDARY AND TOPOGRAPHIC SURVEY



Gopher State One Call
 THE CITY AREA, 855-484-2002
 TOLL FREE: 1-800-252-1100

WARNING:
 THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COORDINATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.
 THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 855-484-2002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, HOLEBORES, HOLES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

NOTE:
 EXISTING CONDITIONS INFORMATION SHOWN IS FROM A BOUNDARY & TOPOGRAPHIC SURVEY PREPARED BY LOUCKS, DATED JULY, 2020.

NOTE:
 SEE SHEET L1 FOR EXISTING TREE SURVEY INVENTORY.

LEGEND

● FOUND OPEN IRON MONUMENT UNLESS SHOWN OTHERWISE	— 12" — STORM SEWER
○ SET 12 INCH x 14 INCH IRON MONUMENT, MARKED "12-14-18"	— 12" — SANITARY SEWER
○ GATCH SIGN	— 12" — WATERMAIN
○ STORM MANHOLE	— 12" — SANITARY SEWER SERVICE
○ SANITARY MANHOLE	— 12" — WATER SERVICE
○ HYDRANT	— 12" — UNDERGROUND ELECTRIC
○ GATE VALVE	— 12" — UNDERGROUND FIBER OPTIC
○ ELECTRIC TRANSFORMER	— 12" — UNDERGROUND GAS
○ ELECTRIC METER	— 12" — UNDERGROUND TELEPHONE
○ GAS METER	— 12" — OVERHEAD UTILITY
— GUY WIRE	— 12" — CHAIN LINK FENCE
○ HAND HOLE	— 12" — CONCRETE CURB
○ LIGHT POLE	— 12" — RETAINING WALL
○ POWER POLE	— 12" — CONCRETE
○ TELEPHONE PESTAL	— 12" — NO PARKING
○ SIGN	— 12" — EXISTING BUILDING
○ PARKING STALL COLOR	— 12" — CONTOUR
○ DISABLED PARKING STALL	— 12" — SPOT ELEVATION
○ SCHEDULE B SIGN	— 12" — TREE LINE
	— 12" — CONIFEROUS TREE
	— 12" — PINE
	— 12" — DECIDUOUS TREE
	— 12" — ASH
	— 12" — MAPLE
	— 12" — TREE DEMO

Sheet Size - 24x36

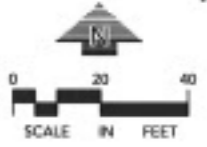
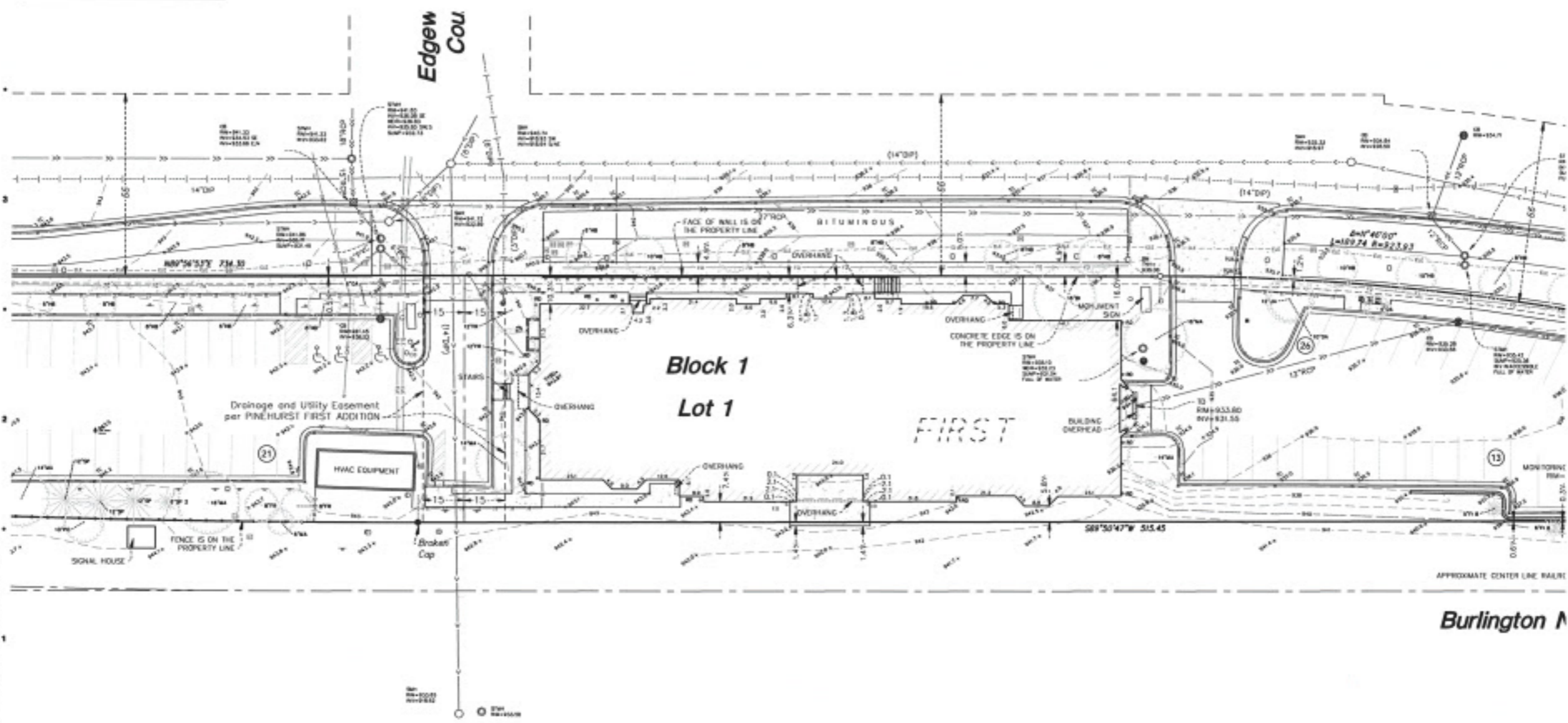
DATE ISSUED	DATE
DRAWN BY	DATE
CHECKED BY	DATE

HOBBS + BLACK ARCHITECTS
 1001 South St.
 Anneton, MN 56004
 728.666.0100
 www.hobbs-black.com

200 LAKE ST E WAYZATA, MN
LAKE WEST DEVELOPMENT, LLC

PROJECT
 200 LAKE ST E
LOUCKS
 PLANNING
 CIVIL ENGINEERING
 LAND SURVEYING
 LANDSCAPE AND SITE PLAN ENVIRONMENTAL
 7300 Rock Lane, Suite 20
 Wayzata, MN 55391
 763.424.2700
 www.loucks.com
CONSULTANT

EXISTING CONDITIONS PLAN - B
SHEET TITLE
21-803
PROJECT NUMBER
C1.2
RIFBY NUMBER



Drawing: 21-803-001 (21-803) 200 LAKE ST E WAYZATA, MN SHEET C1.2 - EXISTING CONDITIONS PLAN - B
 SHEET C1.2 OF 02
 1/20/21
 L. J. LOUCKS
 L. J. LOUCKS



WARNING:
 THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.
 THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 800-414-8882 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND PIPES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE AREAS WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

NOTE:
 EXISTING CONDITIONS INFORMATION SHOWN IS FROM A BOUNDARY & TOPOGRAPHIC SURVEY PREPARED BY LOUCKS, DATED JULY, 2020.

NOTE:
 SEE SHEET L1 FOR EXISTING TREE SURVEY INVENTORY.

LEGEND

● FOUND OPEN-HORN MONUMENT UNLESS SHOWN OTHERWISE	—●— STORM SEWER
○ SET 1/2 INCH 1/4 INCH BORN MONUMENT, MARKED "13 4198"	—○— SANITARY SEWER
○ CATCH BASIN	— — WATERMAIN
○ STORM MANHOLE	— — SANITARY SEWER SERVICE
○ SANITARY MANHOLE	— — WATER SERVICE
○ HYDRANT	—○— UNDERGROUND-ELECTRIC
○ GATE VALVE	—○— UNDERGROUND-FIBER OPTIC
○ ELECTRIC TRANSFORMER	—○— UNDERGROUND GAS
○ ELECTRIC METER	—○— UNDERGROUND TELEPHONE
○ GAS METER	—○— OVERHEAD-UTILITY
— GUY WIRE	—○— CHAIN LINK FENCE
○ HAND HOLE	— — CONCRETE CURB
○ LIGHT POLE	— — RETAINING WALL
○ POWER POLE	— — CONCRETE
○ TELEPHONE PEDESTAL	— — NON-PAVED
○ SIGN	— — EXISTING BUILDING
○ PARKING STALL COUNT	— — CONTOUR
○ DISABLED PARKING STALL	— — SPOT ELEVATION
○ SCHEDULE ITEM	— — TREE LINE
	— — CONIFEROUS TREE
	— — PINE
	— — DECIDUOUS TREE
	— — ASH
	— — MAPLE
	— — TREE ISDN

DATE ISSUED

DRAWN BY

CHECKED BY

HOBBS + BLACK ARCHITECTS
 103 14 Street SE
 ANN ARBOR, MI 48104
 734.263.4187
 www.hobbsblack.com

200 LAKE ST E WAYZATA, MN

LAKE WEST DEVELOPMENT, LLC

PROJECT

LOUCKS
 PLANNING
 CIVIL ENGINEERING
 LAND SURVEYING
 LANDSCAPE ARCHITECTURE
 ENVIRONMENTAL
 7300 Hamden Lane, Suite 30
 Wayzata, MN 55391
 763.434.1800
 www.loucks.com

CONSULTANT

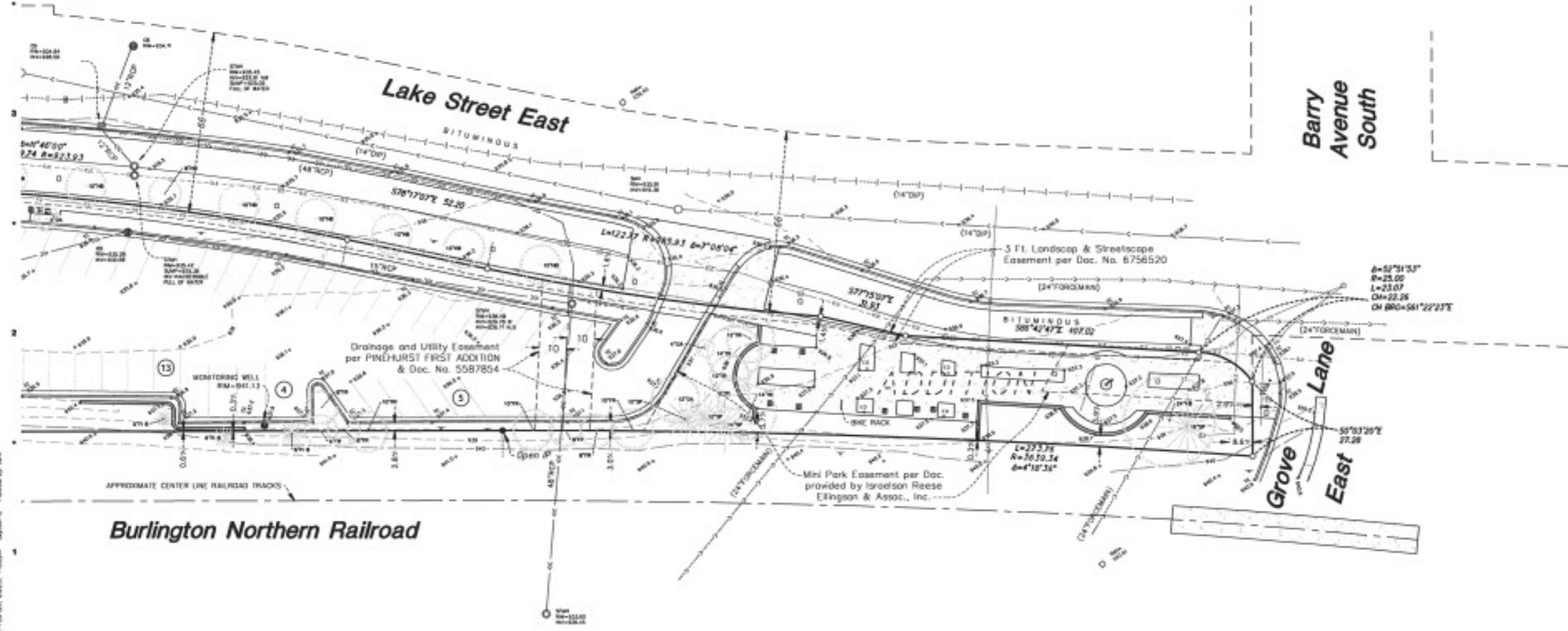
EXISTING CONDITIONS PLAN - C

21-803

PROJECT NUMBER

C1.3

IMPST NUMBER



Drawing: 21-803-001 (C1.3) (EXISTING CONDITIONS PLAN - C) - 21-803-001 (C1.3) - EXISTING CONDITIONS PLAN - C
 Date: Feb 03, 2023, 1:03pm
 Layout: C - 21-803-001 (C1.3)



CALL BEFORE YOU DIG
Gopher State One Call
 TWIN CITY AREA: 651-454-2002
 TOLL FREE: 1-800-281-1188

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL STATE EMPLOYEES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRE, CABLE, CONDUIT, PIPE, MANHOLE, VAULT OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE HOLES WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

NOTE:
 EXISTING CONDITIONS INFORMATION SHOWN IS FROM A BOUNDARY & TOPOGRAPHIC SURVEY PREPARED BY LOUCKS, DATED JULY, 2020.

GENERAL NOTES

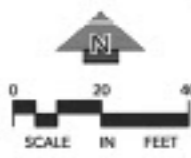
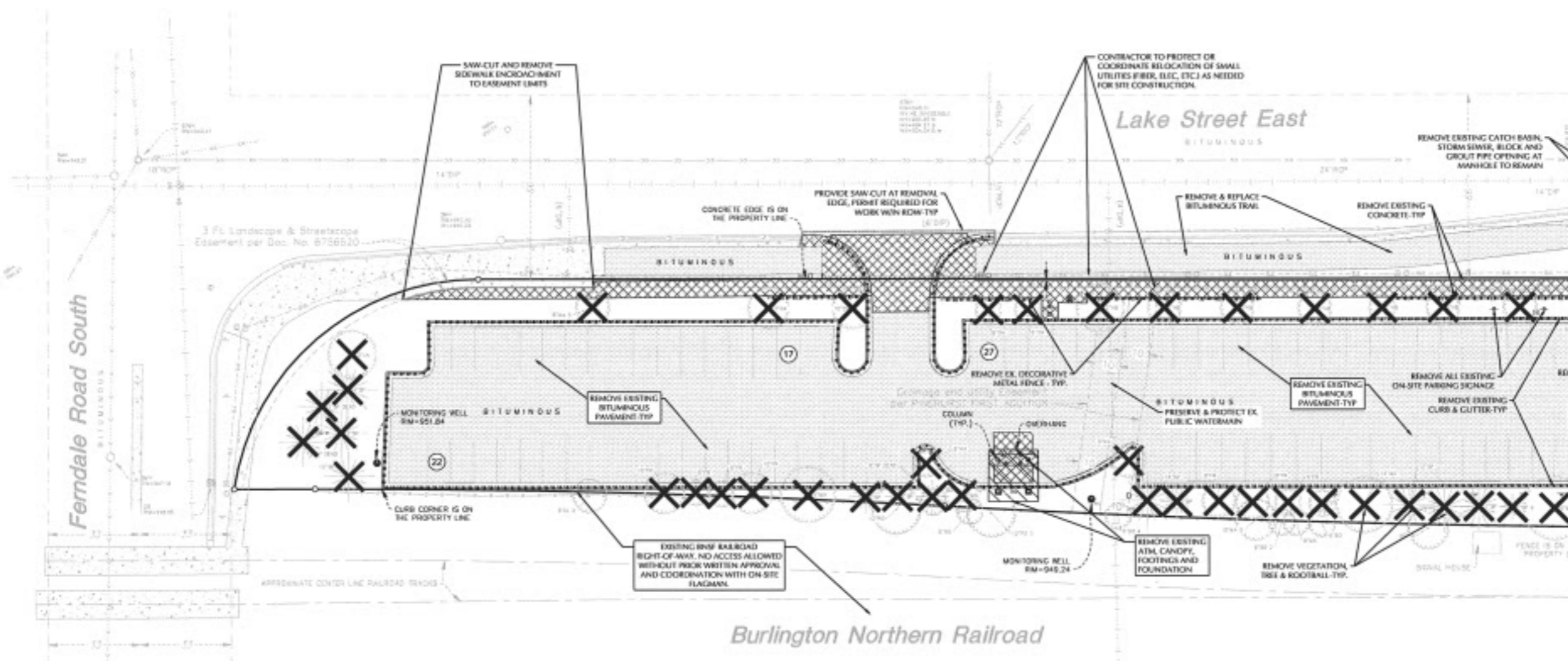
- MINNESOTA STATE STATUTE REQUIRES NOTIFICATION FOR "GOPHER STATE ONE CALL" PRIOR TO COMMENCING ANY GRADING, EXCAVATION OR UNDERGROUND WORK.
- THE CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASE OF THIS PROJECT. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGES TO ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASE OF THIS PROJECT.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.
- IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
- THE DUTY OF THE ENGINEER OR THE DEVELOPER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES IN, OR NEAR THE CONSTRUCTION SITE.
- BEFORE BEGINNING CONSTRUCTION THE CONTRACTOR SHALL INSTALL EROSION AND SEDIMENTATION CONTROL MEASURES IN ACCORDANCE WITH NPDES PERMIT REQUIREMENTS, BEST MANAGEMENT PRACTICES, STATE AND LOCAL REQUIREMENTS AND THE DETAILS SHOWN ON THE DETAIL SHEETS OF THE PROJECT PLANS.
- ALL CONSTRUCTION PERMITS, APPLICATIONS AND FEES ARE THE RESPONSIBILITY OF THE CONTRACTOR.
- ALL ENTRANCES AND CONNECTIONS TO CITY STREETS SHALL BE CONSTRUCTED PER THE REQUIREMENTS OF THE STATE AND LOCAL JURISDICTIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS AND MODIFICATIONS AS REQUIRED.
- ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. ALL TRAFFIC CONTROL SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE CITY. THIS SHALL INCLUDE ALL SIGNAGE, BARRICADES, FLASHERS AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES.
- ADJUST ALL EXISTING STRUCTURES, BOTH PUBLIC AND PRIVATE TO THE PROPOSED GRADES WHERE DISTURBED AND COMPLY WITH ALL REQUIREMENTS OF THE UTILITY OWNERS. STRUCTURES BEING RESET TO PAVED AREAS MUST MEET OWNERS REQUIREMENTS FOR TRAFFIC LOADING.
- A CITY RIGHT-OF-WAY PERMIT IS REQUIRED TO WORKING WITHIN CITY ROW.

SITE DEMOLITION NOTES

- CONTRACTOR SHALL REMOVE AND/OR RELOCATE EXISTING PRIVATE UTILITIES AS NECESSARY. CONTRACTOR TO COORDINATE ACTIVITIES WITH UTILITY COMPANIES.
- CONTRACTOR SHALL PROTECT SURFACE AND SUBSURFACE FEATURES NOT NOTED FOR REMOVAL.
- CONTRACTOR TO CLEAR AND GRUB EXISTING VEGETATION WITHIN CONSTRUCTION LIMITS, STRIP TOP SOIL, AND STOCKPILE ON-SITE. REFER TO GRADING PLAN AND SWPPP FOR SEDIMENT AND EROSION CONTROL REQUIREMENTS.
- CLEAR AND GRUB AND REMOVE ALL TREES, VEGETATION AND SITE DEBRIS PRIOR TO GRADING. ALL REMOVED MATERIAL SHALL BE HAULED FROM THE SITE DAILY. EROSION CONTROL MEASURES SHALL BE IMMEDIATELY ESTABLISHED UPON REMOVAL. SEE THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP).
- CONTRACTOR SHALL REMOVE ALL SITE SURFACE FEATURES WITHIN REMOVAL LIMITS UNLESS OTHERWISE NOTED.
- BITUMINOUS PAVEMENT REMOVALS ARE TO BE MADE TO A VERTICAL SAW CUT OR TO A NEAT MILLED EDGE.
- CONCRETE PAVEMENT, SIDEWALK, CURB & GUTTER AND OTHER POURED CONCRETE ITEMS ARE TO BE REMOVED TO AN EXISTING EXPANSION OR CONTRACTION JOINT. SAW CUT AS NECESSARY FOR A NEAT EDGE OF REMOVAL.
- ALL REMOVAL ITEMS SHALL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS SPECIFIED OTHERWISE AND SHALL BE DISPOSED OF OFF-SITE IN A MANNER MEETING ALL APPLICABLE REGULATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND REPLACEMENT OF ALL SIGNS, MANHOLES, ETC.
- ANY DAMAGE TO ITEMS NOT NOTED TO BE REMOVED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPAIRED OR REPLACED TO ORIGINAL CONDITION WITH NO ADDITIONAL COMPENSATION.

DEMOLITION LEGEND:

- REMOVE EXISTING BUILDING
- REMOVE EXISTING BITUMINOUS PAVING
- REMOVE EXISTING CONCRETE PAVING, SIDEWALKS, ETC.
- MILL AND OVERLAY EXISTING PARKING LOT
- REMOVE EXISTING GRAVEL PAVEMENT
- REMOVE EXISTING TREES/WOODS
- REMOVE EXISTING CURB & GUTTER, RETAINING WALLS, FENCE, ETC.
- REMOVE EXISTING UTILITIES
- REMOVE EXISTING MANHOLES, POWER POLES, LIGHT POLES, BOLLARDS, PARKING METERS, SIGNS, ETC.
- REMOVE EXISTING TREES



DATE ISSUED	DATE REVIEWED
DRAWN BY	REVISIONS
CHECKED BY	REVISIONS

HOBBS + BLACK ARCHITECTS
 100 N. Dayton St.
 Wayzata, MN 55391
 P: 763.943.4189
 www.hobbs-black.com

200 LAKE ST E WAYZATA, MN
LAKE WEST DEVELOPMENT, LLC

PROJECT
LOUCKS
 PLANNING
 CIVIL ENGINEERING
 LAND SURVEYING
 LANDSCAPE ARCHITECTURE
 ENVIRONMENTAL
 700 Hennepin Ave., Suite 2
 Maple Grove, MN 55127
 763.431.3700
 www.loucks.com
 CONSULTANT

SITE DEMOLITION PLAN - A
 SHEET TITLE
21-803
 PROJECT NUMBER
C1.4
 SHEET NUMBER

Drawing: 1/4"=1'-0" (2020) LOUCKS ARCHITECTS, Inc. Sheet: 21-803-C1.4 - SITE DEMOLITION PLAN.dwg
 Date: 1/15/2021 10:53:11 AM
 User: jld
 Plotter: HP DesignJet 2450



CALL BEFORE YOU DIG
Gopher State One Call
 TWIN CITY AREA: 651-454-0882
 TOLL FREE: 1-800-332-1144

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0882 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRING, CABLE, CONDUITS, PIPELINES, MANHOLES, VAULTS OR OTHER BURIED STRUCTURES BEFORE GRADING. THE CONTRACTOR SHALL REMOVE OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

NOTE:
 EXISTING CONDITIONS INFORMATION SHOWN IS FROM A BOUNDARY & TOPOGRAPHIC SURVEY PREPARED BY LOUCKS, DATED JULY, 2020.

PAVEMENT TYPES

- CONCRETE SIDEWALK
- CONCRETE PAVEMENT
- LIGHT DUTY BITUMINOUS PAVEMENT
- HEAVY DUTY BITUMINOUS PAVEMENT

NOTE:
 SEE PAVEMENT SECTIONS ON SHEET C01 AND C03 FOR TYPE AND DEPTH INFORMATION.

SITE NOTES

1. ALL PAVING, CONCRETE CURB, CUTTER AND SIDEWALK SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THE DETAILS SHOWN PER THE DETAIL, SPECIFICATION AND STATUTORY JURISDICTION REQUIREMENTS.
2. ALL CURB DIMENSIONS SHOWN ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
3. ALL BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF WALL UNLESS OTHERWISE NOTED.
4. ALL CURB RADIUS SHALL BE 5.0' UNLESS OTHERWISE NOTED.
5. SEE SITE ELECTRICAL PLAN FOR SITE LIGHTING.
6. REFER TO ARCHITECTURAL PLANS FOR DETAILED BUILDING AREAS, DIMENSIONS, UNIT COUNTS, STRUCTURED PARKING STALL TOTALS, FLOOR AREA RATIOS, ETC.

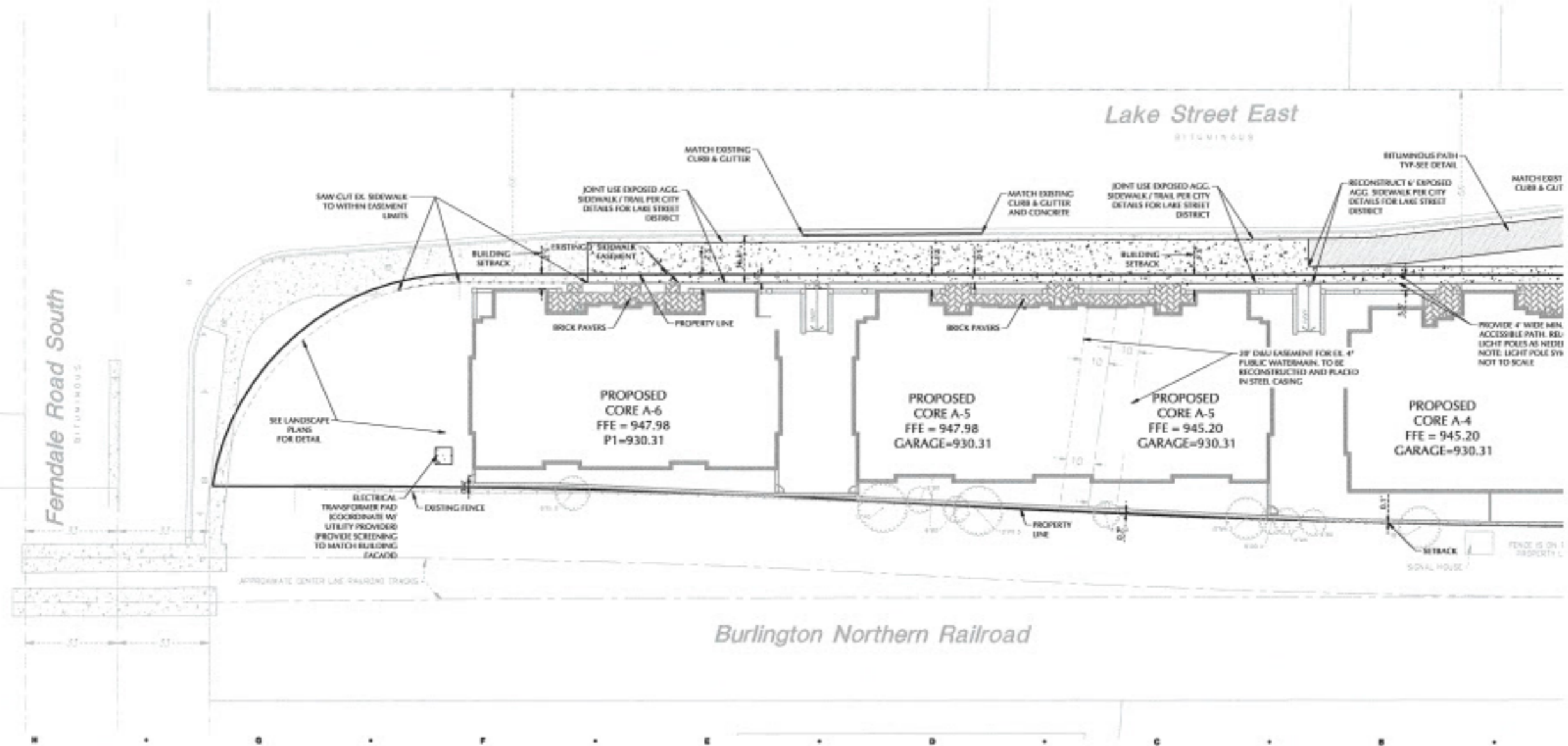
SITE DATA

SITE ADDRESS:	200 LAKE STREET EAST, WAYZATA, MN 55391
HENNEPIN COUNTY PID:	061172328029
PROPERTY DESCRIPTION:	LOT 1, BLOCK 1, PINEHURST 1ST ADDITION
PROPERTY AREA:	96,544 SQ. FT. / 2.217 AC
DISTURBED AREA:	2.27 AC
EXISTING IMPERVIOUS AREA:	73,590 SF / 1.69 AC (74.4%)
PROPOSED PERVIOUS AREA:	15,103 SF / 0.34 AC (15.3%)
PROPOSED IMPERVIOUS AREA:	81,481 SF / 1.93 AC (84.7%)

GENERAL NOTES

1. MINNESOTA STATE STATUTE REQUIRES NOTIFICATION PER "GOPHER STATE ONE CALL" PRIOR TO COMMENCING ANY GRADING, EXCAVATION OR UNDERGROUND WORK.
2. THE CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
3. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASE OF THIS PROJECT. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGES TO ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASE OF THIS PROJECT.
4. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.
5. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
6. THE DUTY OF THE ENGINEER OR THE DEVELOPER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTORS PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTORS SAFETY MEASURES IN, OR NEAR THE CONSTRUCTION SITE.
7. BEFORE BEGINNING CONSTRUCTION THE CONTRACTOR SHALL INSTALL EROSION AND SEDIMENTATION CONTROL MEASURES IN ACCORDANCE WITH NPDES PERMIT REQUIREMENTS, BEST MANAGEMENT PRACTICES, STATE AND LOCAL REQUIREMENTS AND THE DETAILS SHOWN ON THE DETAIL SHEETS OF THE PROJECT PLANS.
8. ALL CONSTRUCTION PERMITS, APPLICATIONS AND FEES ARE THE RESPONSIBILITY OF THE CONTRACTOR.
9. ALL ENTRANCES AND CONNECTIONS TO CITY STREETS SHALL BE CONSTRUCTED PER THE REQUIREMENTS OF THE STATE AND LOCAL JURISDICTIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS AND NOTIFICATIONS AS REQUIRED.
10. ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. ALL TRAFFIC CONTROL SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE CITY. THIS SHALL INCLUDE ALL SIGNAGE, BARRICADES, FLASHERS AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES.
11. ADJUST ALL EXISTING STRUCTURES, BOTH PUBLIC AND PRIVATE TO THE PROPOSED GRADES WHERE DISTURBED AND COMPLY WITH ALL REQUIREMENTS OF THE UTILITY OWNERS. STRUCTURES BEING

- RESET TO PAVED AREAS MUST MEET OWNERS REQUIREMENTS FOR TRAFFIC LOADING.
- 12. SUBGRADE PREPARATION SHALL BE PERFORMED IN ACCORDANCE WITH MNDOT 2112. THE TOP 3 FEET SHALL BE COMPACTED TO 100% OF THE STANDARD PROCTOR DENSITY.
- 13. AGGREGATE BASE SHALL BE MNDOT 2211 CLASS 5. COMPACTION SHALL BE BY THE QUALITY COMPACTION METHOD.
- 14. PLANT MIXED BITUMINOUS PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH MNDOT 2300 WITH MIX DESIGN AS SHOWN ON THE DETAILS. COMPACTION SHALL BE BY THE ORDINARY COMPACTION METHOD.
- 15. CONCRETE CURB & CUTTER SHALL BE PERFORMED IN ACCORDANCE WITH MNDOT 2531. CURBING SHALL BE BY THE MEMBRANE CURBING METHOD. EXPANSION JOINTS EVERY 200 FEET AT ALL FIXED OBJECTS. CONTRACTION JOINTS EVERY 30 FEET.
- 16. CONCRETE WALK SHALL BE PERFORMED IN ACCORDANCE WITH MNDOT 2521. CURBING SHALL BE BY THE MEMBRANE CURBING METHOD. EXPANSION JOINTS AT ALL FIXED OBJECTS. CONTRACTION JOINTS EVERY 3 FEET.
- 17. A CITY RIGHT-OF-WAY PERMIT IS REQUIRED TO WORKING WITHIN CITY ROW.

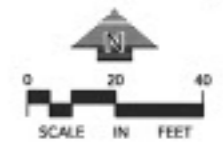


DATE ISSUED	4
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 1001 13TH ST. ANN ARBOR, MI 48106
 734.662.6888
 www.hobbsblack.com

200 LAKE ST E WAYZATA, MN
LAKE WEST DEVELOPMENT, LLC

PROJECT
LOUCKS
 PLANNING
 CIVIL ENGINEERING
 LAND SURVEYING
 UNIVERSAL ARCHITECTURE
 ENVIRONMENTAL
 7300 Hamlet Lane, Suite 30
 Maple Grove, MN 55311
 763.424.3130
 www.loucks.com
CONSULTANT



SITE PLAN - A
SHEET TITLE
21-803
PROJECT NUMBER
C2.1
RAPID MIMRIT

Drawing: 21-803-001 (CADD DATA) 200 Lake Street East, Wayzata, MN 55391. 10/13/2021. 1:10pm. User: J. Park. Plot: 200



Gopher State One Call
 TWIN CITY AREA: 651-434-3802
 TOLL FREE: 1-800-252-1188

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR BLOCKING OF LINES.

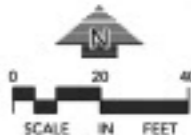
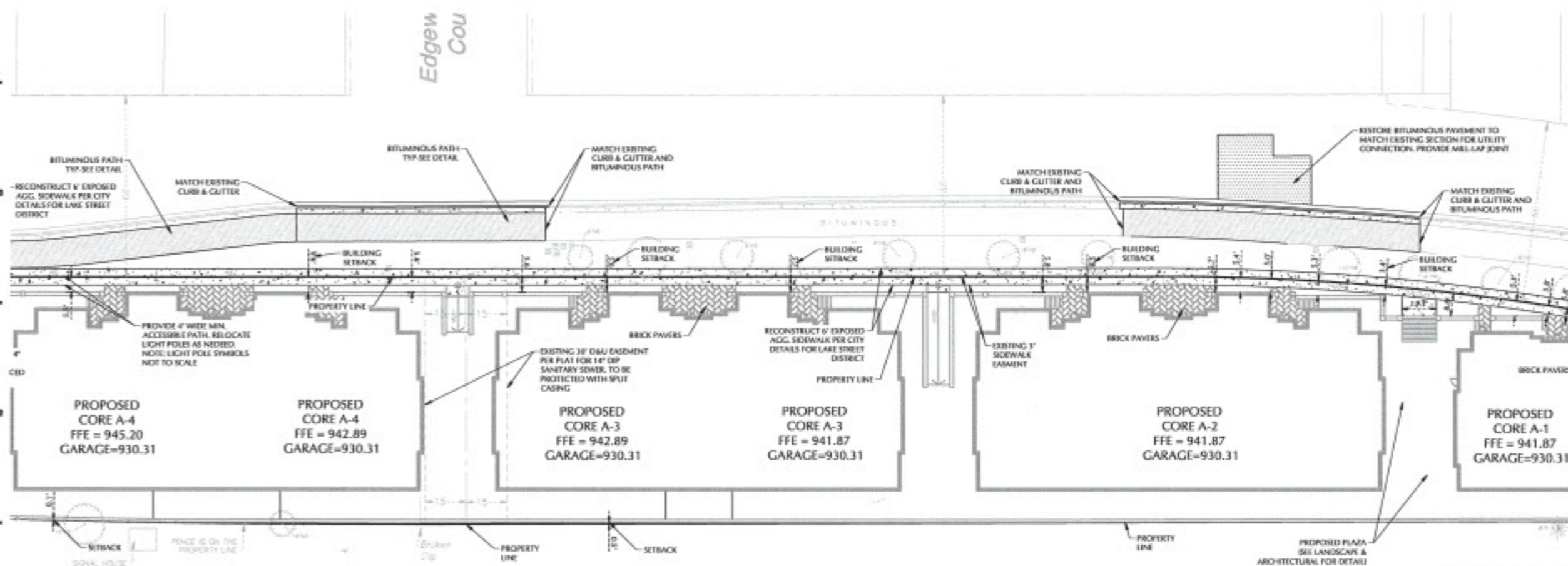
THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-434-3802 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRING, CABLE, CONDUITS, PIPELINES, MANHOLES, VALVES OR OTHER SUBMERGED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

NOTE:
 EXISTING CONDITIONS INFORMATION SHOWN IS FROM A BOUNDARY & TOPOGRAPHIC SURVEY PREPARED BY LOUCKS, DATED JULY, 2020.

PAVEMENT TYPES

- CONCRETE SIDEWALK
- CONCRETE PAVEMENT
- LIGHT DUTY BITUMINOUS PAVEMENT
- HEAVY DUTY BITUMINOUS PAVEMENT

NOTE:
 SEE PAVEMENT SECTIONS ON SHEET C2.1 FOR TYPE AND SECTION INFORMATION.



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 103 N. THIRD ST.
 ANTONIO, TX 78204
 P: 214.241.1199
 www.hobbsblack.com

200 LAKE ST E WAYZATA, MN
LAKE WEST DEVELOPMENT, LLC

LOUCKS
 PLANNING, CIVIL ENGINEERING, LAND SURVEYING, LANDSCAPE ARCHITECTURE, ENVIRONMENTAL
 7300 Hennepin Lane, Suite 300
 Maple Grove, MN 55127
 763.421.5500
 www.loucksinc.com
CONSULTANT

SITE PLAN - B
 SHEET TITLE
21-803
 PROJECT NUMBER
C2.2
 SHEET NUMBER

Drawing: 21-803-0217 (2020) 200 LAKE ST E Wayzata, MN - Site Plan - B
 Date: Feb 03, 2023, 1:02pm Layout by: JAK



CALL BEFORE YOU DIG
Gopher State One Call
 THE CITY AREA 800-454-8002
 TOLL FREE 1-800-251-7966

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

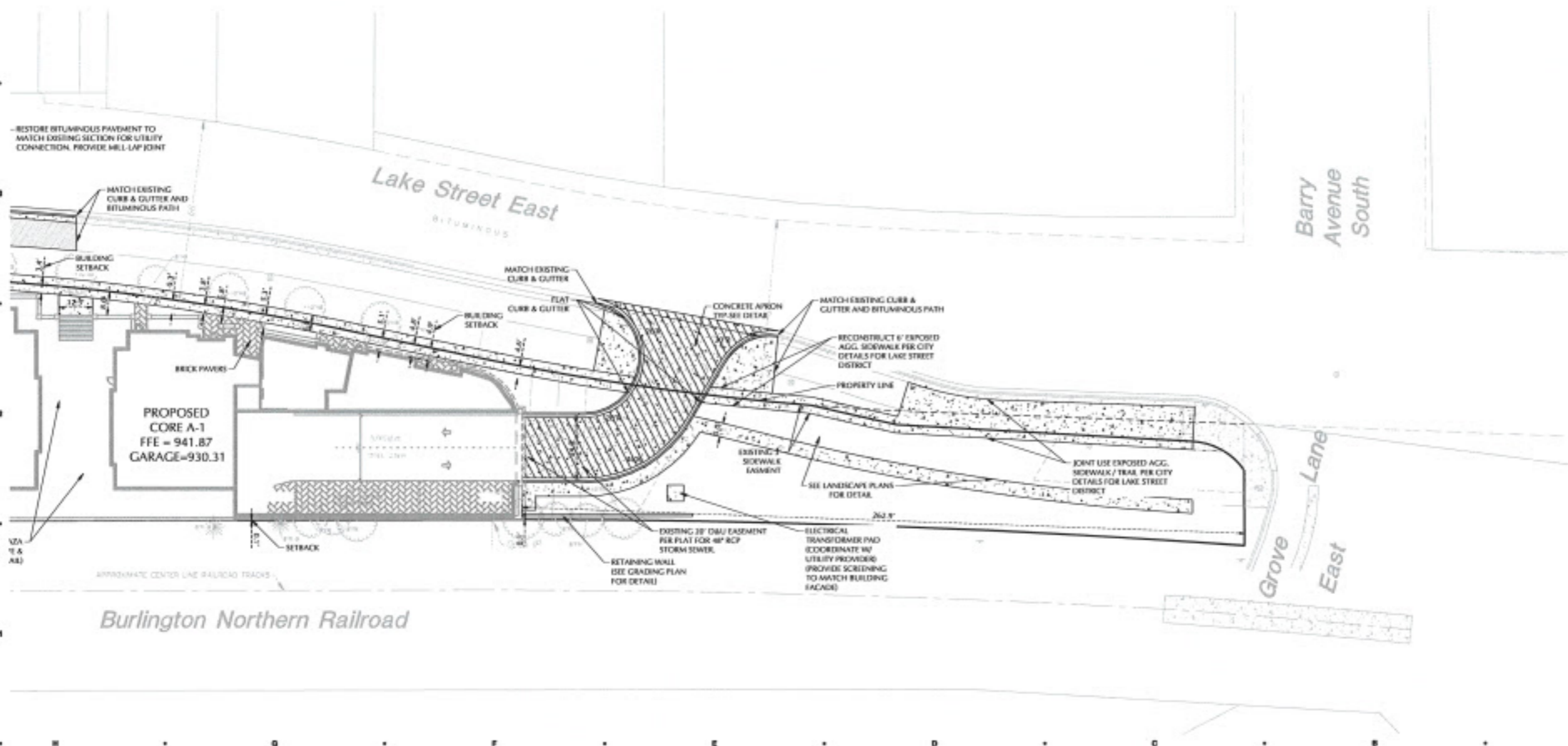
THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRE, CABLES, CONDUIT, PIPES, MANHOLES, TRENCHES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

NOTE:
 EXISTING CONDITIONS INFORMATION SHOWN IS FROM A BOUNDARY & TOPOGRAPHIC SURVEY PREPARED BY LOUCKS, DATED JULY, 2020.

PAVEMENT TYPES

- CONCRETE SIDEWALK
- CONCRETE PAVEMENT
- LIGHT DUTY BITUMINOUS PAVEMENT
- HEAVY DUTY BITUMINOUS PAVEMENT

NOTE:
 SEE PAVEMENT SECTIONS ON SHEET C&1 FOR TYPE AND SECTION INFORMATION.



SHEET 208 - 21803

NO.	DATE	BY	DESCRIPTION

DATE ISSUED _____
DRAWN BY _____
CHECKED BY _____

HOBBS + BLACK ARCHITECTS
 300 N. DUBUQUE ST.
 ARDOR, MN 55304
 TEL: 612.224.1110
 WWW.HOBBS-BLACK.COM

200 LAKE ST E WAYZATA, MN
LAKE WEST DEVELOPMENT, LLC

PROJECT: LAKE WEST
LOUCKS
 PLANNING CIVIL ENGINEER LAND SURVEYOR LANDSCAPE ARCHITECTURE ENVIRONMENTAL
 7288 Hennepin Lane, Suite 200
 Maple Grove, MN 55127
 TEL: 612.261.1111
CONSULTANT:

SITE PLAN - C
SHEET TITLE

21-803
PROJECT NUMBER
C2.3
DRIFT NUMBER



CALL BEFORE YOU DIG
Gopher State One Call
TOLL FREE: 1-800-392-1989

WARNING:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COORDINATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT Gopher State One Call AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND PIPES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT HIS COST TO THE OWNER.

NOTE:
EXISTING CONDITIONS INFORMATION SHOWN IS FROM A BOUNDARY & TOPOGRAPHIC SURVEY PREPARED BY LOUCKS, DATED JULY, 2020.

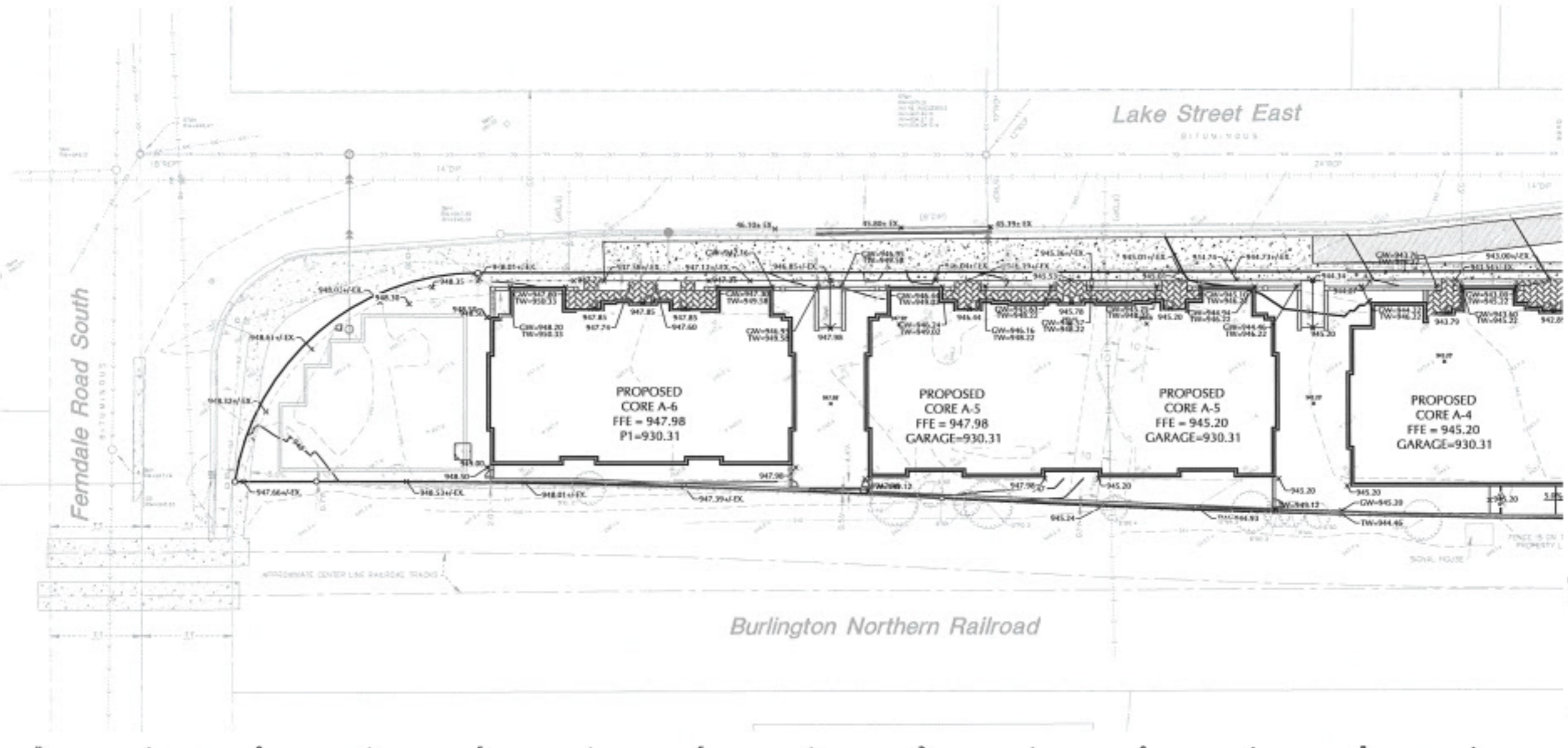
GRADING & DRAINAGE NOTES

SEE STORMWATER POLLUTION PREVENTION PLAN FOR SOIL STABILIZATION INFORMATION.
EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE ESTABLISHED AROUND THE ENTIRE SITE PERIMETER AND IN ACCORDANCE WITH NPDES PERMIT REQUIREMENTS, BEST MANAGEMENT PRACTICES, CITY REQUIREMENTS AND THE DETAILS SHOWN ON THE CIVIL DETAILS SHEETS OF THESE PLANS.
ALL CURB SPOT ELEVATIONS ARE TO CUTTER LINE UNLESS NOTED OTHERWISE.

GRADING, DRAINAGE PLAN NOTES

1. SPOT ELEVATIONS REPRESENT FINISHED SURFACE GRADES, OUTFLOW LINE, FACE OF BUILDING, OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
2. CATCH BASINS AND MANHOLES IN PAVED AREAS SHALL BE SUMPED 0.04 FEET. ALL CATCH BASINS IN CUTTERS SHALL BE SUMPED 0.10 FEET. IRL ELEVATIONS SHOWN ON PLANS DO NOT REFLECT SUMPED ELEVATIONS.
3. ALL DISTURBED UNPAVED AREAS ARE TO RECEIVE MINIMUM OF 4 INCHES OF PREMIUM TOP SOIL AND SEED/MULCH OR SOG. THESE AREAS SHALL BE WATER/MAINTAINED BY THE CONTRACTOR UNTIL VEGETATION IS ESTABLISHED. VERIFY WITH LANDSCAPE PLAN.
4. FOR SITE RETAINING WALLS "TW" EQUALS SURFACE GRADE AT TOP FACE OF WALL (NOT TOP OF WALL). "CW" EQUALS SURFACE GRADE AT BOTTOM FACE OF WALL (NOT BOTTOM OF BURIED WALL COURSE).
5. REFER TO THE REPORT OF GEOTECHNICAL EXPLORATION AND REVIEW REPORT NO. _____, DATED _____, AS PREPARED BY _____ FOR AN EXISTING SUBSURFACE SITE CONDITION ANALYSIS AND CONSTRUCTION RECOMMENDATIONS.
6. STREETS MUST BE CLEANED AND SWEEP WHENEVER TRACKING OF SEDIMENTS OCCURS AND BEFORE SITES ARE LEFT IDLE FOR WEEKENDS AND HOLIDAYS, OR AS DIRECTED BY CITY. A REGULAR SWEEPING SCHEDULE MUST BE ESTABLISHED.
7. DUST MUST BE ADEQUATELY CONTROLLED.
8. SEE SWPPP FOR ADDITIONAL EROSION CONTROL NOTES AND REQUIREMENTS.
9. SEE UTILITY PLAN FOR WATER, STORM AND SANITARY SEWER INFORMATION.
10. SEE SITE PLAN FOR CURB AND RETAINMENT TAPER LOCATIONS.
11. A STREET SWEEPER MUST BE AVAILABLE WITHIN 3 HOURS UPON NOTICE FROM THE CITY THAT THE

- STREETS NEED TO BE SWEEP.
12. THE CONTRACTOR ALONG WITH THE OWNER SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM GOVERNING AUTHORITIES, INCLUDING ANY CITY PERMITS AND THE NPDES PERMIT FROM THE MPCA.
 13. INSTALL EROSION CONTROL AND TREE PROTECTION MEASURES BEFORE BEGINNING SITE GRADING ACTIVITIES. SOME EROSION CONTROLS SUCH AS BALE CHECKS AND TEMPORARY SILT PONDS MAY BE INSTALLED AS GRADING OCCURS IN SPECIFIC AREAS. MAINTAIN EROSION CONTROLS THROUGHOUT THE GRADING PROCESS AND REMOVE WHEN TURF HAS BEEN ESTABLISHED.
 14. THE CONTRACTOR SHALL ADHERE TO ALL REQUIREMENTS OF THE MPCA NPDES PERMIT. THE AREA TO BE DISTURBED SHALL BE MINIMIZED AND TURF SHALL BE ESTABLISHED WITHIN THE TIME REQUIRED.
 15. GRADES SHOWN ARE FINISHED GRADES.
 16. FINAL GRADING TOLERANCES ARE +/-0.1 FEET TO FINISH GRADES.
 17. UNDER PAVEMENTS COMPACT THE UPPER 3 FEET OF SUBGRADE TO 100% STANDARD PROCTOR DENSITY AT OPTIMUM MOISTURE CONTENT AND 95% STANDARD PROCTOR DENSITY BELOW THE UPPER 3 FEET OF SUBGRADE. OUTSIDE PAVEMENT AREAS COMPACT EMBSHMENTS TO 95% STANDARD PROCTOR DENSITY.
 18. A CITY RIGHT-OF-WAY PERMIT IS REQUIRED PRIOR TO WORKING WITHIN CITY ROW.
 19. STRUCTURAL RETAINING WALL, FENCING AND HANDRAIL DESIGN BY OTHERS. REFER TO ARCHITECTURAL PLANS.



HOBBS + BLACK ARCHITECTS
1255 N. Hennepin St.
Apt. 1000, Minneapolis, MN 55404
773.443.6363
www.hobbsblack.com

200 LAKE ST E WAYZATA, MN
LAKE WEST DEVELOPMENT, LLC

PROJECT
LOUCKS JOB #2021-04
LOUCKS
PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL
7300 Hennepin Lane, Suite 300
Minneapolis, MN 55425
612.424.1000
www.loucks.com
CONSULTANT

GRADING & DRAINAGE PLAN - A

SHEET TITLE

21-803

PROJECT NUMBER

C3.1

SHEET NUMBER

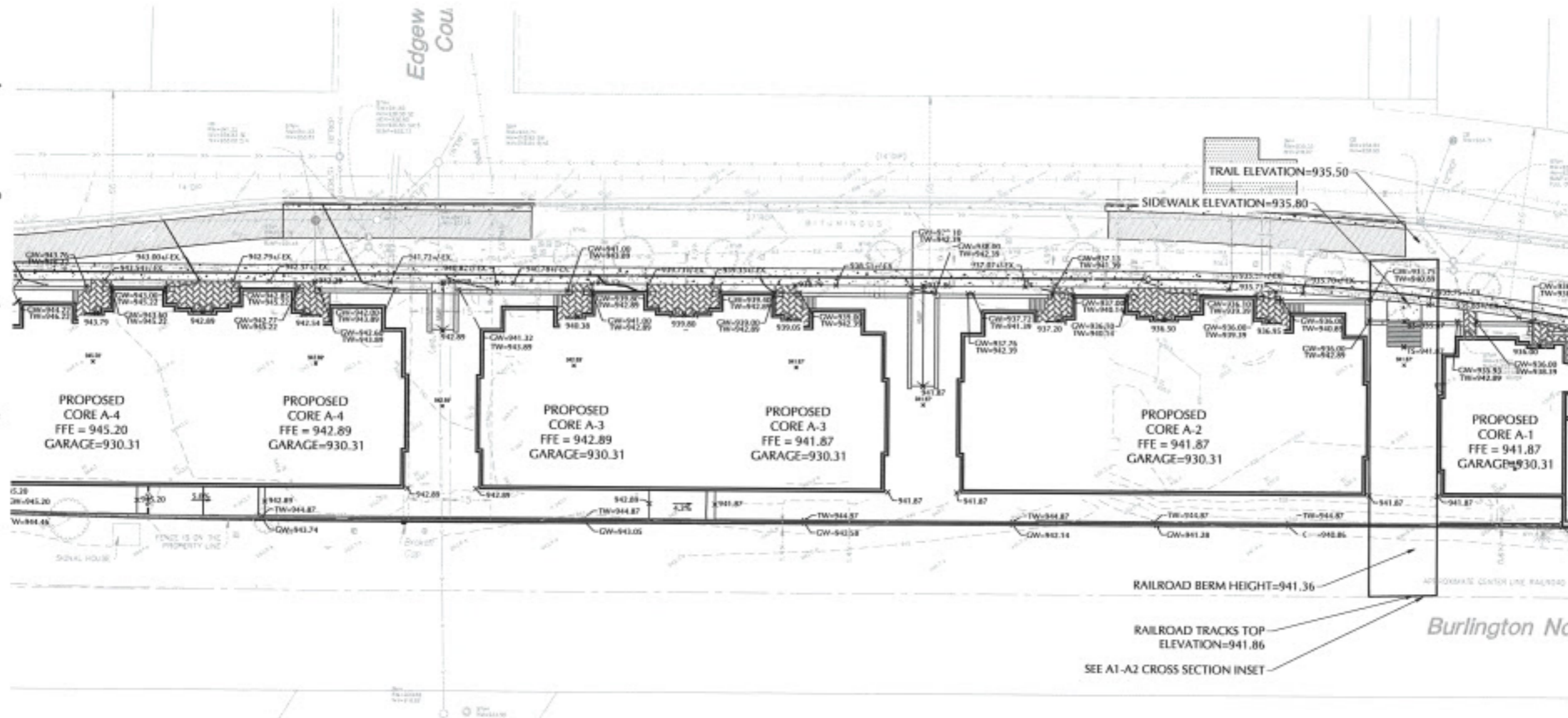
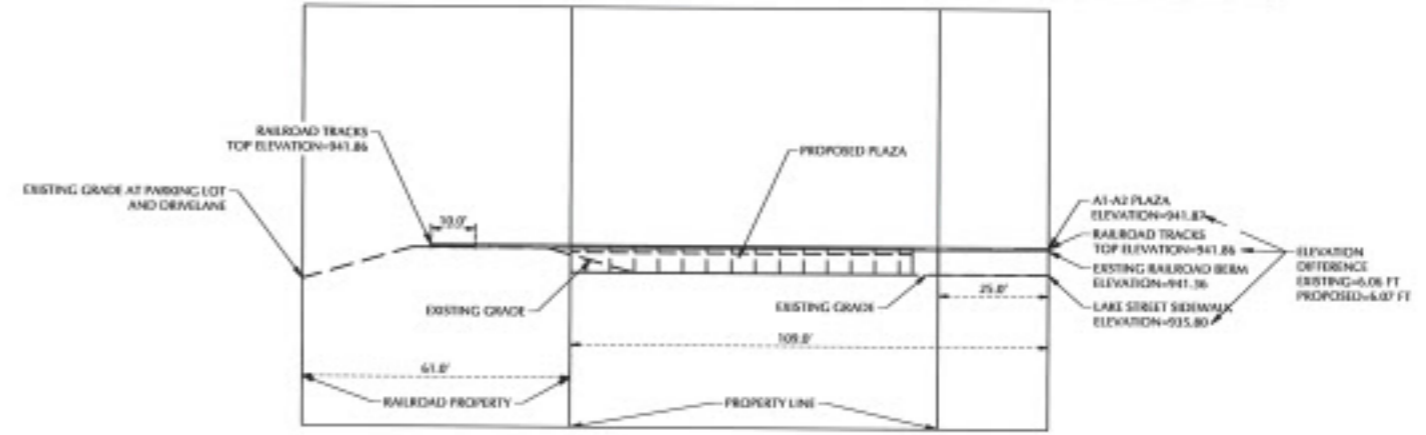


CALL BEFORE YOU DIG
Gopher State One Call
TWIN CITY AREA 855-424-2802
TOLL FREE 1-800-552-1188

WARNING:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.
THE CONTRACTOR SHALL CONTACT Gopher State One Call at 855-424-2802 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATION OF ALL UNDERGROUND WIRE, CABLE, CONDUIT, PIPE, MANHOLE, SHAFTS OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

NOTE:
EXISTING CONDITIONS INFORMATION SHOWN IS FROM A BOUNDARY & TOPOGRAPHIC SURVEY PREPARED BY LOUCKS, DATED JULY, 2020.

CORE A1-A2 EXISTING CROSS SECTION INSET



NO.	DATE	BY	REVISION

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HOBBS + BLACK ARCHITECTS
100 N. DODD ST.
WAYZATA, MN 55178
763.425.5219
www.hobbsblack.com

200 LAKE STE
WAYZATA, MN
LAKE WEST DEVELOPMENT, LLC

PROJECT
LOUCKS CONSULTANT
LOUCKS
PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL
2000 Franklin Lane, Suite 200
Maple Creek, MN 55359
763.425.5219
www.loucks.com

GRADING & DRAINAGE PLAN - B
SHEET TITLE

21-803
PROJECT NUMBER

C3.2
SHEET NUMBER



Gopher State One Call
 THIS CITY AREA: 815-584-0393
 TOLL FREE: 1-800-332-5888

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 815-584-0393 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATION OF ALL UNDERGROUND UTILITIES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

NOTE:

EXISTING CONDITIONS INFORMATION SHOWN IS FROM A BOUNDARY & TOPOGRAPHIC SURVEY PREPARED BY LOUCKS, DATED JULY, 2020.

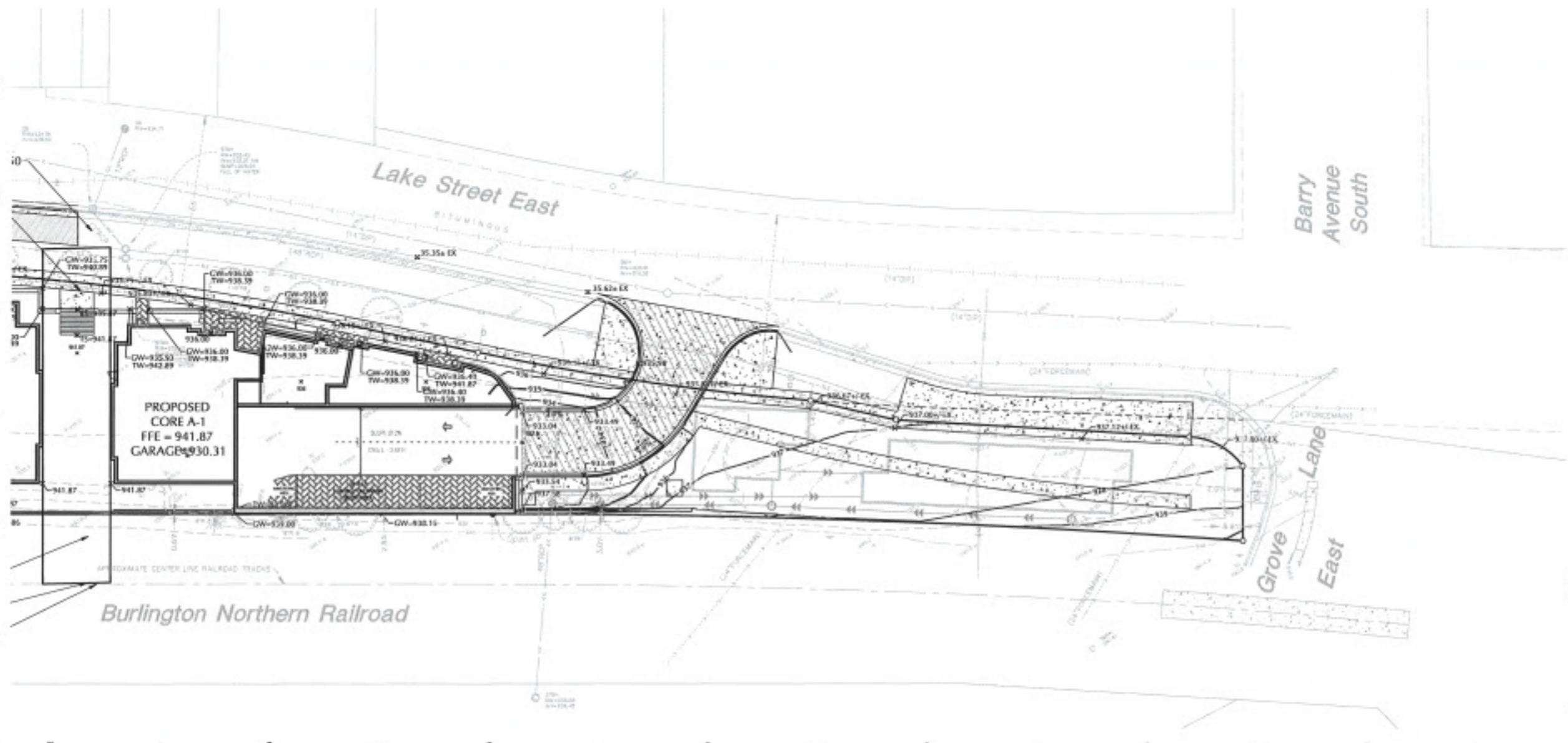
SHEET NO. - 21-803	
DATE	CITY BOARD
APPROVED	APPROVED
REVISION	REVISION
REVISION	REVISION
REVISION	REVISION
REVISION	REVISION
REVISION	REVISION
REVISION	REVISION
REVISION	REVISION
DATE ISSUED	
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HOBBS + BLACK ARCHITECTS
 100 N. DOW ST.
 MINNEAPOLIS, MN 55404
 P. 763.464.8888
 www.hobbsblack.com

200 LAKE ST E WAYZATA, MN
LAKE WEST DEVELOPMENT, LLC

LOUCKS
 PLANNING
 CIVIL ENGINEERING
 LANDSCAPE ARCHITECTURE
 ENVIRONMENTAL
 7000 Hennepin Lane, Suite 2
 Maple Grove, MN 55127
 763.424.4400
 www.loucks.com
CONSULTANT

GRADING & DRAINAGE PLAN - C
 SHEET TITLE
21-803
 PROJECT NUMBER
C3.3
 SHEET NUMBER



Drawing: WATERSHED/ST/ROAD DRAINAGE/Map Sheet: PLAN/C3.3 - GRADING PLAN.dwg
 Date: Feb 05, 2023, 1:44pm
 Layout: C_Plot.dwg by JZK

SWPPP NOTES

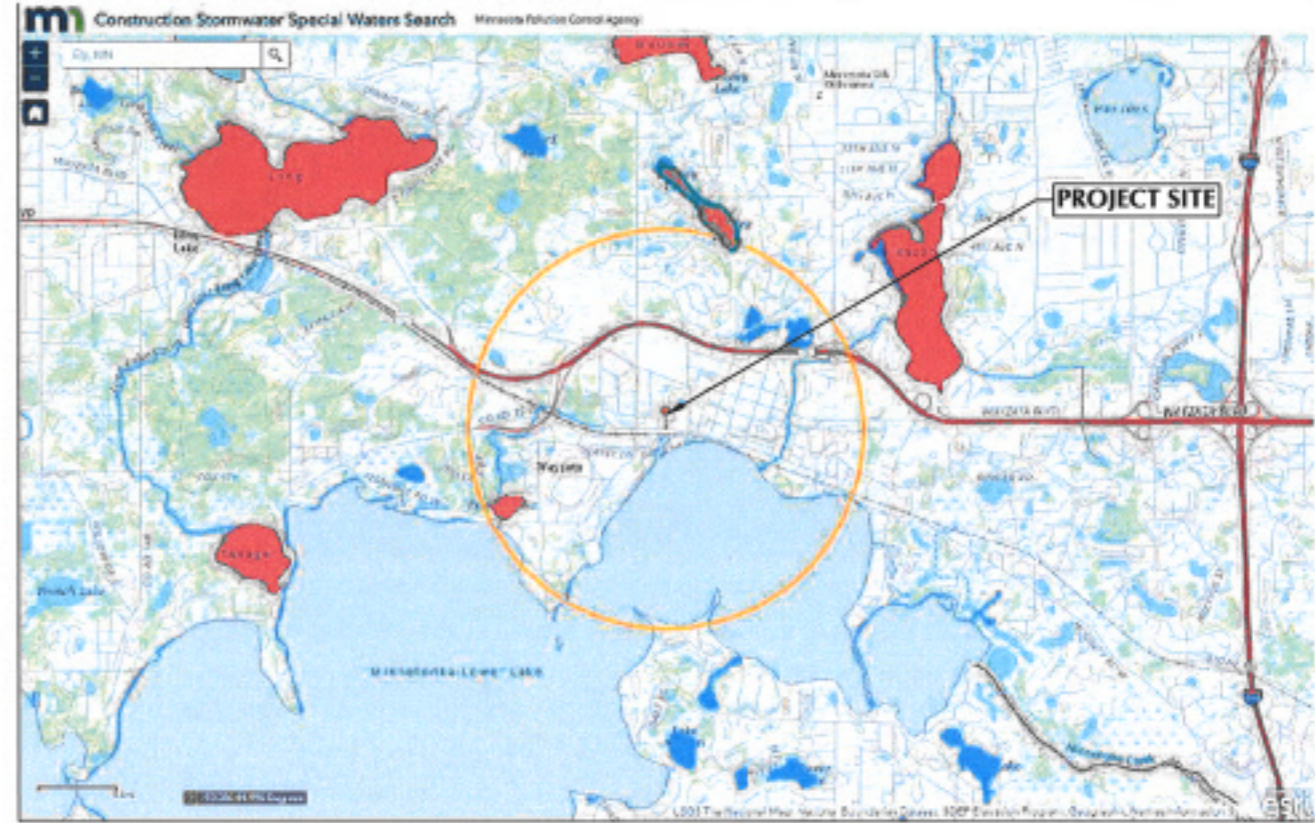
- 1. THE NATURE OF THIS PROJECT WILL CONSIST OF CONSTRUCTING TWO PROPOSED BUILDING, PARKING LOT, SURFACE PAVEMENTS, AND UTILITIES.
- 2. THE INTENDED SEQUENCING OF MAJOR CONSTRUCTION ACTIVITIES ARE AS FOLLOWS:
 - 1. INSTALL VEHICLE TRACKING BMP (SPRING 2022)
 - 2. INSTALL INLET PROTECTION (SPRING 2022)
 - 3. INSTALL SILT FENCE AROUND SITE (SPRING 2022)
 - 4. CLEAR AND GRUB SITE (SPRING 2022)
 - 5. STRIP AND STOCKPILE TOPSOIL (SPRING 2022)
 - 6. REMOVE PAVEMENTS AND UTILITIES (SPRING 2022)
 - 7. REDUCE GRADE SITE (SPRING 2022)
 - 8. IMPORT CLEAN FILL FOR REPLACEMENT AND BALANCE (SPRING 2022)
 - 9. INSTALL UTILITIES (SPRING 2022)
 - 10. INSTALL BUILDING FOUNDATIONS (SPRING 2022)
 - 11. INSTALL CURB AND GUTTER (SUMMER 2022)
 - 12. INSTALL PAVEMENTS AND WALKS (SUMMER 2022)
 - 13. FINAL GRADE SITE (SUMMER 2022)
 - 14. REMOVE ACCUMULATED SEDIMENT FROM STORMWATER SYSTEMS (FALL 2022)
 - 15. SEED AND MULCH (FALL 2022)
 - 16. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED, REMOVE SILT FENCE, INLET PROTECTION, AND RESEED ANY AREAS DISTURBED BY THE REMOVAL.
- 3. SITE DATA:

PROPERTY AREA / DISTURBED AREA:	2.27 AC / 2.37 AC
PRE-CONSTRUCTION IMPERVIOUS AREA:	1.68 AC
POST-CONSTRUCTION IMPERVIOUS AREA:	1.93 AC
- GENERAL SOIL TYPE: SEE PRELIMINARY GEOTECHNICAL SOIL BORINGS BY BRAIN INTERTEC
- HYDROLOGY INFORMATION: SEE HYDROLOGY REPORT PREPARED BY LOUCKS DATED MAY 19, 2020
- 4. EROSION AND SEDIMENT CONTROLS WERE DESIGNED TO EFFECTIVELY CONTROL STORMWATER RUNOFF WITHIN THE PROJECT AREAS. EROSION AND SEDIMENT CONTROL HAVE BEEN PREPARED TO MINIMIZE CHANNEL EROSION AND SEDIMENT IN THE IMMEDIATE VICINITY OF DISCHARGE POINTS. FACTORS THAT WERE CONSIDERED INCLUDE PROPOSED IMPERVIOUS AREAS, SLOPE OF IMPERVIOUS SURFACES, STORMWATER INFRASTRUCTURE DISCHARGE POINTS, AND ANNUAL AVERAGE PRECIPITATION DATA FOR THE PROJECT AREA.
- 5. HENNEPIN COUNTY RECEIVES AN AVERAGE OF 32 INCHES OF PRECIPITATION PER YEAR. THE FOLLOWING HENNEPIN COUNTY 24-HOUR STORM EVENTS ARE BASED ON ATLAS 14 RAINFALL DATA:

3-YR	2.86 INCHES
10-YR	4.26 INCHES
100-YR	7.32 INCHES
- 6. SEE "EXHIBIT PROPOSED DRAINAGE AREAS" FOR SITE MAP WITH DRAINAGE AREA BOUNDARIES.
- 7. THE LOCATION OF AREAS NOT TO BE DISTURBED MUST BE IDENTIFIED WITH FLAGS, STAKES, SIGNS, SILT FENCE, ETC. BEFORE CONSTRUCTION BEGINS.
- 8. CONTRACTOR SHALL INSTALL RAIN GAUGE ON SITE.
- 9. NO DEWATERING IS EXPECTED TO OCCUR ON SITE. NO GROUNDWATER EXPECTED TO BE ENCOUNTERED DURING CONSTRUCTION. IF DEWATERING IS REQUIRED, REFER TO CITY REGULATIONS.
- 10. CONTAMINATION EXPECTED TO BE ENCOUNTERED DURING EXCAVATION.
- 11. ALL DISTURBED GROUND LEFT INACTIVE FOR SEVEN (7) OR MORE DAYS SHALL BE STABILIZED BY SEEDING OR SOODING (ONLY AVAILABLE PRIOR TO SEPTEMBER 15) OR BY MULCHING OR COVERING OR OTHER EQUIVALENT CONTROL MEASURE.
- 12. ON SLOPES 3:1 OR GREATER MAINTAIN SHEET FLOW AND MINIMIZE RILLS AND/OR GULLIES. SLOPE LENGTHS CAN NOT BE GREATER THAN 75 FEET.
 - ███ DENOTES SLOPES GREATER THAN 3:1. ALL 3:1 SLOPES TO BE STABILIZED WITH EROSION CONTROL BLANKET
- 13. ALL STORM DRAINS AND INLETS MUST BE PROTECTED UNTIL ALL SOURCES OF POTENTIAL DISCHARGE ARE STABILIZED.
- 14. SOIL COMPACTION SHALL BE MINIMIZED DURING CONSTRUCTION.
- 15. TEMPORARY SOIL STOCKPILES MUST HAVE EFFECTIVE SEDIMENT CONTROL AND CAN NOT BE PLACED IN SURFACE WATERS OR STORM WATER CONVEYANCE SYSTEMS. TEMPORARY STOCKPILES WITHOUT SIGNIFICANT AMOUNT OF SILT, CLAY, OR ORGANIC COMPOUNDS ARE EXEMPT (5) CLEAN AGGREGATE STOCK PILES, DEMOLITION CONCRETE STOCKPILES, SAND STOCKPILES.
- 16. SEDIMENT CONTROL PRACTICES SHALL BE INSTALLED ON ALL DOWNGRADIENT PERIMETERS AND UPGRADIENT OF ANY BUFFER ZONES.
- 17. SEDIMENT LADEN WATER MUST BE DISCHARGED TO A SEDIMENTATION BASIN WHENEVER POSSIBLE. IF NOT POSSIBLE, IT MUST BE TREATED WITH THE APPROPRIATE BMP'S.
- 18. SOLID WASTE MUST BE DISPOSED OF PROPERLY AND MUST COMPLY WITH MPCA DISPOSAL REQUIREMENTS.
- 19. NO VEHICLE WASHING ALLOWED ON SITE.

- 20. NO ENGINE DECREASING IS ALLOWED ON SITE.
- 21. THE OWNER IS RESPONSIBLE FOR COMPLIANCE WITH ALL TERMS AND CONDITIONS OF THE PERMIT. THE OPERATOR IS RESPONSIBLE FOR COMPLIANCE WITH SECTIONS 5, 4, 6-32, 34 AND APPLICABLE REQUIREMENTS FOR CONSTRUCTION ACTIVITY IN SECTION 25.
- 22. TERMINATION OF COVERAGE-PERMITTEDS WISHING TO TERMINATE COVERAGE MUST SUBMIT A NOTICE OF TERMINATION (NOTI) TO THE MPCA. ALL PERMITTEDS MUST SUBMIT A NOTI WITHIN 30 DAYS AFTER THE FOLLOWING CONDITIONS HAVE BEEN MET:
 - A. PERMIT TERMINATION CONDITIONS, PER NPDES PERMIT SECTION 13.1 HAVE BEEN ACHIEVED ON ALL PORTIONS OF THE SITE FOR WHICH THE PERMITTEE IS RESPONSIBLE.
 - A.A. PERMANENT UNIFORM PERENNIAL VEGETATIVE COVER MUST BE ESTABLISHED AT 70% DENSITY OF ITS EXPECTED FINAL GROWTH.
 - A.B. THE PERMANENT STORMWATER TREATMENT SYSTEM IS CONSTRUCTED, MEETS ALL REQUIREMENTS, AND IS OPERATING AS DESIGNED.
 - A.C. ALL TEMPORARY SYNTHETIC EROSION PREVENTION AND SEDIMENT CONTROL BMP'S MUST BE REMOVED.
 - A.D. CLEAN OUT SEDIMENT FROM CONVEYANCE SYSTEMS AND PERMANENT STORMWATER TREATMENT SYSTEMS (RETURN TO DESIGN CAPACITY).
- 23. INSPECTIONS
 - A. INITIAL INSPECTION FOLLOWING SILT FENCE INSTALLATION BY CITY REPRESENTATIVE IS REQUIRED.
 - B. EXPOSED SOIL AREAS: ONCE EVERY 7 DAYS AND WITHIN 24 HOURS FOLLOWING A 0.5" OVER 24 HOUR RAIN EVENT.
 - C. STABILIZED AREAS: ONCE EVERY 30 DAYS
 - D. FROZEN GROUND: AS SOON AS RUNOFF OCCURS OR PRIOR TO RESUMING CONSTRUCTION.
 - E. INSPECTION AND MAINTENANCE RECORDS MUST BE RETAINED FOR 3 YEARS AFTER FILING OF THE NOTICE OF TERMINATION AND MUST INCLUDE: DATE AND TIME OF ACTION, NAME OF PERSON CONDUCTING WORK, FINDING OF INSPECTIONS AND RECOMMENDATIONS FOR CORRECTIVE ACTION, DATE AND AMOUNT OF RAINFALL EVENTS GREATER THAN 0.5 INCHES IN A 24 HOUR PERIOD.
 - F. OBSERVE ANY DISCHARGE OCCURRING ON-SITE AND DOCUMENT CORRECTIVE ACTIONS TAKEN. DISCHARGE SHOULD BE DESCRIBED AND PHOTOGRAPHED.
- 24. MINIMUM MAINTENANCE
 - A. ALL NONFUNCTIONAL BMP'S MUST BE REPAIRED, REPLACED, OR SUPPLEMENTED WITH FUNCTIONAL BMP'S BY THE END OF THE NEXT BUSINESS DAY AFTER DISCOVERY OR AS SOON AS FIELD CONDITIONS ALLOW.
 - B. REPAIR, REPLACE, OR SUPPLEMENT ALL PERIMETER CONTROL DEVICES WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES THE HEIGHT OF THE DEVICE.
 - C. SEDIMENT BASINS DRAINED AND SEDIMENT REMOVED WHEN REACHES 1/2 STORAGE VOLUME.
 - D. SEDIMENT REMOVED FROM SURFACE WATERS WITHIN (SEVEN) CALENDAR DAYS OF DISCOVERY.
 - E. CONSTRUCTION SITE EXITS INSPECTED, TRACKED SEDIMENT REMOVED WITHIN (ONE) CALENDAR DAY.
 - F. PROVIDE COPIES OF EROSION INSPECTION RESULTS TO CITY ENGINEER FOR ALL EVENTS GREATER THAN 0.5" IN 24 HOURS.
- 25. THE SWPPP, INCLUDING ALL CHANGES TO IT, AND INSPECTIONS AND MAINTENANCE RECORDS MUST BE KEPT AT THE SITE DURING CONSTRUCTION ACTIVITY BY THE PERMITTEDS WHO HAVE OPERATIONAL CONTROL OF THE SITE.
- 26. OWNER MUST KEEP RECORDS OF ALL PERMITS REQUIRED FOR THE PROJECT, THE SWPPP, ALL INSPECTIONS AND MAINTENANCE, PERMANENT OPERATION AND MAINTENANCE AGREEMENTS, AND REQUIRED CALCULATIONS FOR TEMPORARY AND PERMANENT STORM WATER MANAGEMENT SYSTEMS. THESE RECORDS MUST BE RETAINED FOR THREE YEARS AFTER FILING NPDES NOTICE OF TERMINATION.
- 27. SWPPP MUST BE AMENDED WHEN:
 - A. THERE IS A CHANGE IN DESIGN, OPERATION, MAINTENANCE, WEATHER OR SEASONAL CONDITIONS THAT HAS A SIGNIFICANT EFFECT ON DISCHARGE
 - B. INSPECTIONS INDICATE THAT THE SWPPP IS NOT EFFECTIVE AND DISCHARGE IS EXCEEDING WATER QUALITY STANDARDS.
 - C. THE BMP'S IN THE SWPPP ARE NOT CONTROLLING POLLUTANTS IN DISCHARGES OR IS NOT CONSISTENT WITH THE TERMS AND CONDITIONS OF THE PERMIT.
- 28. CONCRETE WASHOUT AREA
 - A. CONCRETE WASH-OUT SITES NOT ALLOWED ON SITE AND MUST BE CONTAINED ON TRUCKS.
 - B. ALL SPILLS SHALL BE CLEANED UP IMMEDIATELY.
- 29. IN THE EVENT OF ENCOUNTERING A WELL OR SPRING DURING CONSTRUCTION CONTRACTOR TO CLEAR CONSTRUCTION ACTIVITY AND NOTIFY ENGINEER.
- 30. PIPE OUTLETS MUST BE PROVIDED WITH TEMPORARY OR PERMANENT ENERGY DISSIPATION WITHIN 24 HOURS AFTER CONNECTION TO A SURFACE WATER.
- 31. FINAL STABILIZATION:
 - FINAL STABILIZATION REQUIRES THAT ALL SOIL DISTURBING ACTIVITIES HAVE BEEN COMPLETED AND THAT DISTURBED AREAS ARE STABILIZED BY A UNIFORM PERENNIAL VEGETATIVE COVER WITH 70% OF THE EXPECTED FINAL DENSITY, AND THAT ALL PERMANENT PAVEMENTS HAVE BEEN INSTALLED. ALL TEMPORARY BMP'S SHALL BE REMOVED, DITCHES STABILIZED, AND SEDIMENT SHALL BE REMOVED FROM PERMANENT CONVEYANCES AND SEDIMENTATION BASINS IN ORDER TO RETURN THE POND TO DESIGN CAPACITY.
- 32. RESPONSIBILITIES
 - A. THE OWNER MUST IDENTIFY A PERSON WHO WILL OVERSEE THE SWPPP IMPLEMENTATION AND THE PERSON RESPONSIBLE FOR INSPECTION AND MAINTENANCE.
 - CONTACT:
 - COMPANY:
 - PHONE:
 - B. THE OWNER MUST IDENTIFY THE PERSON WHO WILL BE RESPONSIBLE FOR LONG TERM OPERATIONS AND MAINTENANCE OF THE PERMANENT STORMWATER MANAGEMENT SYSTEM.
 - CONTACT:
 - COMPANY:
 - PHONE:
- 33. THE WATERSHED DISTRICT OR THE CITY MAY HAVE REQUIREMENTS FOR INSPECTIONS OR AS-BUILT DRAWINGS VERIFYING PROPER CONSTRUCTION OF THE BMP'S.
- 34. EROSION CONTROL DEVICES CANNOT BE REMOVED UNTIL THE WATERSHED DISTRICT HAS DETERMINED THE SITE HAS BEEN PERMANENTLY RESTABILIZED AND SHALL BE REMOVED WITHIN 30 DAYS THEREAFTER.

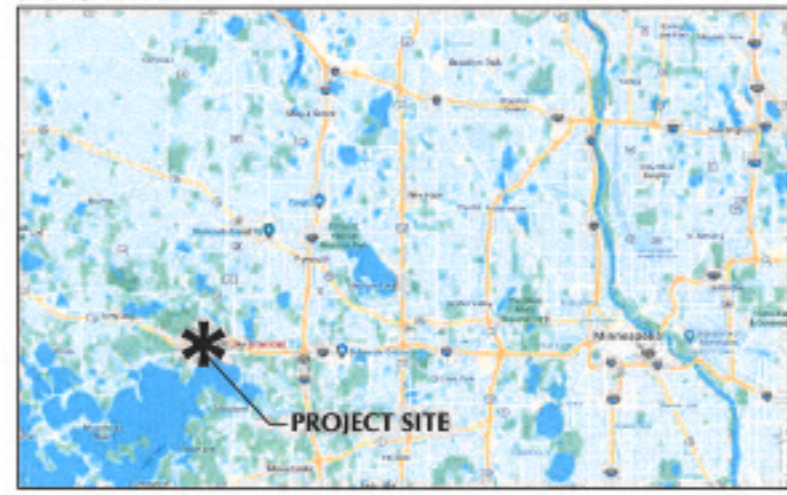
CONSTRUCTION STORMWATER SPECIAL WATERS SEARCH MAP



ESTIMATED QUANTITIES

DESCRIPTION	UNIT	QUANTITY
TEMPORARY ROCK CONSTRUCTION ENTRANCE	EA	1
PREFABRICATED CONCRETE WASHOUT	EA	-
SILT FENCE (STANDARD)	LF	1,500
EROSION CONTROL BLANKET	SY	XXXX
INLET PROTECTION	EA	4
BIO-ROLL	LF	1,320

SITE VICINITY MAP



Drawing: WATERSHED/17/2400/DRAWINGS/4/40 - Sheet / FRAMES 7 - C3.7 - SWPPP NOTES AND DETAILS.dwg
Date: File: 09_10_2023 1:43pm Layer: NOTES - Plotted by: JK

REVISION	DATE	BY	DESCRIPTION

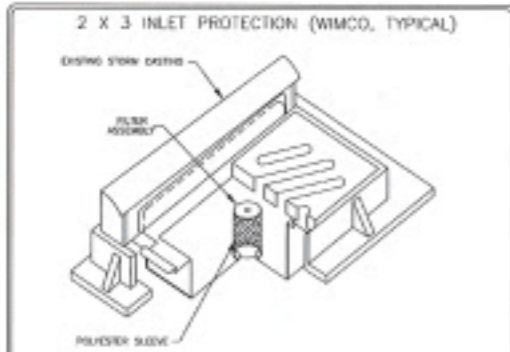
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SWPPP NOTES AND DETAILS
SHEET TITLE
21-803
PROJECT NUMBER
C3.7
SHEET NUMBER



2 X 3 INLET PROTECTION (WIMCO, TYPICAL)

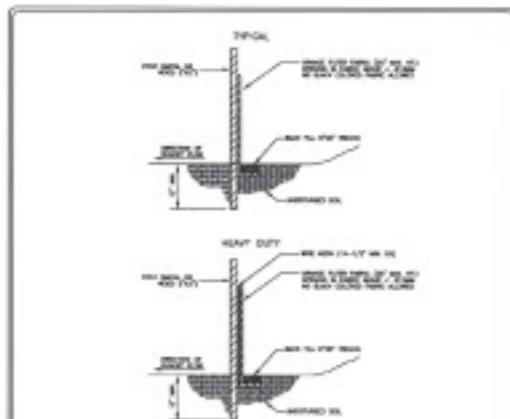
EXISTING STORM CURB
 FILTER MATERIAL
 POLYESTER SLEEVE

APPROVED PRODUCTS FOR INLET PROTECTION:
TYPE A: FIELD INLETS OR PRIOR TO CURB OR PAVEMENT
 ROAD DRINK - TOP SLAB, LLC 798 THOMAS DRIVE, SHAKOPEE, MN
 INFRASAFE SEDIMENT CONTROL, EMPIRE - ROYAL CONCRETE PIPE - STACY, MN
 SILT SACK - ACT ENVIRONMENTAL - BOWLING, VA

TYPE B: STREET INLETS WITHOUT CURB
 SANDSIBO - DINEY PRODUCTS - GROVE CITY, OH

TYPE C: STREET INLETS WITH CURB
 SANDY CURB SACK - SAND PRODUCTS - GROVE CITY, OH
 ROAD DRINK CURB AND CUTTER-WIMCO, LLC 798 THOMAS DR - SHAKOPEE, MN
 STANDARD CURB SIP - LANGE INDUSTRIES - CORA, MI

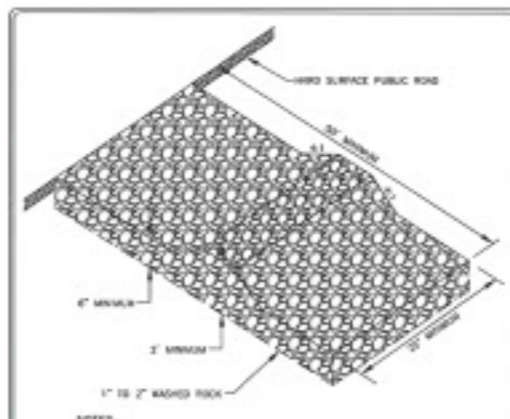
	STANDARD DETAILS	LIBERATION
	INLET PROTECTION	Nov. 2009
	WALDEN ENGINEERING	ERD-1
WAYZATA, MINNESOTA		



NOTES:

- DO A 5"X8" TRENCH ALONG THE INTENDED FENCE LINE.
- DRIVE ALL POSTS INTO THE GROUND AT THE DOWNHILL SIDE OF THE TRENCH.
- WASH TRENCH AND REMOVE COARSE CONSTRUCTION DEBRIS AND SEDIMENT CONTROL MATERIAL, AND WITH SUELF BE A MINIMUM OF 2" INTO THE GROUND AND NO MORE THAN 30" ABOVE THE ORIGINAL UNDISTURBED SURFACE.
- LAY OUT SUELF FENCE ON THE UPHILL SIDE ALONG THE FENCE LINE, AND BACK FILL.
- WOOD POSTS MAY BE SPACED UP TO 4 FEET APART IF WIRE SUELF IS NOT USED TO SUPPORT THE FABRIC OF HEAVY DUTY SUELF FENCE. IF SUELF IS USED TO SUPPORT THE FABRIC SUELF POSTS MAY BE SPACED UP TO 8 FEET APART.
- REMOVE SUELF FENCE AFTER FLOW IS ESTABLISHED.

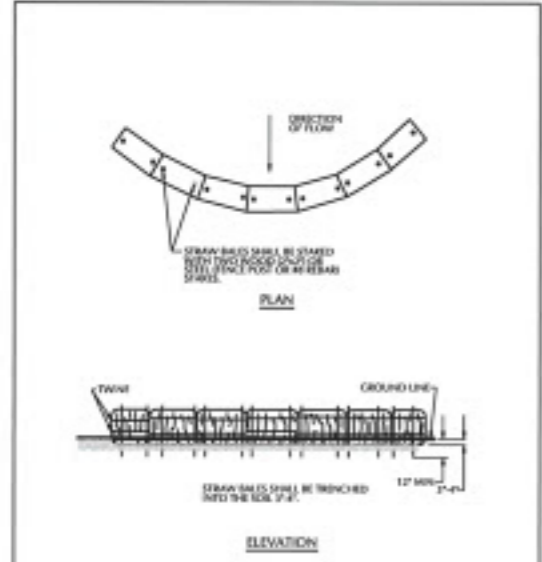
	STANDARD DETAILS	LIBERATION
	SILT FENCE	Nov. 2009
	WALDEN ENGINEERING	ERD-2
WAYZATA, MINNESOTA		



NOTES:

- ROCK SIZE SHOULD BE 1" TO 2" IN SIZE SUCH AS M40SET OR 1" OR 2" COARSE AGGREGATE (WASHED)
- A GEOTEXTILE FABRIC SHALL BE USED UNDER THE ROCK TO PREVENT MIXTURE OF THE UNDERLYING SOIL INTO THE STONE.
- ROCK CONSTRUCTION ENTRANCE MUST BE MAINTAINED AND SHALL BE CLEARED OR REPAIRED UPON NOTICE BY THE CITY, MAINTENANCE DEPARTMENT, OR POLLUTION CONTROL AGENCY.

	STANDARD DETAILS	LIBERATION
	ROCK CONSTRUCTION ENTRANCE	Nov. 2009
	WALDEN ENGINEERING	ERD-3
WAYZATA, MINNESOTA		



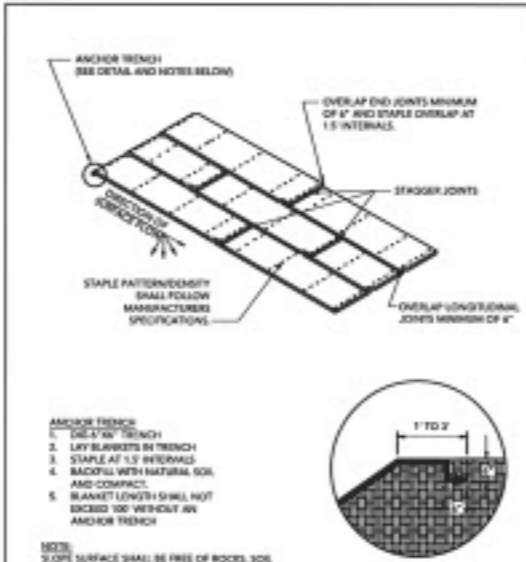
PLAN

EROSION CONTROL BLANKET SHALL BE STAPLED TO THE UNDERLYING SURFACE AT 1.5' INTERVALS.

ELEVATION

EROSION CONTROL BLANKET SHALL BE TRENCHED INTO THE SOIL 3" AT 12" INTERVALS.

	BIOROLLS	LIBERATION
		2006
	WALDEN ENGINEERING	ERD-4



ANCHOR TRENCH
 SEE DETAIL AND NOTES BELOW

OVERLAP END JOINTS MINIMUM OF 1' AND STAPLE OVERLAP AT 1.5' INTERVALS.

STAPLER JOINTS

OVERLAP LONGITUDINAL JOINTS MINIMUM OF 4'

STAPLE PATTERN/SPACING SHALL FOLLOW MANUFACTURERS SPECIFICATIONS.

ANCHOR TRENCH

1. DIG 5"X8" TRENCH
2. LAY BLANKETS IN TRENCH
3. STAPLE AT 1.5' INTERVALS
4. BACKFILL WITH NATURAL SOIL AND COMPACT
5. BLANKET LENGTH SHALL NOT EXCEED 100' WITHOUT AN ANCHOR TRENCH

NOTE:
 3.0% SURFACE SHALL BE FREE OF ROCKS, SOIL CLUMPS, STICKS, BRUSH, TWIGS, AND OTHER DEBRIS. BLANKETS SHALL HAVE GOOD SOIL CONTACT.

	EROSION CONTROL BLANKET	LIBERATION
		2016
	WALDEN ENGINEERING	ERD-5

Drawing is UNRECORDED. RECORD DRAWINGS SHALL BE SUBMITTED TO THE CITY ENGINEER FOR REVIEW AND APPROVAL. DATE: FEB 03, 2023. 1:50 Scale. General Details. Prepared by: JRM

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SWPPP NOTES AND DETAILS

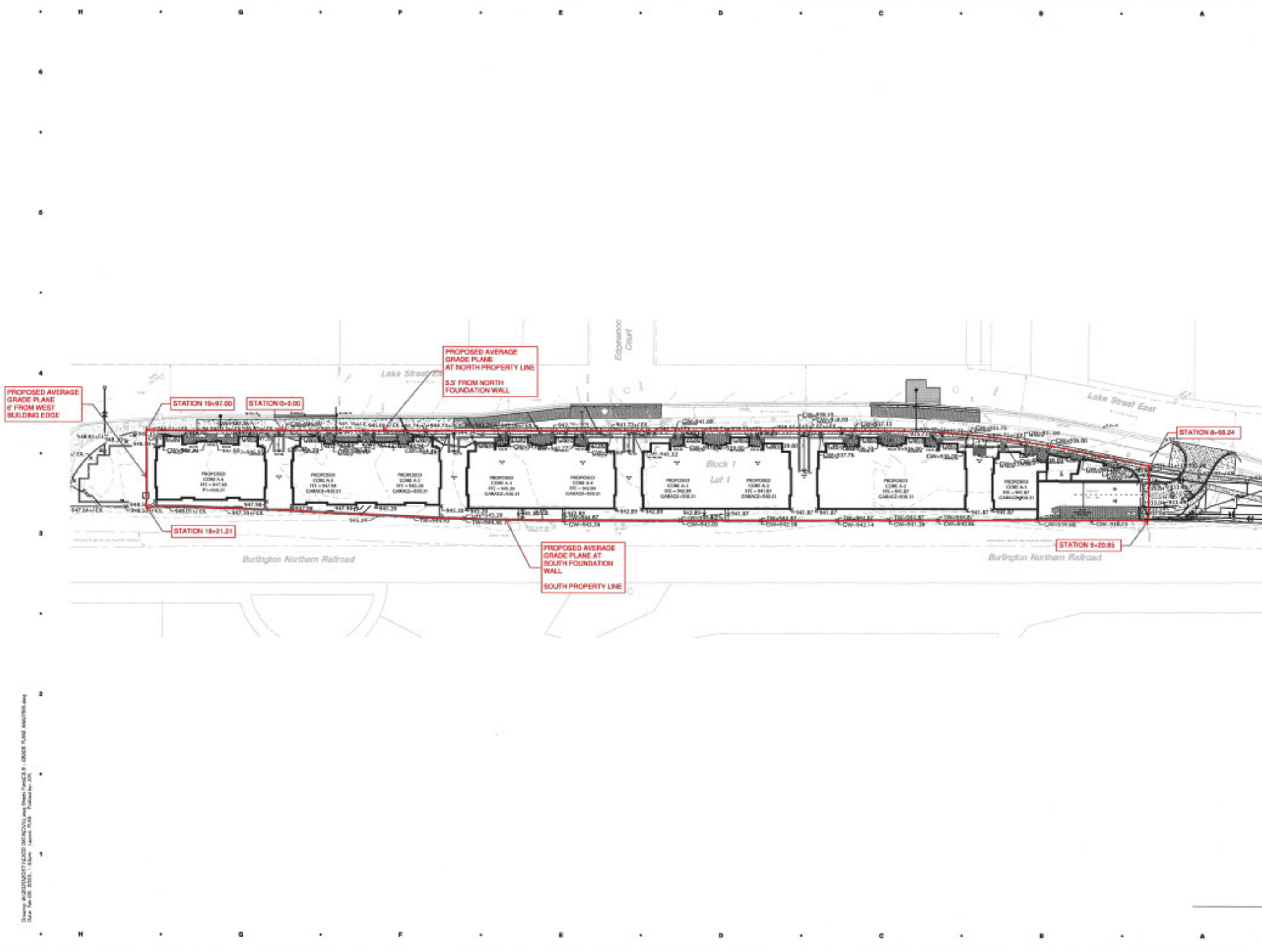
SHEET TITLE

21-803

PROJECT NUMBER

C3.8

PROJECT NUMBER



Drawing: WOODBRIDGE FACED DETACHED, avg. from PARCELS B - GRADE PLANE ANALYSIS, avg.
 Date: Feb 03, 2023, 1:18pm. Layout: PLAN. Prepared by: JZC

SHEET 003 - 21803	
NO. 1	CITY/STATE
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OVERALL GRAD PLANE ANALYSIS PLAN

SHEET TITLE
21-803
 PROJECT NUMBER
C3.9.A-2
 SHEET NUMBER



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WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COORDINATE WITH ALL UTILITY COMPANIES IN MARKING THEIR SERVICE AREAS AND LOCATIONS OF LINES.
 THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-6662 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATION OF ALL UNDERGROUND UTILITIES, CEMENT, CONCRETE, PILES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL MARK OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

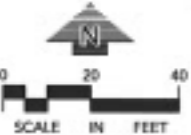
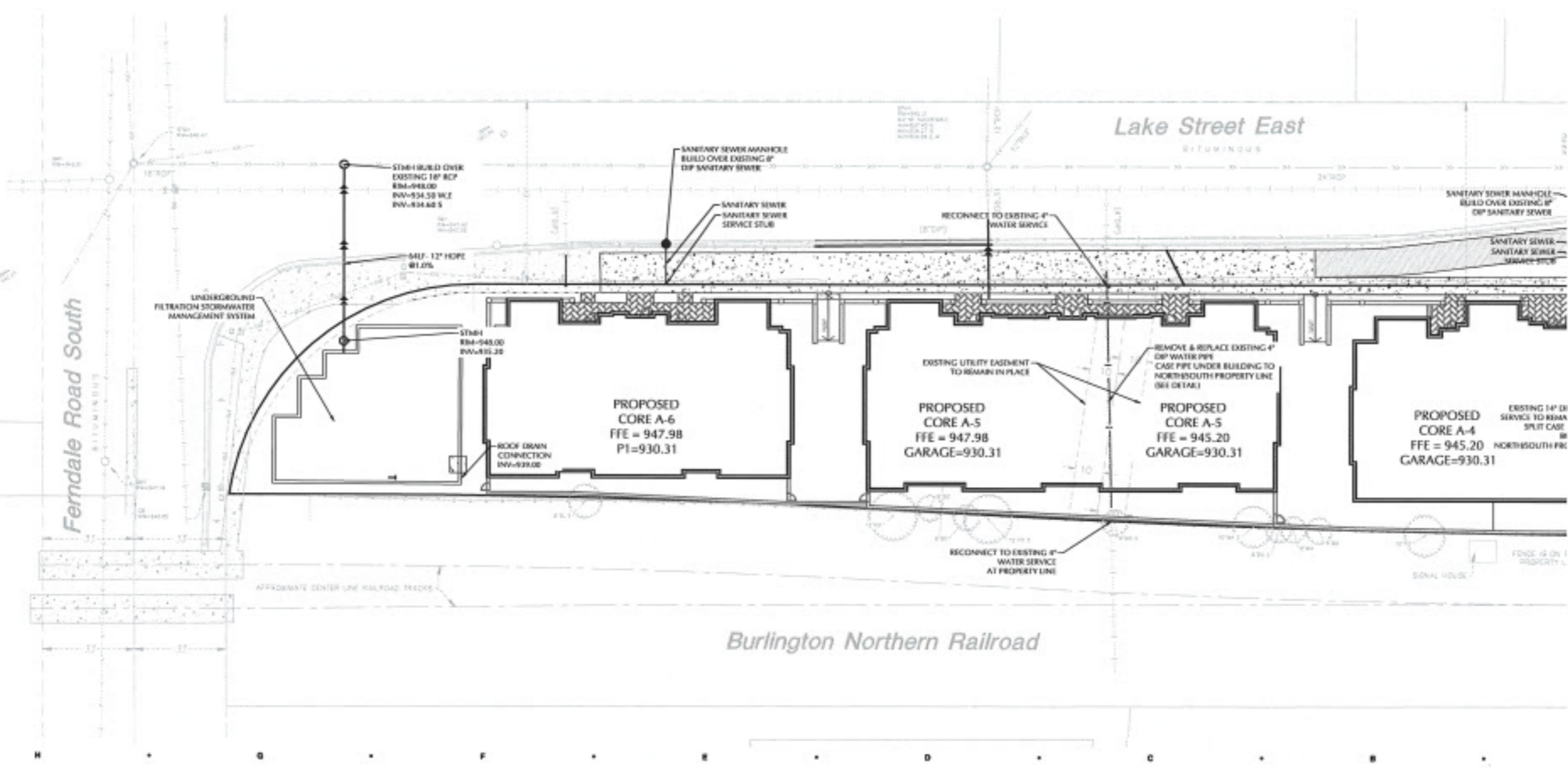
NOTE:
 EXISTING CONDITIONS INFORMATION SHOWN IS FROM A BOUNDARY & TOPOGRAPHIC SURVEY PREPARED BY LOUCKS, DATED JULY, 2020.

UTILITY NOTES

1. ALL SANITARY SEWER, STORM SEWER AND WATERMAIN UTILITIES SHALL BE FURNISHED AND INSTALLED PER THE REQUIREMENTS OF THE SPECIFICATIONS, THE MINNESOTA PLUMBING CODE, THE LOCAL GOVERNING UNIT, AND THE STANDARD UTILITIES SPECIFICATION OF THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), 2013 EDITION.
2. ALL UTILITY PIPE BEDDING SHALL BE COMPACTED SAND OR FINE GRANULAR MATERIAL. ALL COMPACTED SAND OR FINE GRANULAR MATERIAL SHALL BE PER THE REQUIREMENTS OF THE CEAM SPECIFICATION AND THE GEOTECHNICAL REPORT.
3. ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE PERFORMED PER THE REQUIREMENTS OF THE STATE AND LOCAL JURISDICTIONS. THE CITY DEPARTMENT OF ENGINEERING AND BUILDING INSPECTIONS DEPARTMENT AND THE CONSTRUCTION ENGINEER MUST BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY WORK. WITHIN THE PUBLIC RIGHT OF WAY, OR WORK IMPACTING PUBLIC UTILITIES.
4. ALL STORM SEWER, SANITARY SEWER AND WATER SERVICES SHALL TERMINATE 5' FROM THE BUILDING FACE UNLESS OTHERWISE NOTED.
5. A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION AND 10 FEET OF HORIZONTAL SEPARATION IS REQUIRED FOR ALL UTILITIES UNLESS OTHERWISE NOTED.
6. ALL NEW WATERMAIN AND SERVICES MUST HAVE A MINIMUM OF 7.5 FEET OF COVER. EXTRA DEPTH MAY BE REQUIRED TO MAINTAIN A MINIMUM 18" VERTICAL SEPARATION TO SANITARY OR STORM SEWER LINES. THE CONTRACTOR SHALL FIELD ADJUST WATERMAIN TO AVOID CONFLICTS WITH SANITARY SEWER, STORM SEWER, AND SERVICES AS REQUIRED. INSULATION OF WATER AND SANITARY SEWER LINES SHALL BE PROVIDED WHERE 7.5 FEET MINIMUM DEPTH CAN NOT BE ATTAINED.
7. ALL FIRE HYDRANTS SHALL BE LOCATED 5 FEET BEHIND BACK OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
8. PROPOSED PIPE MATERIALS:

WATERMAIN	CL 52 DIP	4" TO 8" DIAMETER
SANITARY SEWER	PPVC SCH 35 & SCH 40	4" TO 8" DIAMETER
STORM SEWER	DUAL WALL HDPE	12" TO 18" DIAMETER
9. ALL PORTIONS OF THE STORM SEWER SYSTEM, INCLUDING CATCH BASINS, LOCATED WITHIN 10 FEET OF THE BUILDING OR WATER SERVICE LINE MUST BE TESTED ACCORDANCE WITH MINNESOTA RULES, PART 4715.2030.
10. ALL JOINTS AND CONNECTIONS IN THE STORM SEWER SYSTEM SHALL BE GAS-TIGHT OR WATER-TIGHT (SEE MINNESOTA RULES, PART 4715.2700). APPROVED RESILIENT RUBBER JOINTS MUST BE USED TO MAKE WATER-TIGHT CONNECTIONS TO MANHOLES, CATCH BASINS, AND OTHER STRUCTURES.
11. HIGH-DENSITY POLYETHYLENE (HDPE) STORM DRAINS MUST COMPLY WITH MINNESOTA RULES, PART 4715.0540.
 - a. PIPES 4-INCH TO 10-INCH IN SIZE MUST COMPLY WITH AASTHO M202.
 - b. PIPES 12-INCH TO 30-INCH IN SIZE MUST COMPLY WITH ASTM F2366.
 - c. ALL FITTINGS MUST COMPLY WITH ASTM D3212.
 - d. WATER-TIGHT JOINTS MUST BE USED AT ALL CONNECTIONS INCLUDING STRUCTURES.
12. CONTRACTOR AND MANHOLE FABRICATOR SHALL SLUMP (LOWER) ALL STORM SEWER CATCH BASIN CASTINGS WITHIN PAVED AREAS 0.16 FEET OR 2-INCHES BELOW THE RIM ELEVATION SHOWN ON THE UTILITY PLAN.
13. ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. ALL TRAFFIC CONTROL SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE CITY. THIS SHALL INCLUDE ALL SIGNAGE, BARRICADES, FLASHERS AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES. NO ROAD CLOSURES SHALL BE PERMITTED WITHOUT THE EXPRESSED AUTHORITY OF THE CITY.
14. THE CITY SHALL OPERATE ALL GATE VALVES.
15. CONNECTIONS TO EXISTING MANHOLES SHALL BE MADE BY CORE DRILLING THE MANHOLE AT THE PROPOSED INVERT ELEVATIONS AND INSTALLING A RUBBER BOOT, CROUT IN THE BOOT AND AN INVERT FOR THE NEW SEWER LINE.
16. PIPE LENGTHS SHOWN ON THE PLAN INCLUDE THE APRON SECTION.
17. WATERMAIN PIPE SHALL BE DIP CLASS 52, INSTALLED WITH 7.5 FEET OF COVER TO TOP PIPE. FITTINGS SHALL BE COMPACT TYPE. PIPE AND FITTINGS SHALL HAVE A CEMENT MORTAR LINING. CONDUCTIVITY SHALL BE PROVIDED BY WELDED STRAPS ACROSS EACH JOINT.
18. TRENCH COMPACTATION SHALL BE 95% STANDARD PROCTOR DENSITY IN THE AREA FROM THE PIPE ZONE TO WITHIN 3 FEET OF FINISHED GRADE AND 100% IN FINAL 3 FEET OF THE BACKFILL TO FINISH GRADE.

Drawing: W:\2022\21-803\21-803 (21-803) - Utility Plan - Final.dwg
 Date: 07/20/2024, 1:55pm User: A. Parker by: JCB



Sheet Size - 24x36

NO.	DATE	DESCRIPTION

DATE ISSUED _____
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 Maple Grove, MN 55311
 (763) 434-2700
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PRELIMINARY UTILITY PLAN - A

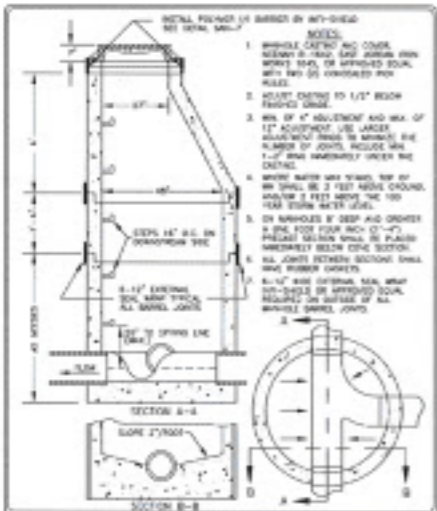
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21-803

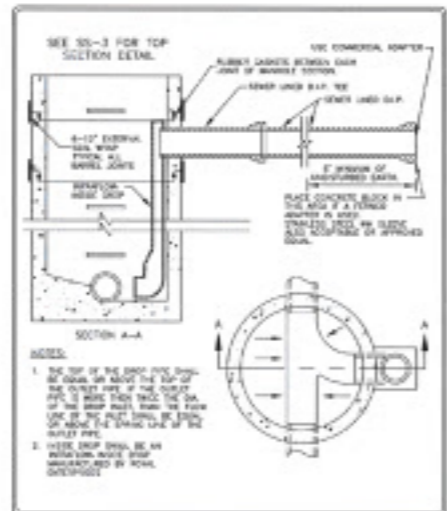
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C4.1

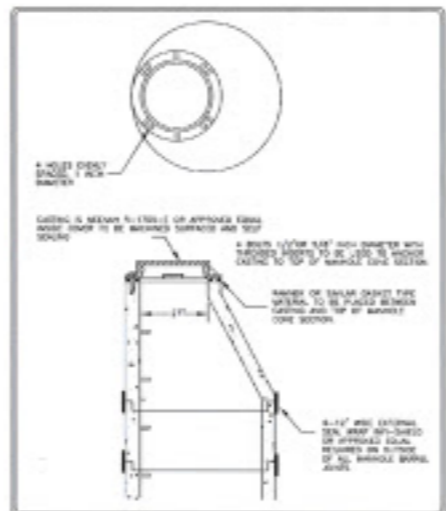
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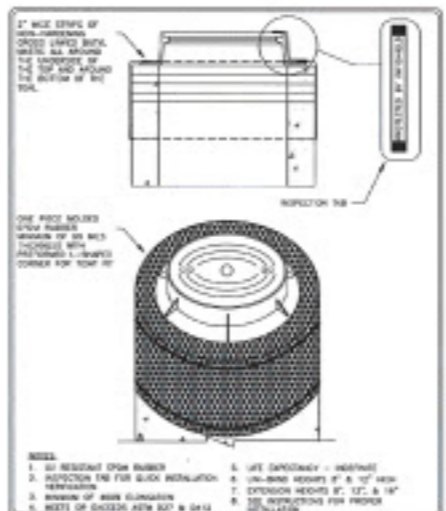
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SANITARY SEWER MANHOLE
WAYZATA, MINNESOTA



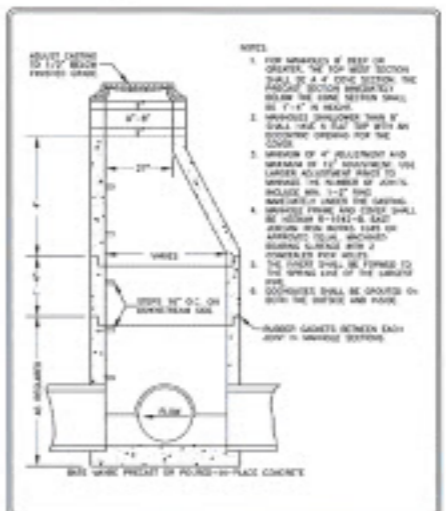
STANDARD DETAILS
INSIDE DROP MANHOLE
WAYZATA, MINNESOTA



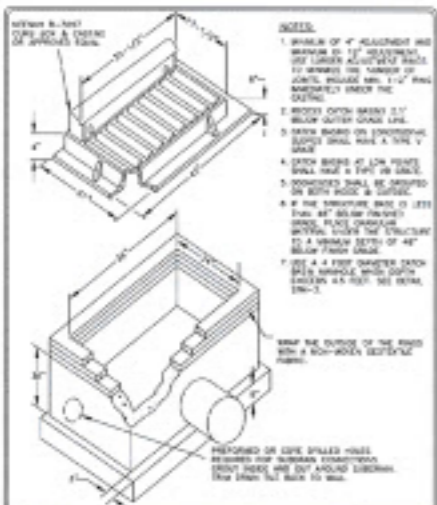
STANDARD DETAILS
WATERTIGHT MANHOLE
WAYZATA, MINNESOTA



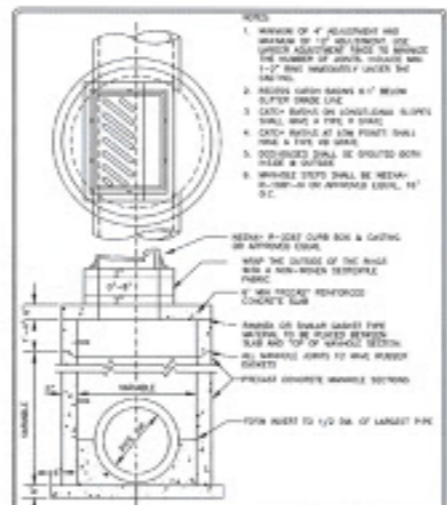
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INFILTRATION BARRIER (IMF-SHIELD)
WAYZATA, MINNESOTA



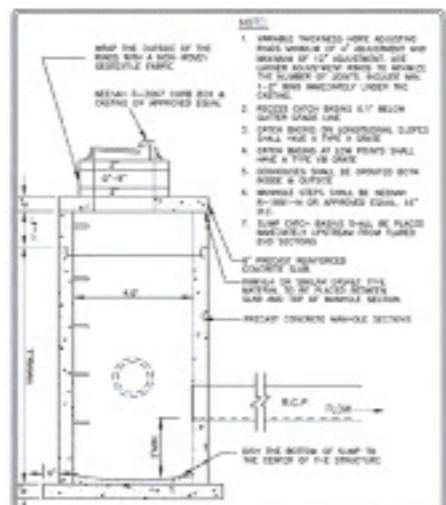
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STORM SEWER MANHOLE
WAYZATA, MINNESOTA



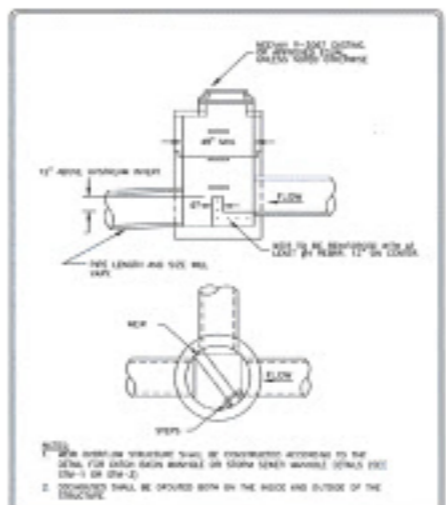
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CATCH BASIN
WAYZATA, MINNESOTA



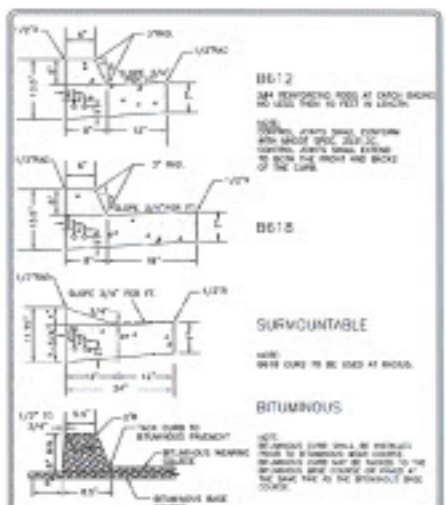
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CATCH BASIN MANHOLE
WAYZATA, MINNESOTA



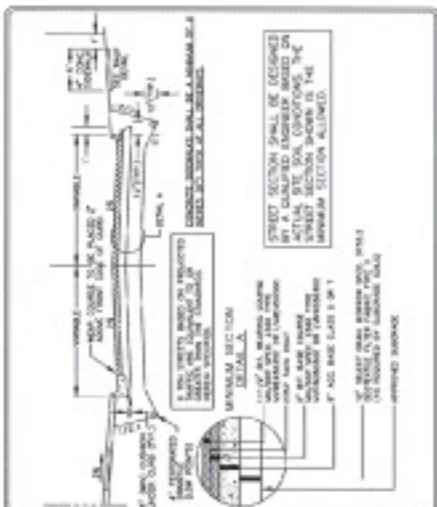
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SUMP CATCH BASIN
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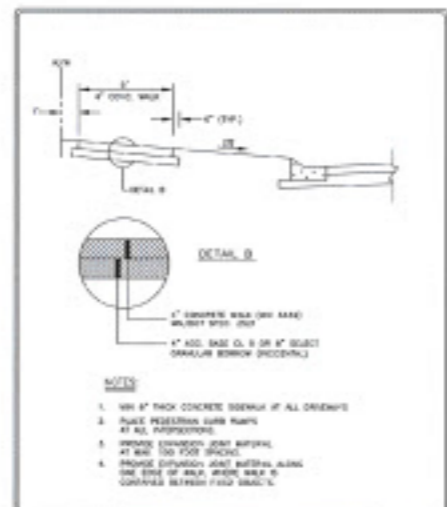
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WEIR MANHOLE
WAYZATA, MINNESOTA



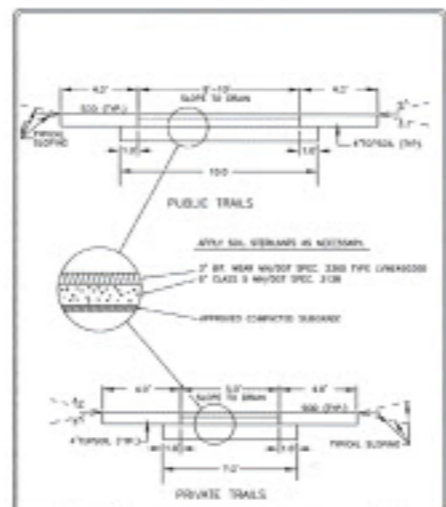
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CURB AND GUTTER
WAYZATA, MINNESOTA



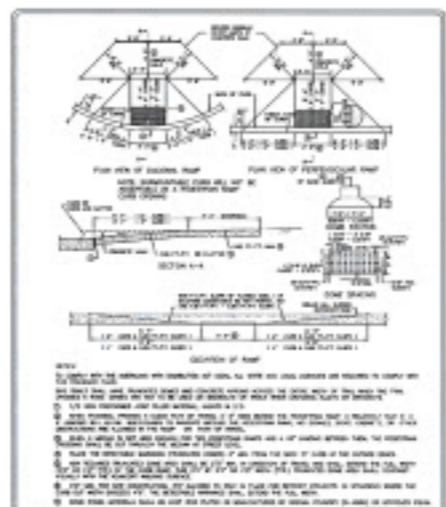
STANDARD DETAILS
TYPICAL STREET SECTION
WAYZATA, MINNESOTA



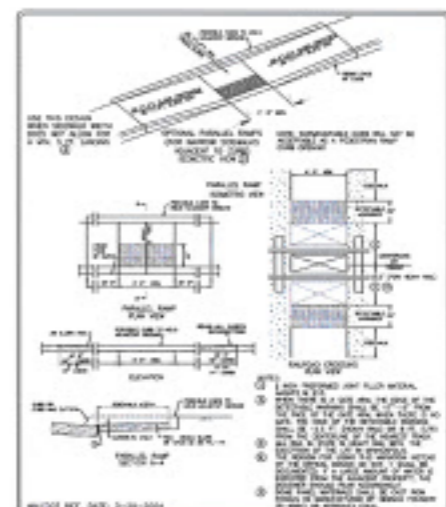
STANDARD DETAILS
CONCRETE WALK SECTION
WAYZATA, MINNESOTA



STANDARD DETAILS
TYPICAL TRAIL SECTION
WAYZATA, MINNESOTA



STANDARD DETAILS
PEDESTRIAN CURB RAMP 1 OF 2
WAYZATA, MINNESOTA



STANDARD DETAILS
PEDESTRIAN CURB RAMP 2 OF 2
WAYZATA, MINNESOTA

SHEET SIZE - 24x36

DATE	REVISED
ISSUED	REVISIONS
DESIGNED	REVISIONS
DRAWN	REVISIONS
CHECKED	REVISIONS
DATE ISSUED	
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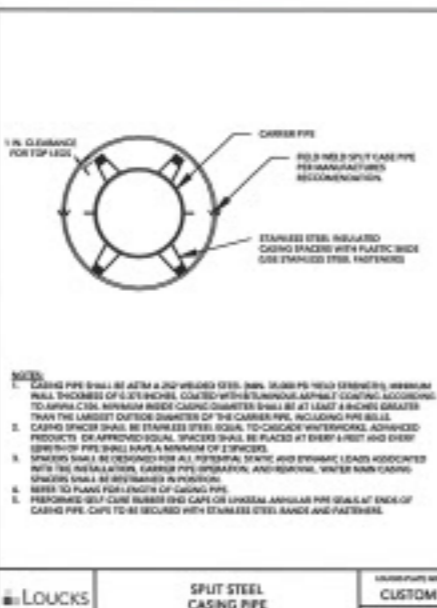
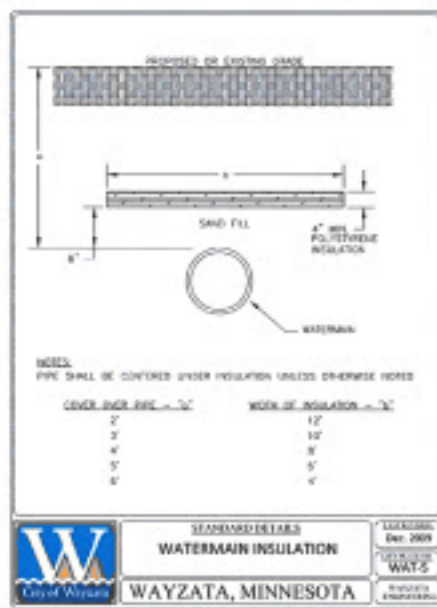
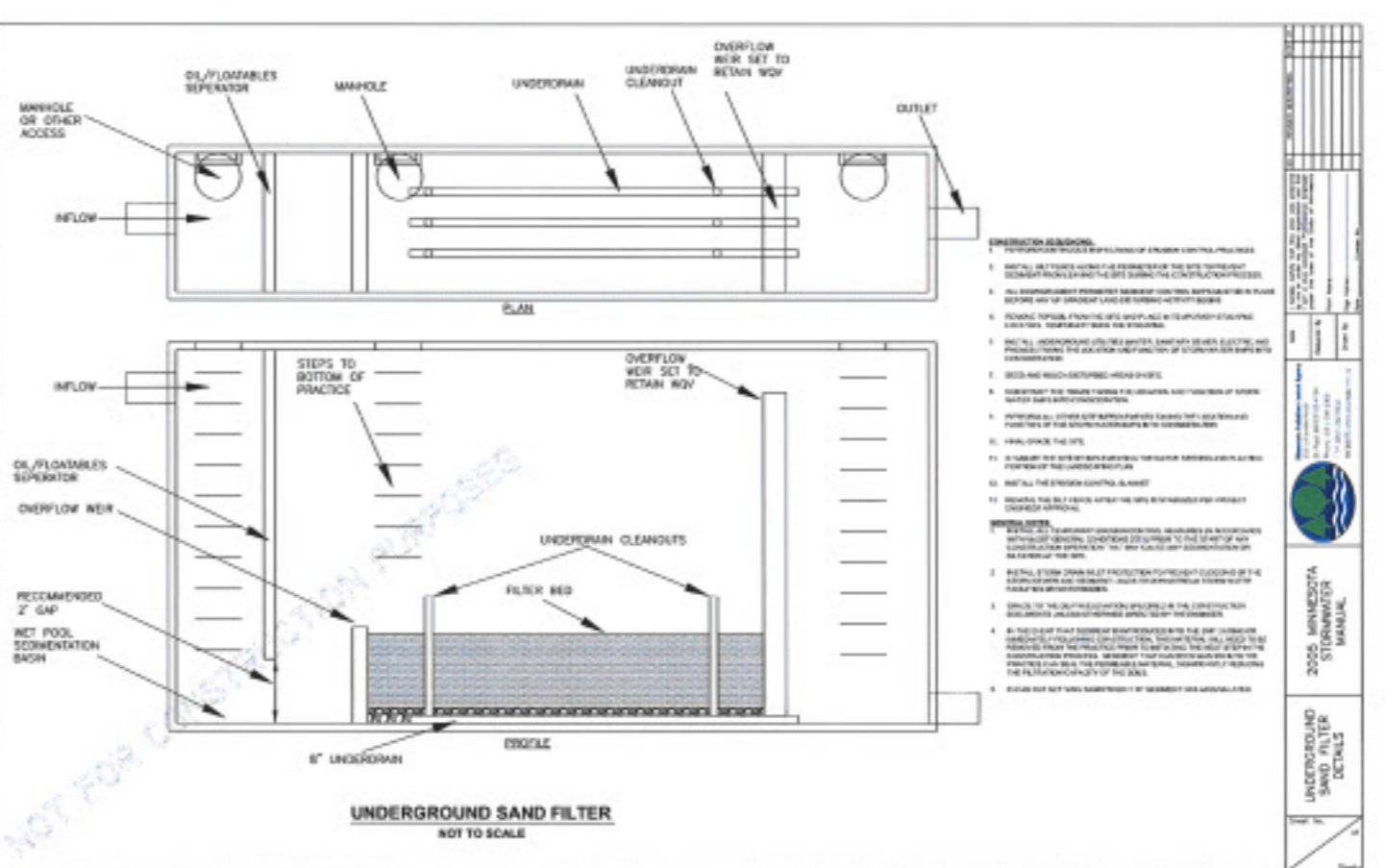
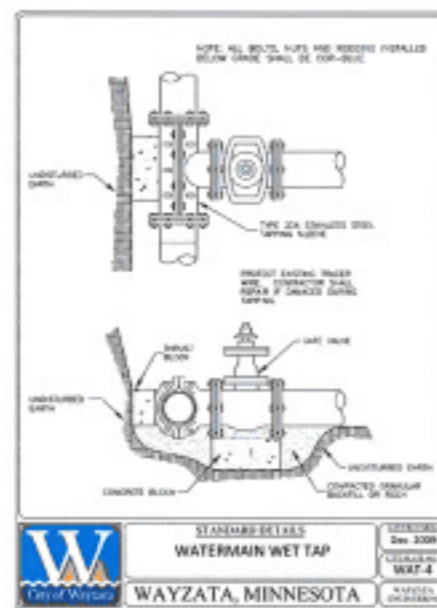
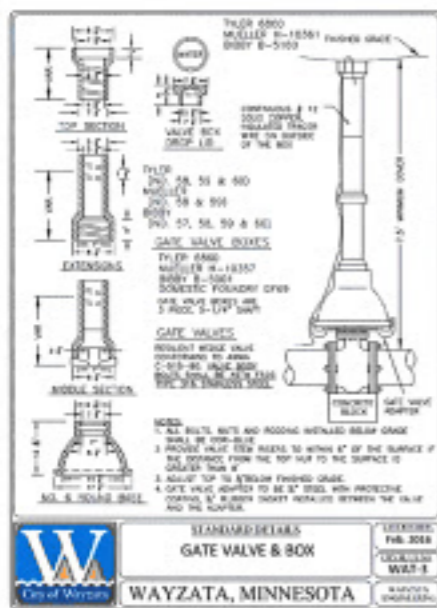
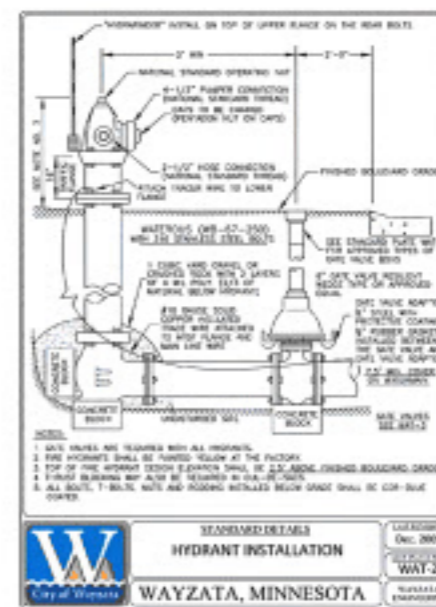
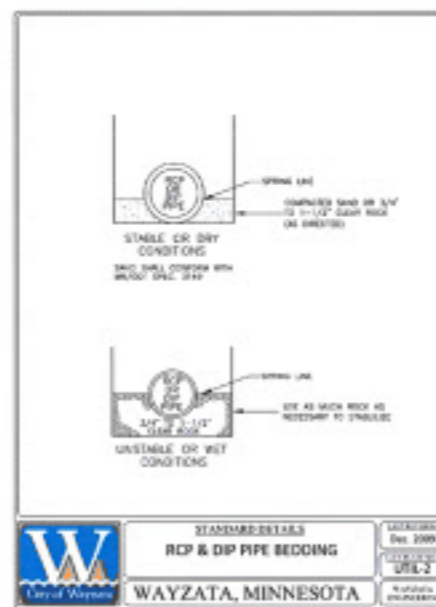
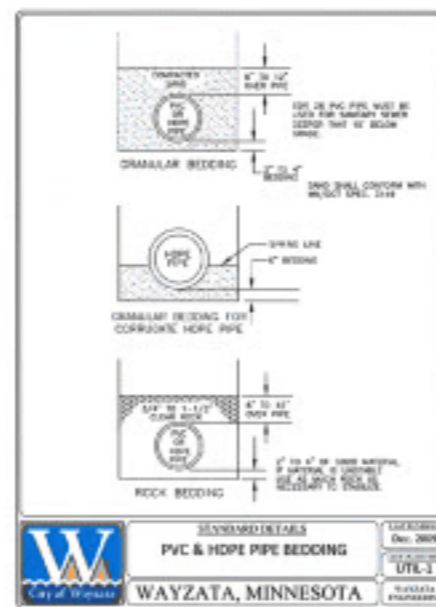
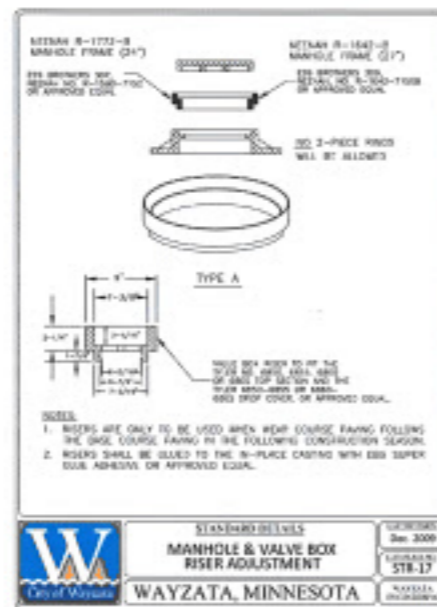
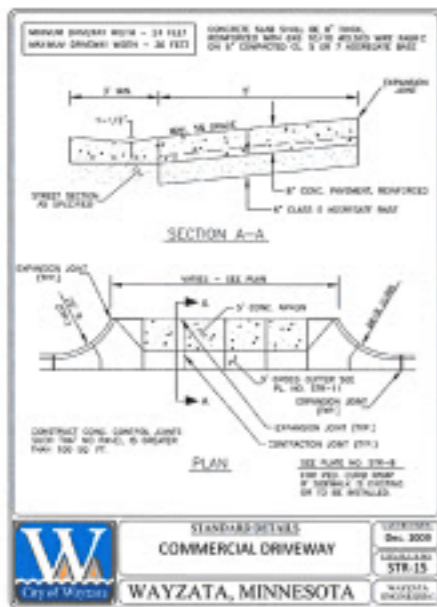
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CIVIL DETAILS
SHEET TITLE
21-803
PROJECT NUMBER

C8.1
SHEET NUMBER

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 Date: Feb 05, 2023, 10:03am
 Layout: 1 - PLOTTER BY: JLN



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CHECKED BY	_____

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ENVIRONMENTAL
2005 MINNESOTA
STORMWATER
MANUAL
UNDERGROUND SAND FILTER
DETAILS

CIVIL DETAILS
SHEET TITLE
21-803
PROJECT NUMBER
C8.2
RUPY MISHRA

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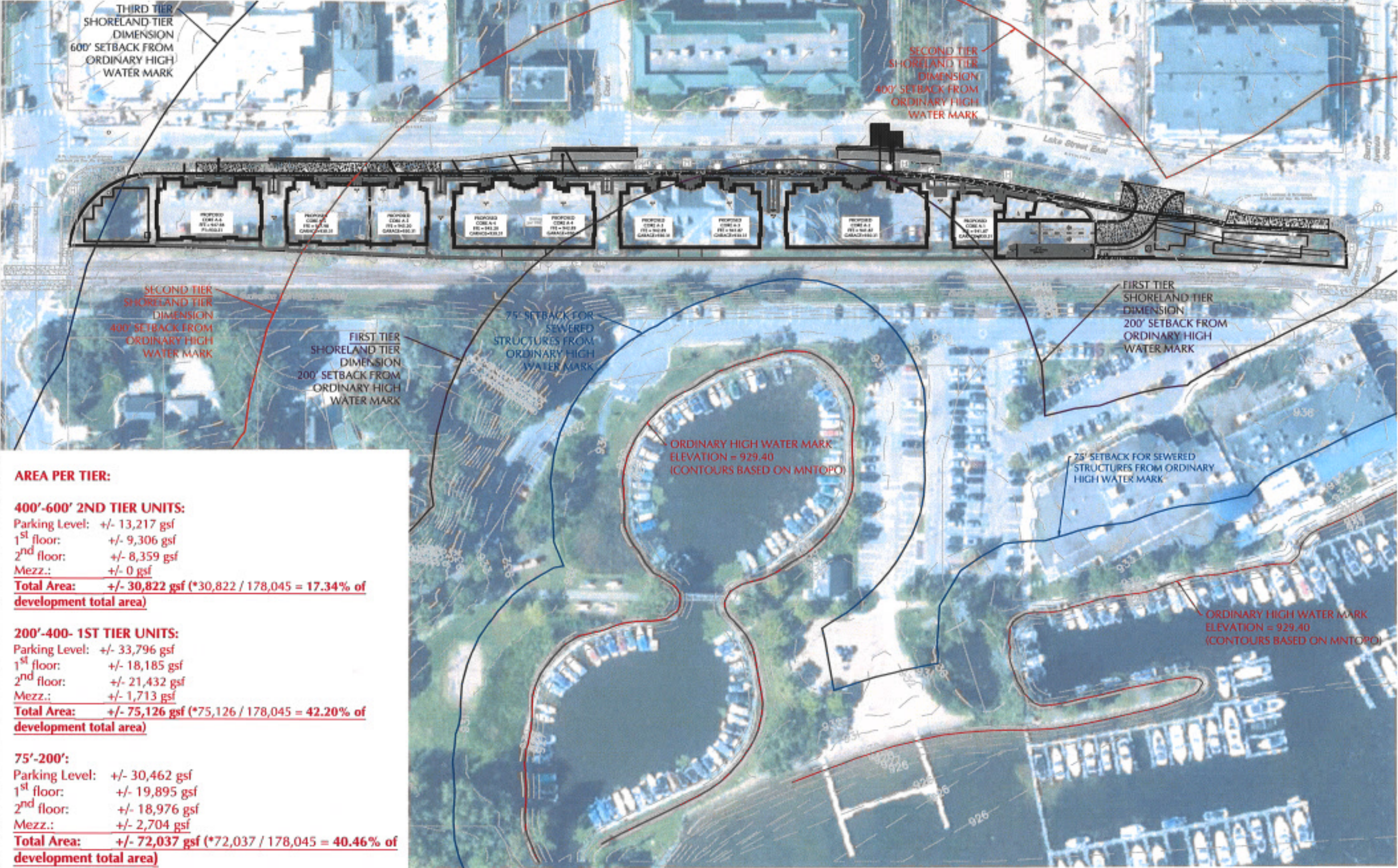
UNIT DENSITY PER TIER:

400'-600' 2ND TIER UNITS: 9.95 UNITS
200'-400- 1ST TIER UNITS: 12.71 UNITS
75'-200': 7.34 UNITS



200 EAST LAKE STREET
 WAYZATA, MINNESOTA

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AREA PER TIER:

400'-600' 2ND TIER UNITS:
 Parking Level: +/- 13,217 gsf
 1st floor: +/- 9,306 gsf
 2nd floor: +/- 8,359 gsf
 Mezz.: +/- 0 gsf
Total Area: +/- 30,822 gsf (*30,822 / 178,045 = 17.34% of development total area)

200'-400- 1ST TIER UNITS:
 Parking Level: +/- 33,796 gsf
 1st floor: +/- 18,185 gsf
 2nd floor: +/- 21,432 gsf
 Mezz.: +/- 1,713 gsf
Total Area: +/- 75,126 gsf (*75,126 / 178,045 = 42.20% of development total area)

75'-200':
 Parking Level: +/- 30,462 gsf
 1st floor: +/- 19,895 gsf
 2nd floor: +/- 18,976 gsf
 Mezz.: +/- 2,704 gsf
Total Area: +/- 72,037 gsf (*72,037 / 178,045 = 40.46% of development total area)

CADD QUALIFICATION

CADD files prepared by the Consultant for this project are the property of the Consultant and shall remain confidential. No part of this project shall be used for any other project, in whole or in part, without the written consent of the Consultant. The Consultant's approval, which may be withheld, is required for the CADD files to be used for any other project, in whole or in part, without the written consent of the Consultant. The Consultant shall not be held responsible for any errors or omissions in the CADD files.

SUBMITTAL/REVISIONS

10/26/2022 CITY SUBMITTAL
 12/02/2022 ZONING RESUBMITTAL
 12/20/2022 ZONING RESUBMITTAL
 02/09/2023 ZONING RESUBMITTAL

PROFESSIONAL SIGNATURE

I hereby certify that the plans, specifications or reports prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

License No. 45861
 Date

QUALITY CONTROL

Loucks Project No.
 Project Lead
 Drawn By
 Checked By
 Review Date

SHEET INDEX

PRELIMINARY
 SHORELAND
 OVERLAY

EXHIBIT
 Page 113 of 203

Prepared by: 07/17/2023 1:38 PM W:\02020202\10400 DAT\MCDWAL, Amy Shaver\Plan\02020202\10400 DAT\MCDWAL - PHILIP SHORELAND OVERLAY

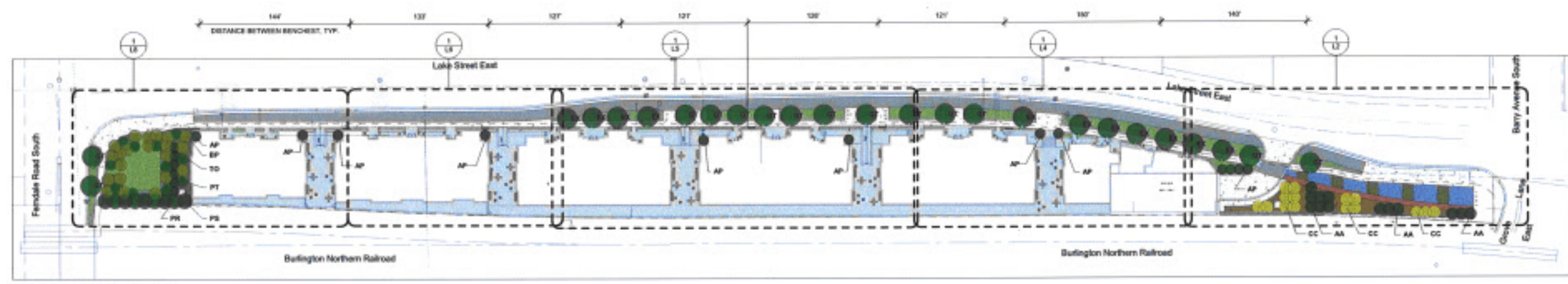
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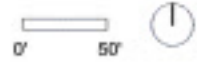
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CONSULTANT
LANDSCAPE PLAN AND TREE SURVEY + INVENTORY
 SHEET TITLE
21-803
 PROJECT NUMBER
L1
 SHEET NUMBER

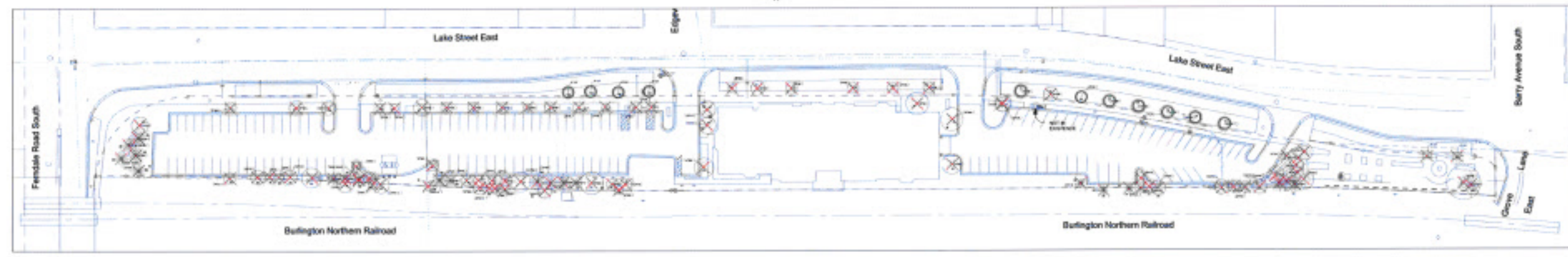


1 ILLUSTRATIVE SITE PLAN
 1" = 50'-0"

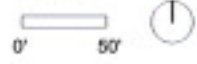


TREE SCHEDULE AND CANOPY INFORMATION						
#	KEY	BOTANICAL NAME	COMMON NAME	SIZE (ROOT)	NOTES	CANOPY AT 10 YRS
TREES						
11	AA	<i>Aristaechter arborea</i>	SERVICEBERRY	3" CAL. 8'-8"	CLUMP	80 SF
12	AP	<i>Pinus oedera nigropurpurea</i>	ALGERIAN PILLAR SWISS STONE PINE	3" CAL. 8'-8"	MATCHED SPECIMEN	80 SF
21	BP	<i>Betula populifolia</i>	WHITEPINE BIRCH	3" CAL. 8'-8"	MATCHED SPECIMEN	80 SF
15	CC	<i>Cercis canadensis</i>	EASTERN REDBUD	3" CAL. 8'-8"	CLUMP	80 SF
14	QT	<i>Quercus macrocarpa</i>	SKYLARK HORNWOOD	3" CAL. 8'-8"	MATCHED SPECIMEN	765 SF
4	PK	<i>Pinus resinosa</i>	PED PINE	3" CAL. 8'-8"	MATCHED SPECIMEN	765 SF
3	PS	<i>Pinus strobus</i>	EASTERN WHITE PINE	3" CAL. 8'-8"	MATCHED SPECIMEN	765 SF
11	PT	<i>Populus tremuloides</i>	QUAKING ASPEN	3" CAL. 8'-8"	MATCHED SPECIMEN	30 SF
6	TD	<i>Thuja occidentalis</i>	TEUCHY ARBORVITAE	3" CAL. 8'-8"	MATCHED SPECIMEN	30 SF
273' DBH EXCLUDES 42" DBH NEW PUBLIC ROW TREES						
11	EX	EXISTING TREE TO PROTECT			PROTECT + PRESERVE	14980 SF

Sheet List	
Sheet Number	Sheet Name
L1	OVERALL LANDSCAPE PLAN
L2	WEST GREEN SPACE
L3	EAST GREEN SPACE RENOVATIONS
L4	ENLARGED STREETSCAPE AND PLAZA 1
L5	ENLARGED STREETSCAPE AND PLAZA 2
L6	ENLARGED STREETSCAPE AND PLAZA 3
L7	STREETSCAPE AND PLAZA RENOVATIONS
L8	WEST GREEN SPACE
L9	WEST GREEN SPACE RENOVATIONS



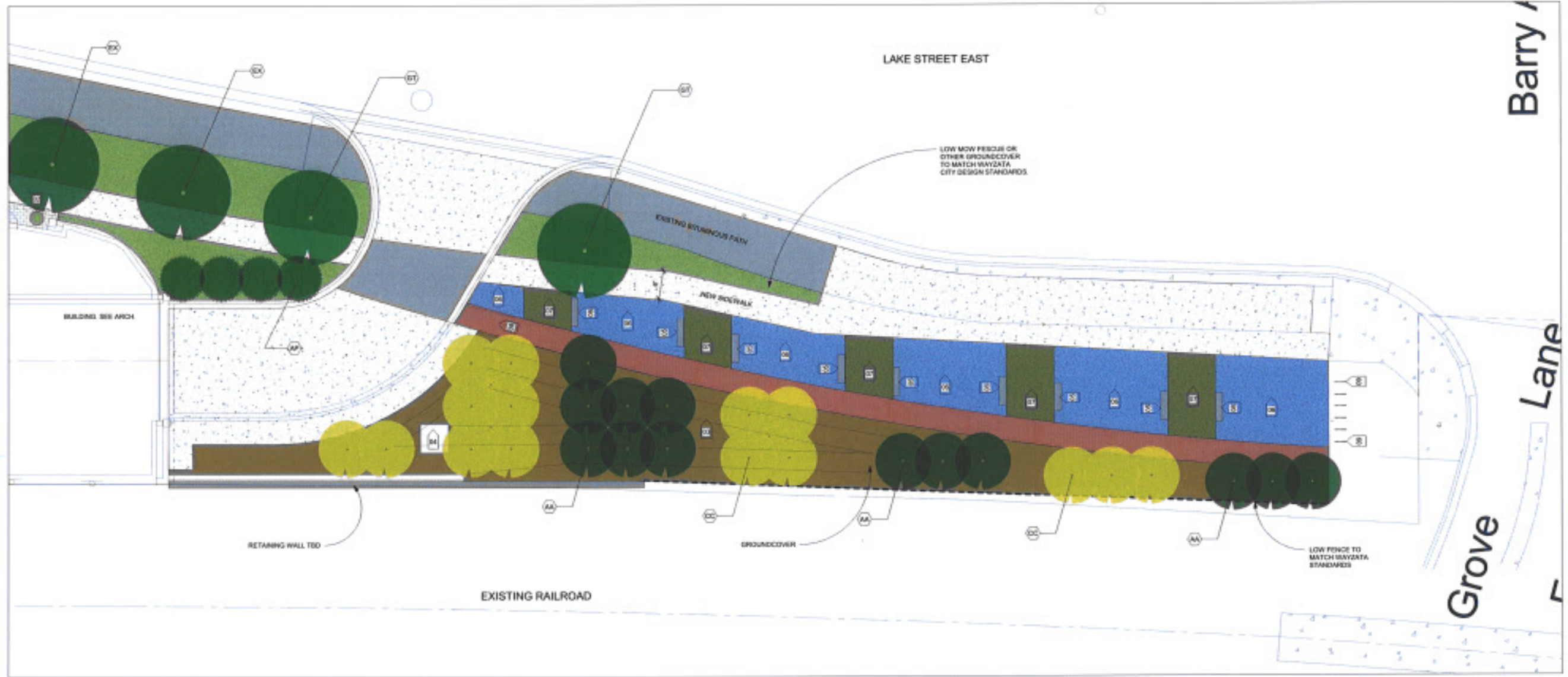
2 TREE SURVEY
 1" = 50'-0"



- O TREES TO PROTECT AND PRESERVE
- X TREES TO BE REMOVED

EXISTING TREE INFORMATION AND REPLACEMENT METRICS

KEY	DBH	HEIGHT	SPECIES	STATUS	REPLACEMENT
1	12"	15'	AA	PROTECT	AA
2	10"	12'	AP	REMOVE	AP
3	8"	10'	BP	REMOVE	BP
4	6"	8'	CC	REMOVE	CC
5	4"	6'	QT	REMOVE	QT
6	3"	4'	PK	REMOVE	PK
7	3"	4'	PS	REMOVE	PS
8	3"	4'	PT	REMOVE	PT
9	3"	4'	TD	REMOVE	TD



1 EAST GREEN SPACE

NOT ALL KEYNOTES LOCATED ON THIS SHEET

KEY	CONTENT
E1	OPEN LAWN SPACE
E2	PLANTERS
E3	PLANTED LANDFORM
E4	TRANSFORMER - SEE CIVIL
E5	SEATING ELEMENTS
E6	PERENNIAL BED, BY CONT. PLANTINGS
E7	TURF GRASS
E8	PRIVATE SIDEWALK AREA
E9	BIKE RACK
E10	BENCH

NOT ALL PLANTS LOCATED ON THIS SHEET

TREE SCHEDULE AND CANOPY INFORMATION							
#	KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	NOTES	CANOPY AT 15 YRS TOTAL DBH
TREES							
17	AA	<i>Ambelococcus alberta</i>	SERVICEBERRY	3" CAL	30-8	CLUMP	80 SF 63
12	AP	<i>Pinus canadensis</i>	ALGONQUIN PINE	3" CAL	30-8	MATCHED SPECIMEN	80 SF 34
21	EP	<i>Betula populifolia</i>	WHITESPINE BIRCH	3" CAL	30-8	MATCHED SPECIMEN	95 SF 66
15	CC	<i>Carex nasuta</i>	BASTARD PHEASANT	3" CAL	30-8	CLUMP	80 SF 48
16	BT	<i>Gleditsia triacanthos</i>	SPYGLASS HONEYLOCUST	3" CAL	30-8	MATCHED SPECIMEN	180 SF 42
4	FC	<i>Pinus strobus</i>	RED PINE	3" CAL	30-8	MATCHED SPECIMEN	180 SF 12
5	FE	<i>Pinus strobus</i>	FASTER WHITE PINE	3" CAL	30-8	MATCHED SPECIMEN	180 SF 15
11	PT	<i>Populus tremuloides</i>	QUAKING ASPEN	3" CAL	30-8	MATCHED SPECIMEN	95 SF 33
6	TD	<i>Thuja occidentalis</i>	TELEGRAPH ARBORVITAE	3" CAL	30-8	MATCHED SPECIMEN	95 SF 18
100							
11	EK		EXISTING TREE TO PROTECT			PROTECT + PRESERVE	

KEY METRICS:
1 OVER 8000 SF OF USABLE OPEN SPACE COMPRISED OF LAWN OR ARTIFICIAL TURF, PERENNIALS, TREES AND GROUNDCOVER PLANTINGS

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EAST GREEN SPACE PLAN

SHEET TITLE

21-803

PROJECT NUMBER

L2

SHEET NUMBER

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EAST
GREEN SPACE
RENDERINGS

SHEET TITLE

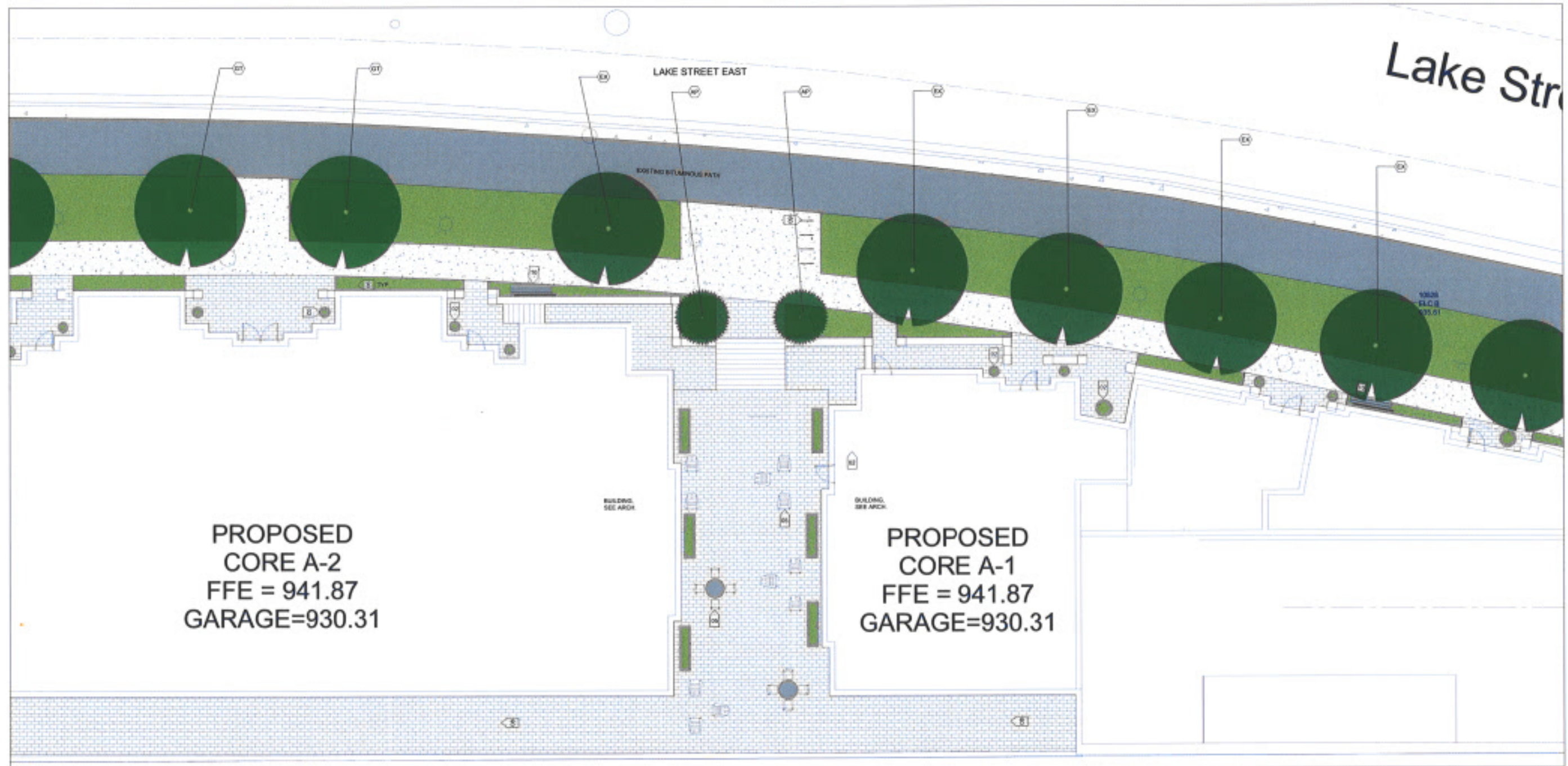
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PROJECT NUMBER

L3

SHEET NUMBER





PROPOSED
CORE A-2
FFE = 941.87
GARAGE=930.31

PROPOSED
CORE A-1
FFE = 941.87
GARAGE=930.31

1 ENLARGED STREETSCAPE AND PLAZA 1

NOT ALL KEYNOTES LOCATED ON THIS SHEET

LAYOUT KEYNOTES

KEY	CONTENT
01	OPEN LAWN SPACE
02	PLANTERS
03	PLANTED LANDFORM
04	TERAZZO COURSE - SEE CIVIL
05	SEATING ELEMENTS
06	PERENNIAL BED AT CORNER PLANTINGS
07	TURF GRASS
08	PRIVATE BOARDWALK/AREA
09	BIKE RACK
10	BENCH

NOT ALL PLANTS LOCATED ON THIS SHEET

TREE SCHEDULE AND CANOPY INFORMATION

#	KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	NOTES	CANOPY AT 10 YRS	TOTAL DBH
17	AL	<i>Araliacae arborea</i>	SEMPERBERRY	2" CAL	0-0	CLUMP	36 SF	25
18	AP	<i>Pinus contorta</i> 'Algonquin Pines'	ALGONQUIN PINE	2" CAL	0-0	MATCHED SPECIMEN	36 SF	24
21	BP	<i>Betula populifolia</i>	WATERBURY BIRCH	2" CAL	0-0	MATCHED SPECIMEN	36 SF	26
22	CC	<i>Cercis canadensis</i>	BATON ROUGE REDWOOD	2" CAL	0-0	CLUMP	36 SF	28
23	CT	<i>Cladonia maculata</i>	BOULDER HONEYLOCUST	2" CAL	0-0	MATCHED SPECIMEN	36 SF	27
24	PI	<i>Pinus strobus</i>	BED PINE	2" CAL	0-0	MATCHED SPECIMEN	36 SF	22
25	PI	<i>Pinus strobus</i>	BAL FUERN WHITE PINE	2" CAL	0-0	MATCHED SPECIMEN	36 SF	18
26	PI	<i>Pinus strobus</i>	COLOMBUS ASPEN	2" CAL	0-0	MATCHED SPECIMEN	36 SF	22
27	TO	<i>Thuja occidentalis</i> 'Sachin'	TECHNY ARBORVITAE	2" CAL	0-0	MATCHED SPECIMEN	36 SF	18

#	KEY	EXISTING TREE TO PROTECT	PROTECT + PRESERVE
11	EX		

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ENLARGED
STREETSCAPE
AND PLAZA 1

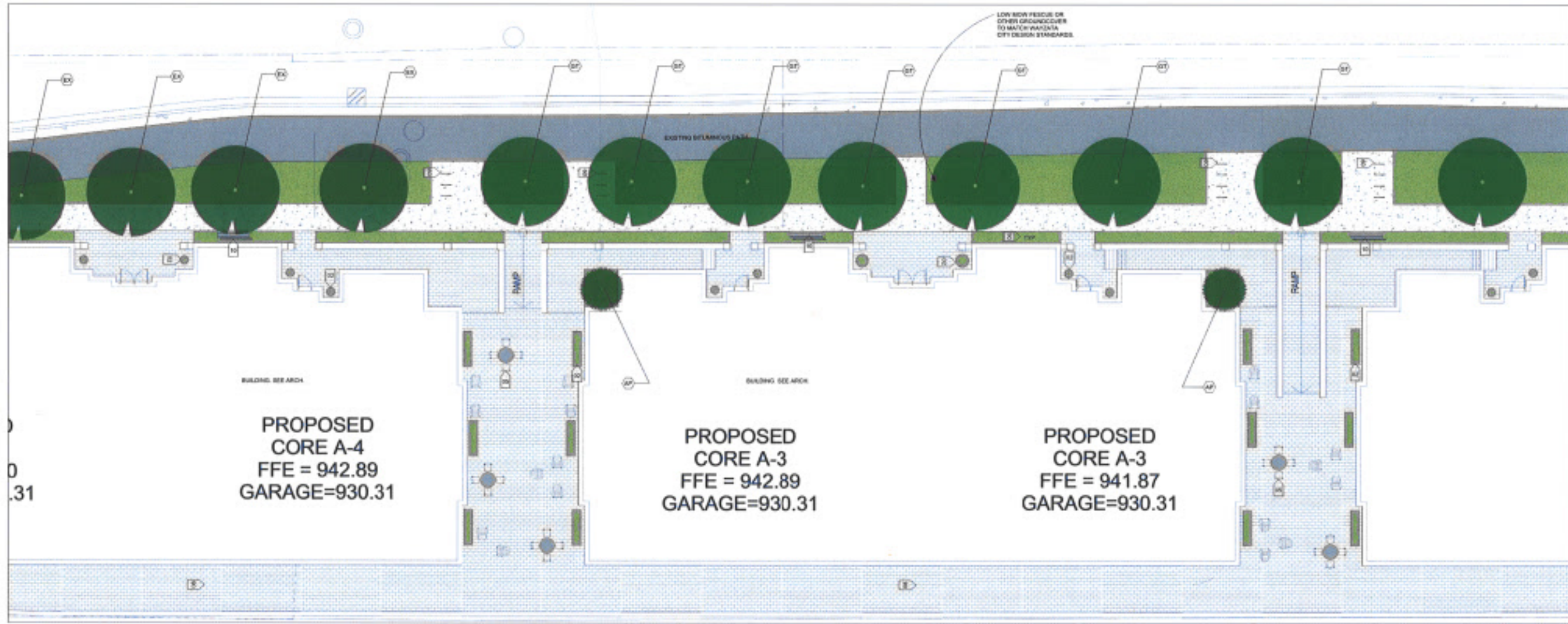
SHEET TITLE

21-803

PROJECT NUMBER

L4

SHEET NUMBER



1 ENLARGED STREETSCAPE AND PLAZA 2

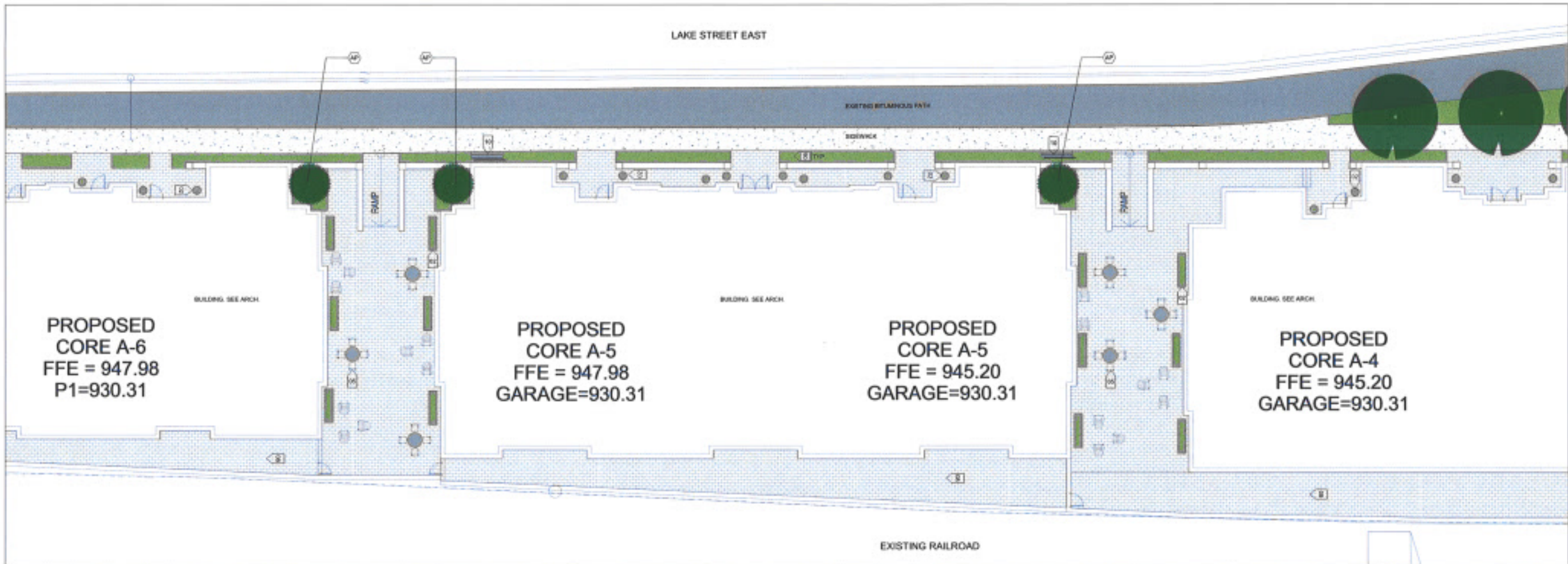
NOT ALL KEYNOTES LOCATED ON THIS SHEET

LAYOUT KEYNOTES	
KEY	CONTENT
B1	OPEN LAWN SPACE
B2	PLAZAS
B3	PLAZAS LAMPPOST
B4	SEATING/STAIRS - SEE CIVIL
B5	SEATING ELEMENTS
B6	PERMANENT BED, P1 CONT. PLANTING
B7	TURF GRASS
B8	PRIVATE BOARDWALK WALK
B9	BIKE RACK
B10	BENCH

NOT ALL PLANTS LOCATED ON THIS SHEET

TREE SCHEDULE AND CANOPY INFORMATION								
#	KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	NOTES	CANOPY AT 10 YRS	TOTAL DBH
TREES								
11	AA	Aralia nudicaulis	SPICEBERRY	2" CAL	9-8	CLUMP	80 SF	24
12	AP	Pinus strobus virginiana	ALABASTER PINE	2" CAL	9-8	WATCHED SPECIMEN	50 SF	24
21	BP	Betula populifolia	WHITESPINE BIRCH	2" CAL	9-8	WATCHED SPECIMEN	60 SF	24
13	CC	Cornus canadensis	EASTERN DOGWOOD	2" CAL	9-8	CLUMP	80 SF	24
14	CT	Thuja occidentalis	DOUGLASS SPRUCE	2" CAL	9-8	WATCHED SPECIMEN	100 SF	24
1	FW	Pinus strobus	RED PINE	2" CAL	9-8	WATCHED SPECIMEN	100 SF	24
2	PS	Pinus strobus	EASTERN WHITE PINE	2" CAL	9-8	WATCHED SPECIMEN	100 SF	24
11	PT	Populus tremuloides	QUAKING ASPEN	2" CAL	9-8	WATCHED SPECIMEN	50 SF	24
2	TD	Thuja occidentalis	DOUGLASS SPRUCE	2" CAL	9-8	WATCHED SPECIMEN	50 SF	24

11	EA	EXISTING TREE TO PROTECT	PROTECT - PRESERVE					
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1 ENLARGED STREETSCAPE AND PLAZA 3

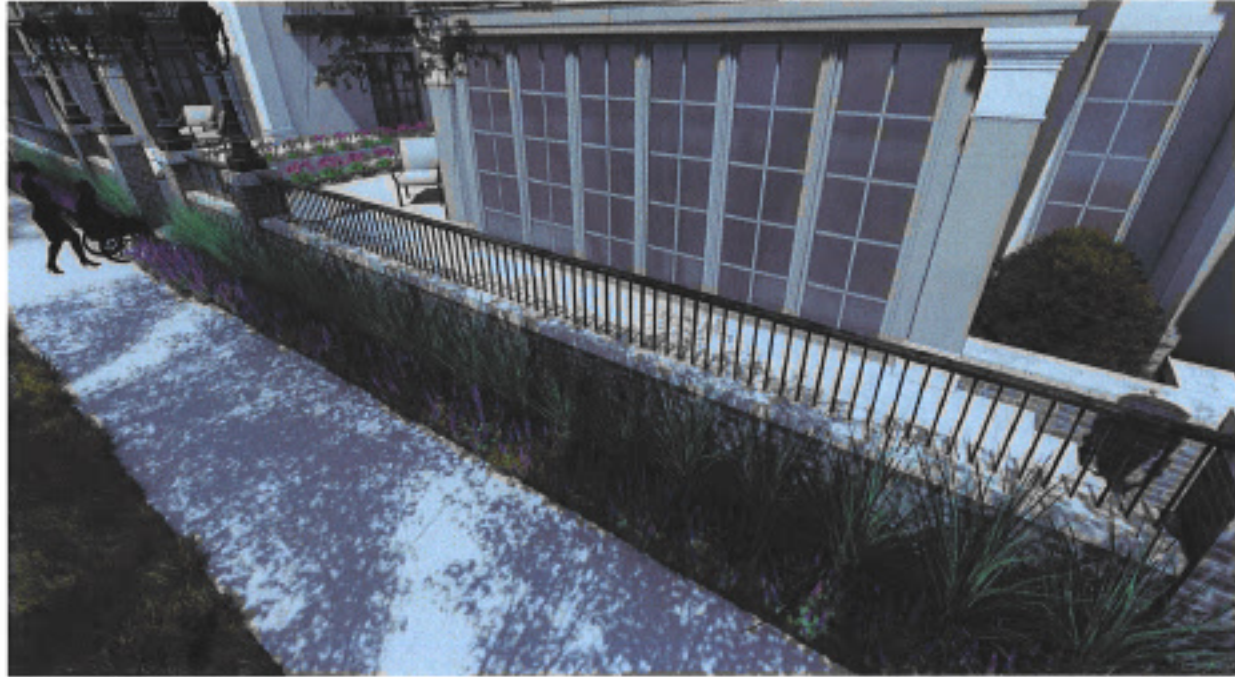
NOT ALL KEYNOTES LOCATED ON THIS SHEET

LAYOUT KEYNOTES	
KEY	CONTENT
B1	OPEN LAWN SPACE
B2	PLANTERS
B3	PLANTED PLATFORM
B4	TRANSFORMER - SEE CIVIL
B5	SEATING ELEMENTS
B6	PERSONAL BLD. #1 CONT. PLANTERS
B7	TURF GRASS
B8	BIKEWAY (BOARDWALK AREA)
B9	BIKE RACK
B10	BIKEWAY

NOT ALL PLANTS LOCATED ON THIS SHEET

TREE SCHEDULE AND CANOPY INFORMATION								
#	KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	NOTES	CANOPY AT 10 YRS	TOTAL DBH
07	AK	<i>Acer saccharum</i>	SUGAR MAPLE	2" CAL	3-8	CLUMP	80 SF	33
12	AP	<i>Pinus canadensis</i>	ALABAMA PINE	2" CAL	3-8	MATCHED SPECIMEN	50 SF	24
21	BP	<i>Betula populifolia</i>	WHITE BIRCH	2" CAL	3-8	MATCHED SPECIMEN	50 SF	24
13	CC	<i>Cornus canadensis</i>	EASTERN DOGWOOD	2" CAL	3-8	CLUMP	80 SF	33
14	DT	<i>Quercus macrocarpa</i>	SKYLINE HEMLOCK	2" CAL	3-8	MATCHED SPECIMEN	100 SF	40
4	PK	<i>Pinus strobus</i>	PINE	2" CAL	3-8	MATCHED SPECIMEN	100 SF	40
8	PS	<i>Pinus strobus</i>	EASTERN WHITE PINE	2" CAL	3-8	MATCHED SPECIMEN	100 SF	40
11	PT	<i>Populus tremuloides</i>	SHARON ASPEN	2" CAL	3-8	MATCHED SPECIMEN	50 SF	24
6	TD	<i>Thuja occidentalis</i>	TECHNIT ARBORVITAE	2" CAL	3-8	MATCHED SPECIMEN	50 SF	24

11	EX		EXISTING TREE TO PROTECT			PROTECT + PRESERVE		
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1 WEST PARK

NOT ALL KEYNOTES LOCATED ON THIS SHEET

LAYOUT KEYNOTES

KEY	CONTENT
B1	OPEN LAWN SPACE
B2	PLANTERS
B3	PLANTING LANDFORM
B4	TRANSFORMER - SEE CIVIL
B5	SEATING ELEMENTS
B6	PERFORMA SEAT BY CIVIL PLANTINGS
B7	TURF GRASS
B8	PRIVATE BOARDWALK AREA
B9	BIKE RACK
B10	BENCH

NOT ALL PLANTS LOCATED ON THIS SHEET

TREE SCHEDULE AND CANOPY INFORMATION

#	KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	NOTES	CANOPY AT 18 YRS	TOTAL DBH
TREES								
17	AA	<i>Arbutus menziesii</i>	SEMPERBERRY	2" CAL	SH-B	CLUMP	80 SF	83
12	AP	<i>Pinus contorta</i> Agassiz Pine	ALGONQUIN/PILLAR SWISS STONE PINE	2" CAL	SH-B	PLANTED SPECIMEN	30 SF	34
21	BP	<i>Betula populifolia</i>	SWITCH GRASS BIRCH	2" CAL	SH-B	PLANTED SPECIMEN	30 SF	36
15	CC	<i>Quercus canadensis</i>	SOUTHERN RED OAK	2" CAL	SH-B	CLUMP	80 SF	40
16	CF	<i>Salix humilior</i>	SMALL TWIG DOGWOOD	2" CAL	SH-B	PLANTED SPECIMEN	30 SF	42
4	PI	<i>Pinus strobus</i>	RED PINE	2" CAL	SH-B	PLANTED SPECIMEN	30 SF	12
5	P2	<i>Pinus strobus</i>	SOUTHERN WHITE PINE	2" CAL	SH-B	PLANTED SPECIMEN	30 SF	15
11	PT	<i>Populus tremuloides</i>	QUAKING ASPEN	2" CAL	SH-B	PLANTED SPECIMEN	30 SF	33
5	T0	<i>Thuja occidentalis</i> 'Tacky'	LECHNY ARBORVITAE	2" CAL	SH-B	PLANTED SPECIMEN	30 SF	15
11	EX		EXISTING TREE TO PROTECT			PROTECT + PRESERVE		

KEY METRICS:
1. OVER 800 SQ FT OF OPEN GREEN SPACE, GROUND COVER PLANTINGS,
TREES AND PERMANENT SEATING FOR 20+ PEOPLE.

Drawn On - 2/6/20
DATE ISSUED
DRAWN BY
CHECKED BY

HOBBS + BLACK
ARCHITECTS
100 N. 5TH ST
APT 400A
ST. PAUL, MN 55104
P. 774.668.1197
www.hobbs-black.com

200 LAKE ST E
WAYZATA, MN

LAKE WEST
DEVELOPMENT, LLC

URBAN ECOSYSTEMS
LANDSCAPE ARCHITECTS
2500 UNIVERSITY AVE W # 40
ST. PAUL, MN 55114
651.340.8568

CONSULTANT

WEST
GREEN SPACE
PLAN

SHEET TITLE

21-803

PROJECT NUMBER

L8

SHEET NUMBER

DATE ISSUED
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HOBBS + BLACK
ARCHITECTS
100 N. STATE ST.
APT. 4004
ST. PAUL, MN 55102
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LAKE WEST
DEVELOPMENT, LLC

URBAN ECOSYSTEMS
LANDSCAPE ARCHITECTS
3500 UNIVERSITY AVE W #103
SE PAUL, MN 55114
651.340.8568

CONSULTANT

WEST
GREEN SPACE
RENDERINGS

SHEET TITLE
21-803

PROJECT NUMBER

L9

SHEET NUMBER





ROOF LEVEL PLAN
201'-0" x 201'-0"

SECOND LEVEL PLAN
201'-0" x 201'-0"

GRADE / GROUND LEVEL PLAN
201'-0" x 201'-0"

GARAGE LEVEL PLAN
201'-0" x 201'-0"

PERMANENT TABLES			
RESOURCES	Area	Count	Notes
Residential	50	50	50 Units
Office	1000	1000	1000 sq ft
Garage	50	50	50 Spaces
Other	0	0	
Total Resources	1550	1550	

PERMANENT TABLES			
Office	1000	1000	1000 sq ft
Residential	50	50	50 Units
Garage	50	50	50 Spaces
Other	0	0	
Total Resources	1550	1550	

PERMANENT TABLES			
Office	1000	1000	1000 sq ft
Residential	50	50	50 Units
Garage	50	50	50 Spaces
Other	0	0	
Total Resources	1550	1550	

REVISIONS & DETAILS													
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003	10/15/2023	REVISIONS	JL	ML	ML	10/15/2023	003	10/15/2023	REVISIONS	JL	ML	ML	10/15/2023
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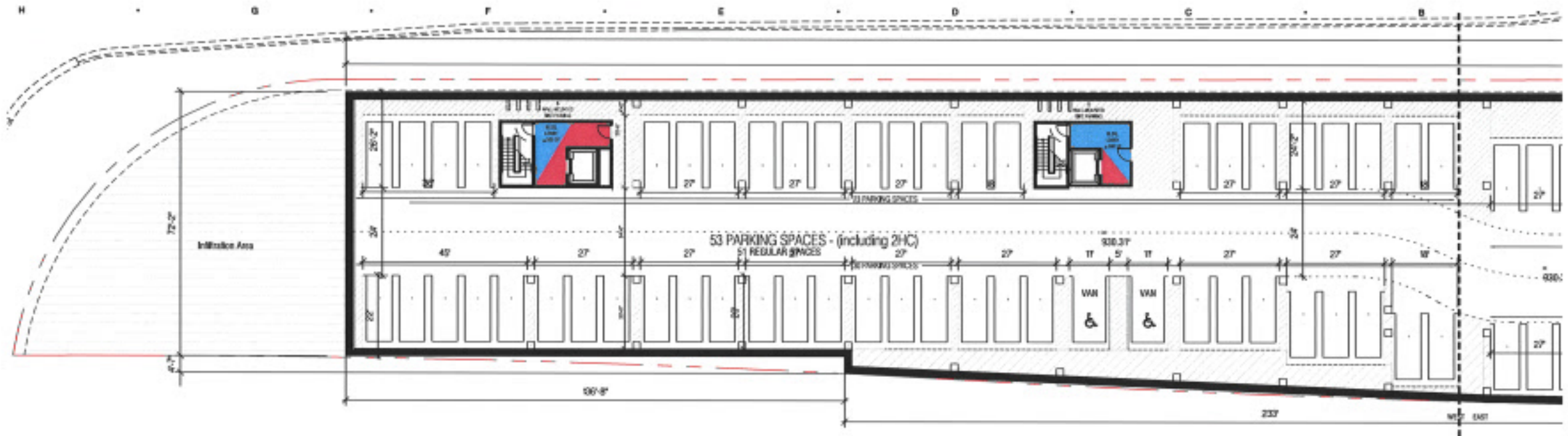
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003	10/15/2023	REVISIONS	JL	ML	ML	10/15/2023	003	10/15/2023	REVISIONS	JL	ML	ML	10/15/2023
004	10/15/2023	REVISIONS	JL	ML	ML	10/15/2023	004	10/15/2023	REVISIONS	JL	ML	ML	10/15/2023
005	10/15/2023	REVISIONS	JL	ML	ML	10/15/2023	005	10/15/2023	REVISIONS	JL	ML	ML	10/15/2023
006	10/15/2023	REVISIONS	JL	ML	ML	10/15/2023	006	10/15/2023	REVISIONS	JL	ML	ML	10/15/2023
007	10/15/2023	REVISIONS	JL	ML	ML	10/15/2023	007	10/15/2023	REVISIONS	JL	ML	ML	10/15/2023
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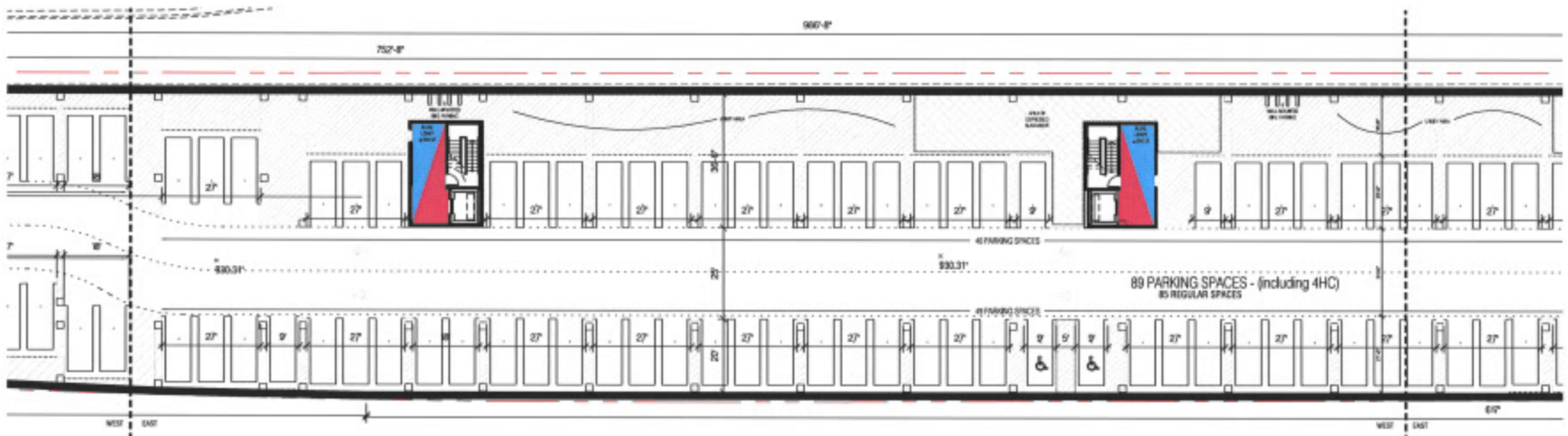
200 LAKE ST E
 WAYZATA, MN
LAKE WEST
 DEVELOPMENT, LLC

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 ARCHITECTS
 100 N. State St.
 Ann Arbor, MI 48104
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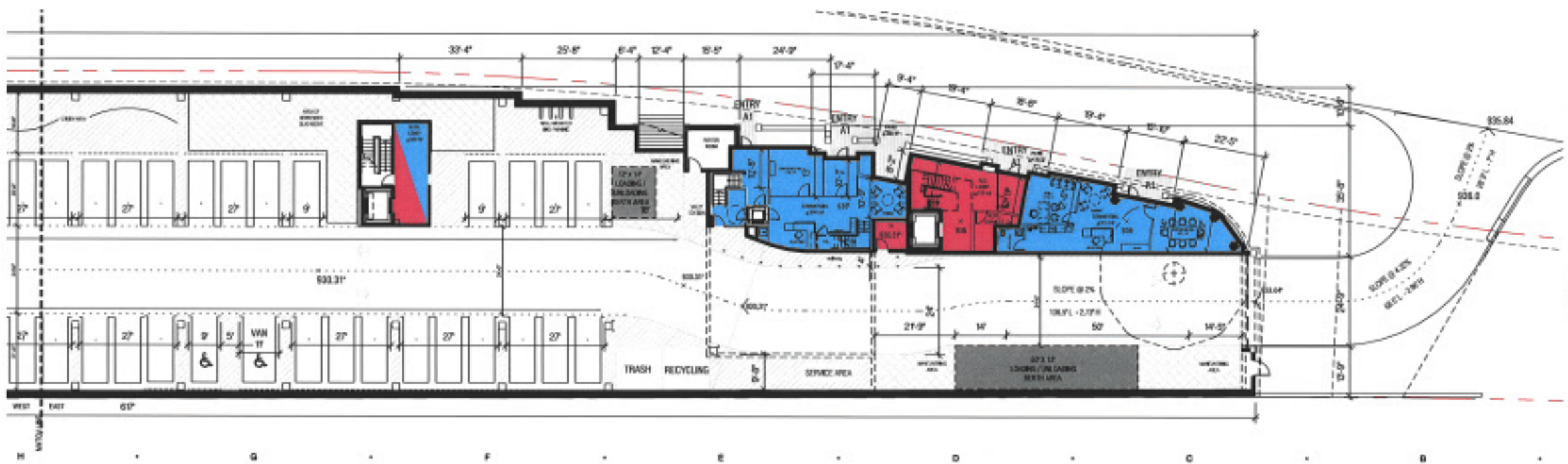
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 21-803
 PROJECT NUMBER
 A-010
 Page 123 of 203



GARAGE LEVEL PLAN WEST
201-10-110



GARAGE LEVEL PLAN CENTRAL
201-10-110



GARAGE LEVEL PLAN EAST
201-10-110

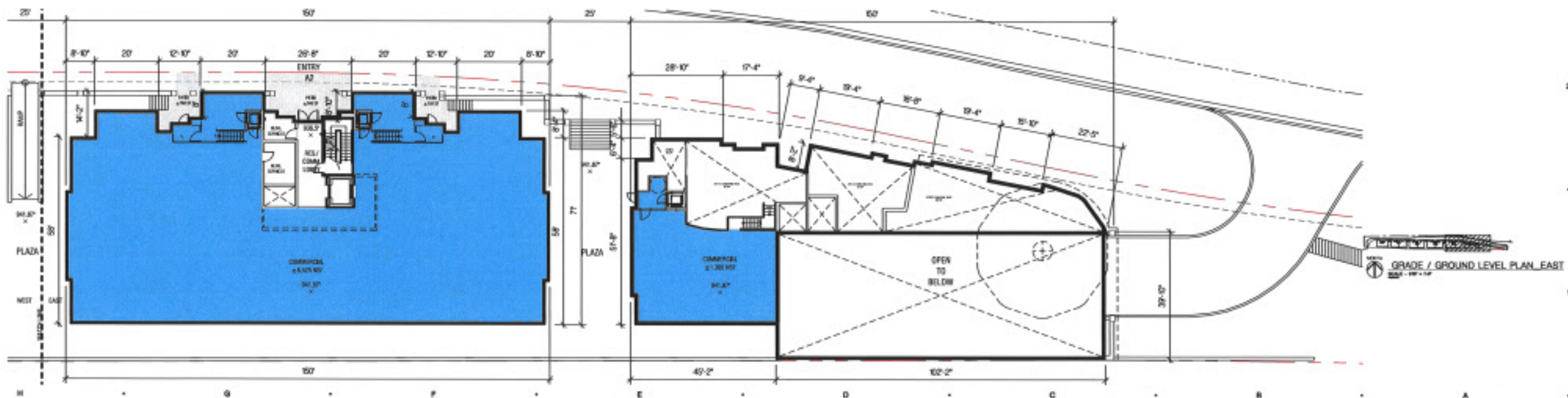
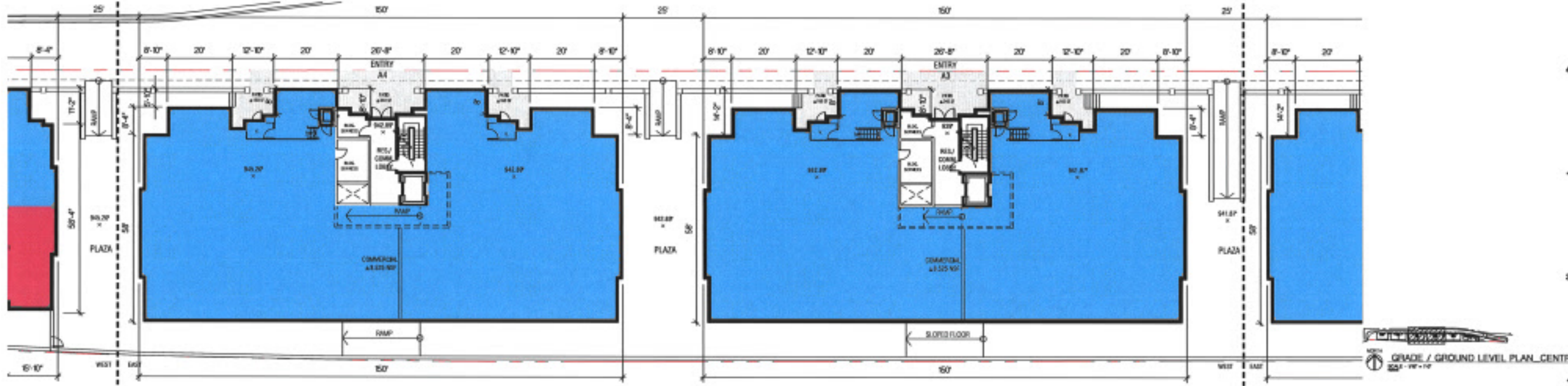
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DATE ISSUED	10/11/11
DRAWN BY	J. HOBBS
CHECKED BY	J. HOBBS

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 100 N. State St.
 Ann Arbor, MI 48104
 734.663.8189
 www.hobbsblack.com

200 LAKE ST E WAYZATA, MN
LAKE WEST DEVELOPMENT, LLC

PROJECT	200 LAKE ST E WAYZATA, MN
CONSULTANT	HOBBS + BLACK ARCHITECTS
SHEET TITLE	GARAGE LEVEL PLAN
PROJECT NUMBER	21-803
SHEET NUMBER	A-100



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 Plotted by: amn

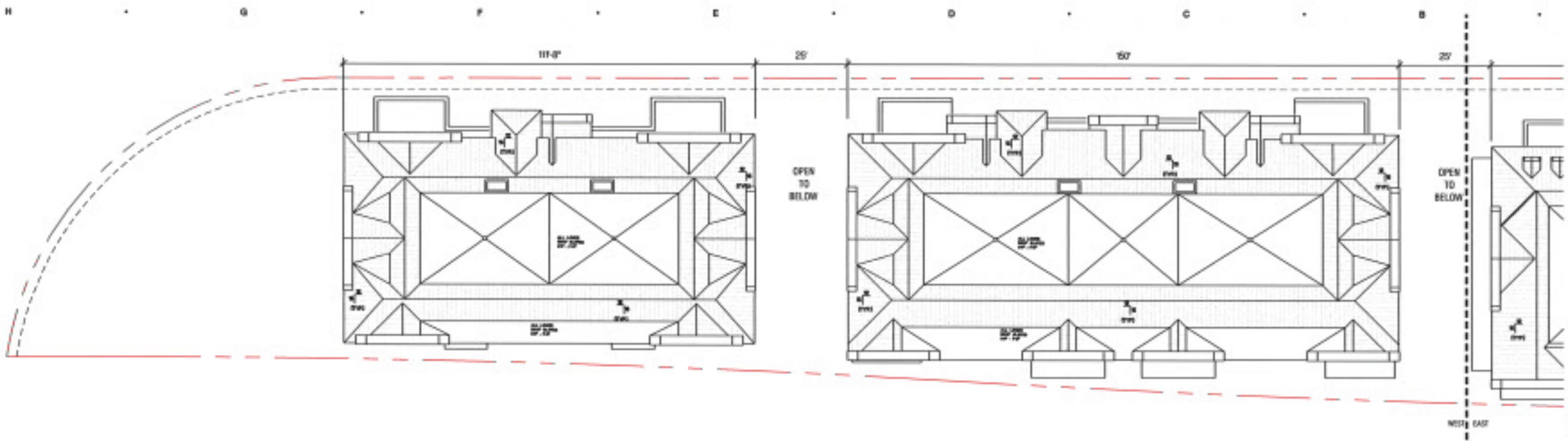
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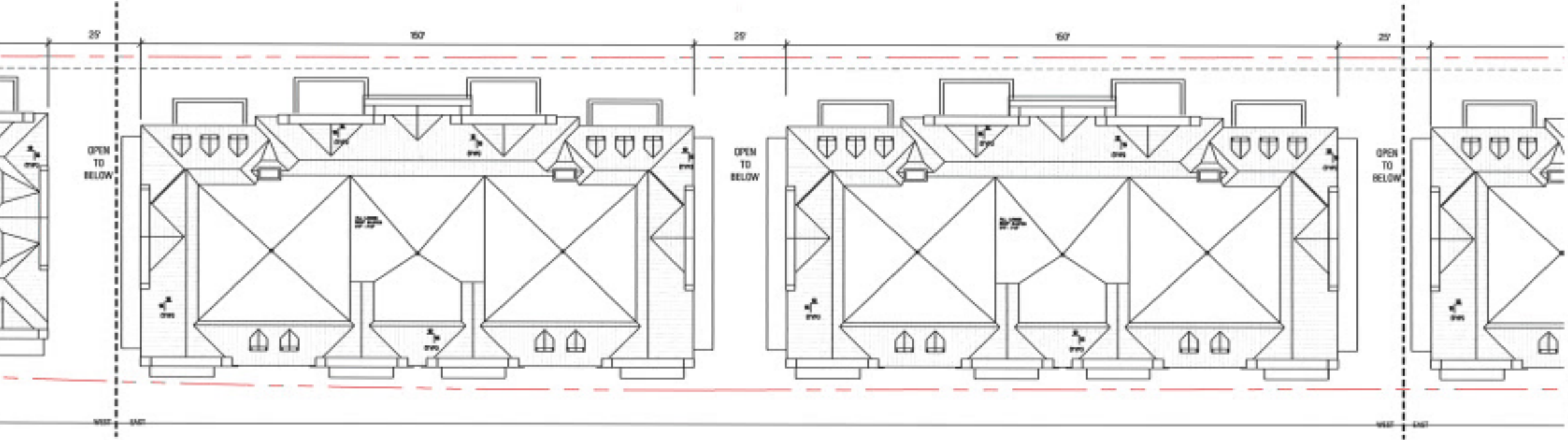
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 Ave. 400, St. 400A
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 WAYZATA, MN
LAKE WEST
 DEVELOPMENT, LLC

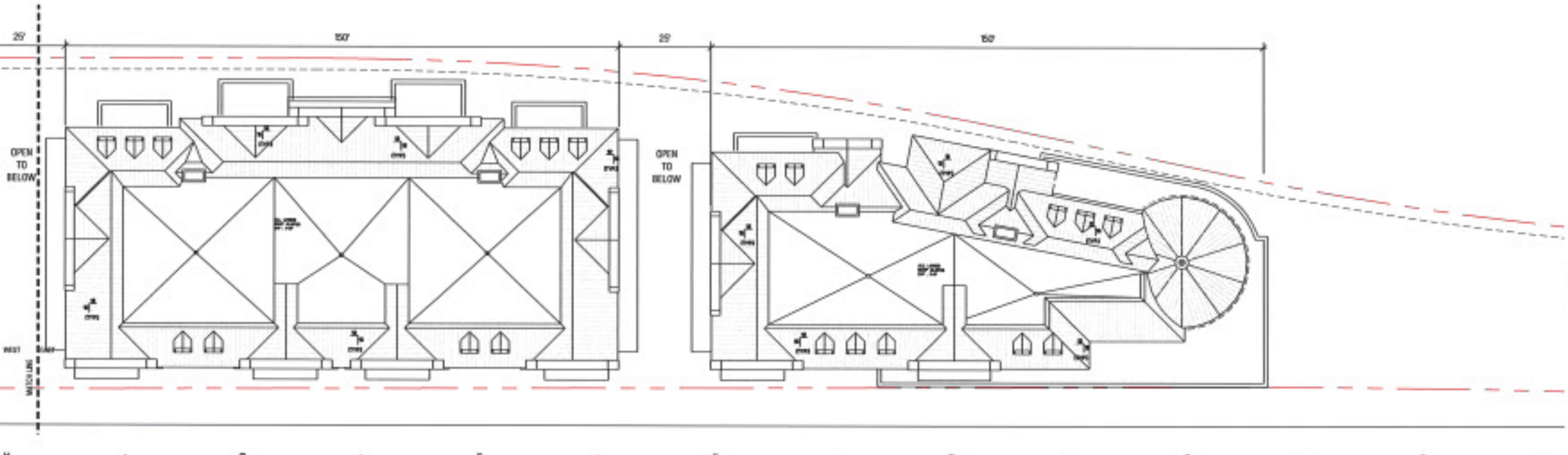
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CONSULTANT	HOBBS + BLACK ARCHITECTS
GRADE / GROUND LEVEL PLAN	
SHEET TITLE	21-803
PROJECT NUMBER	A-110



ROOF LEVEL PLAN WEST
201-10-10



ROOF LEVEL PLAN CENTRAL
201-10-10



ROOF LEVEL PLAN EAST
201-10-10

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 Project: 201-10-10

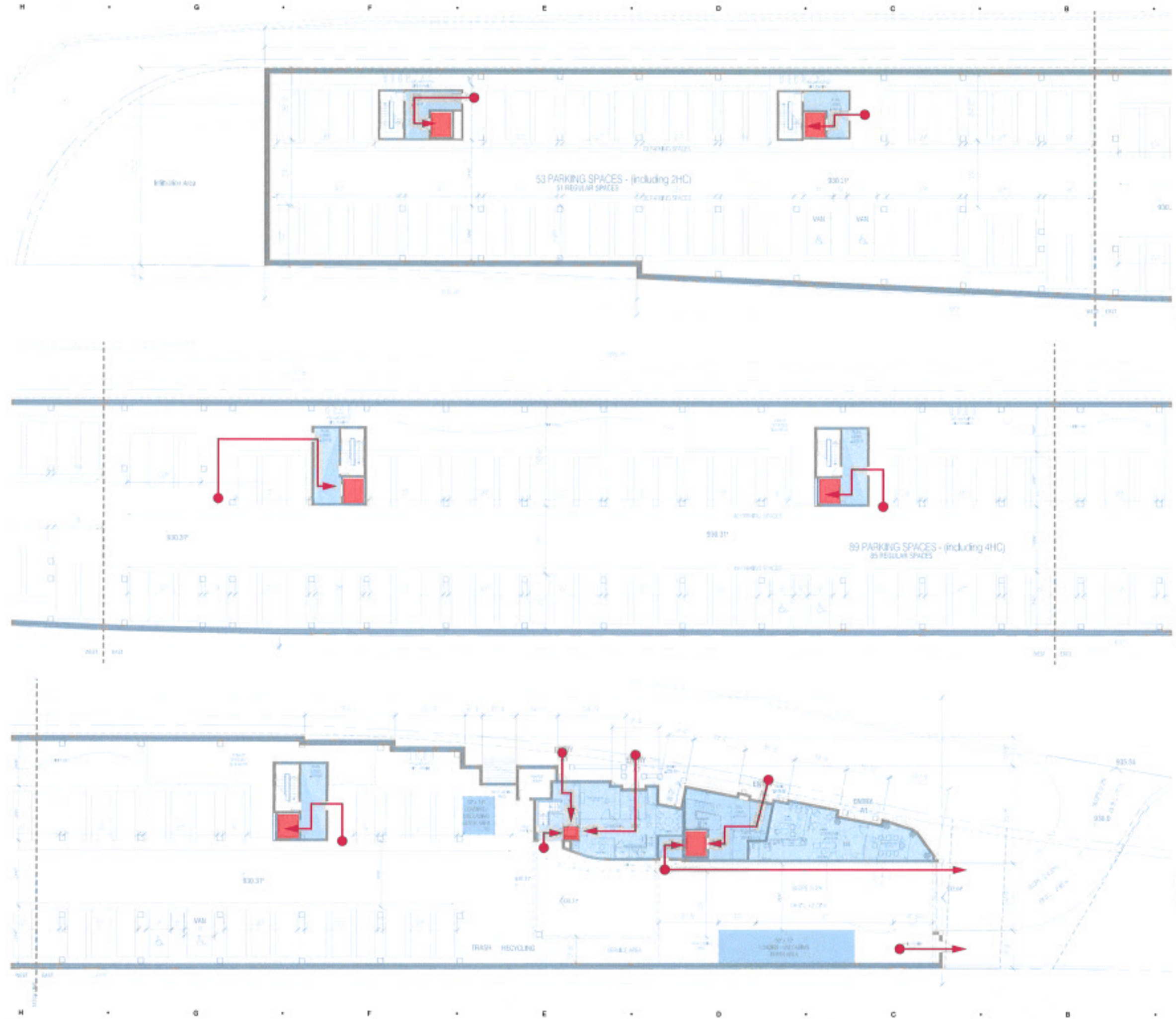
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 100 N. State St.
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 P.O. Box 100, St. 400A
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200 LAKE ST E
 WAYZATA, MN
LAKE WEST
 DEVELOPMENT, LLC

PROJECT
 CONSULTANT
ROOF PLAN
 SHEET TITLE
21-803
 PROJECT NUMBER
A-130
 Page 127 of 203

Drawing Path: I:\2021\21-803\21-803-Garage.dwg
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GARAGE LEVEL PLAN, WEST
 2021-10-25


GARAGE LEVEL PLAN, CENTRAL
 2021-10-25


GARAGE LEVEL PLAN, EAST
 2021-10-25

DESIGN REVIEW: RECORDING: CAP	09/08/21
REVISIONS:	
REVISION NO.	DESCRIPTION
DATE	ISSUED
DRAWN BY	
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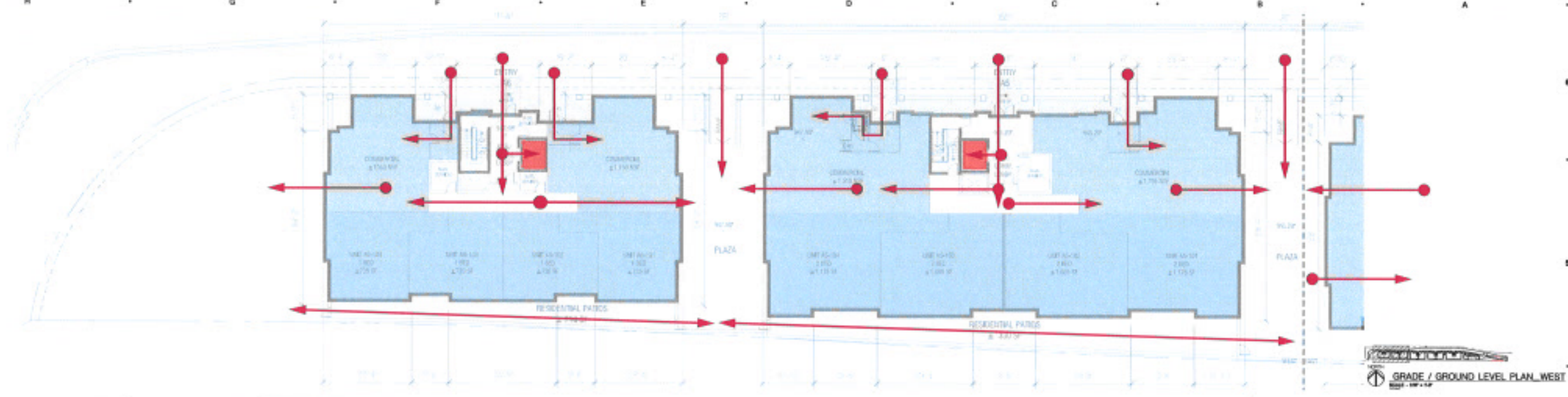
HOBBS + BLACK
ARCHITECTS
 100 N. 28th St.
 Ann Arbor, MI 48104
 P: 734.663.1818
 www.hobbsblack.com

200 LAKE ST E
 WAYZATA, MN

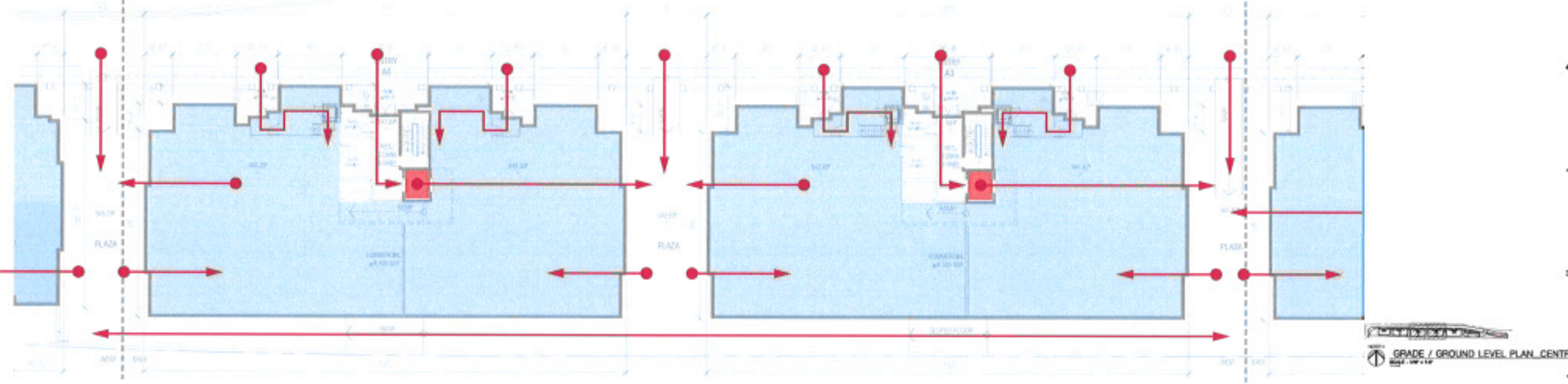
LAKE WEST
 DEVELOPMENT, LLC

PROJECT
 CONSULTANT
GARAGE LEVEL ACCESS PLAN
 SHEET TITLE
21-803
 PROJECT NUMBER
A-140

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 User: JACOB_S_1125pm
 Layer: GRADE LEVEL ACCESS PLAN
 Plot: 21-803-101.dwg



GRADE / GROUND LEVEL PLAN - WEST
 10/15/2021 10:00 AM



GRADE / GROUND LEVEL PLAN - CENTER
 10/15/2021 10:00 AM



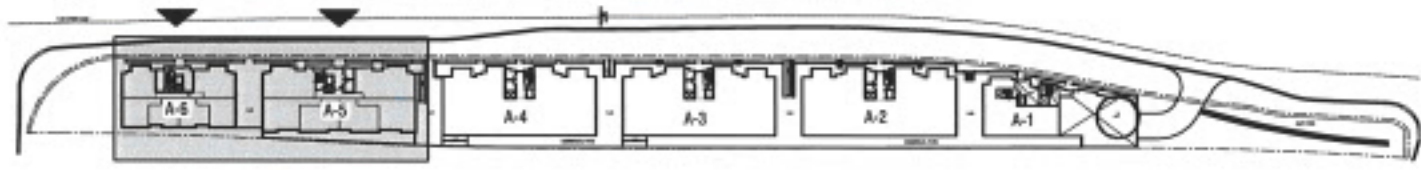
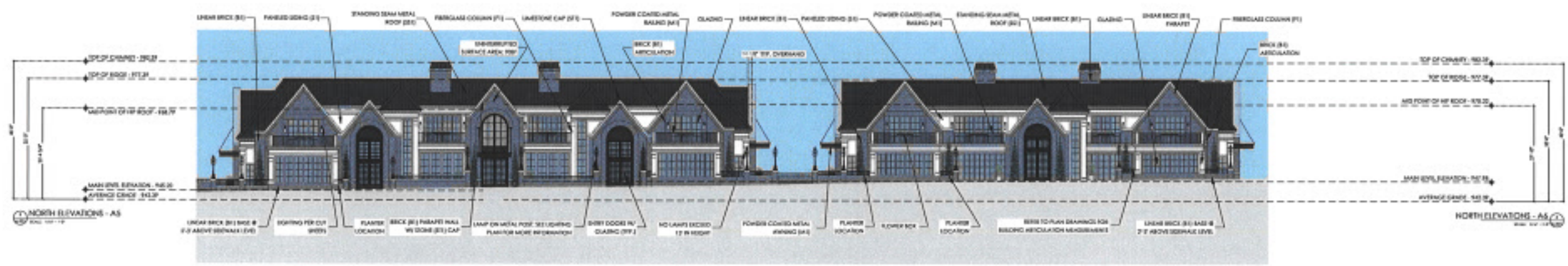
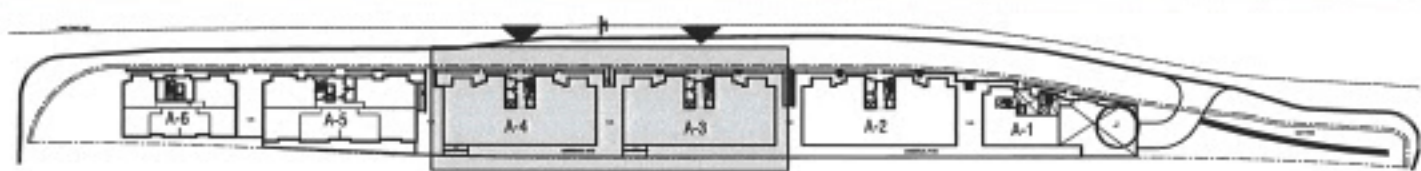
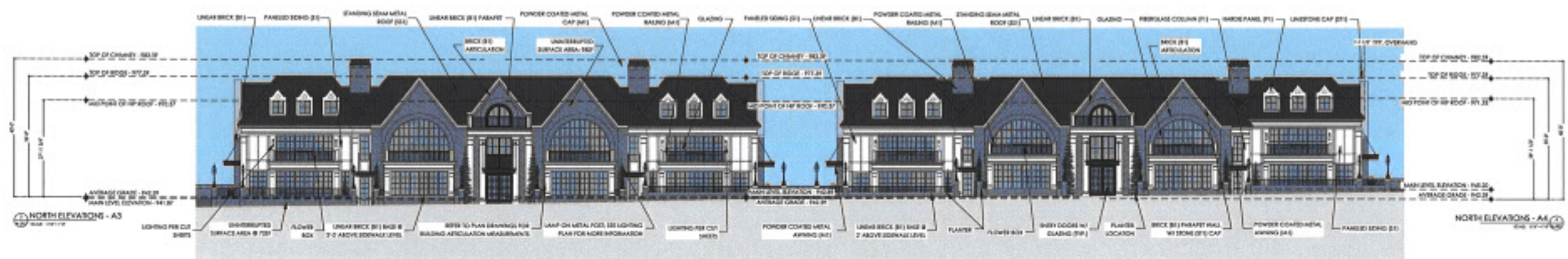
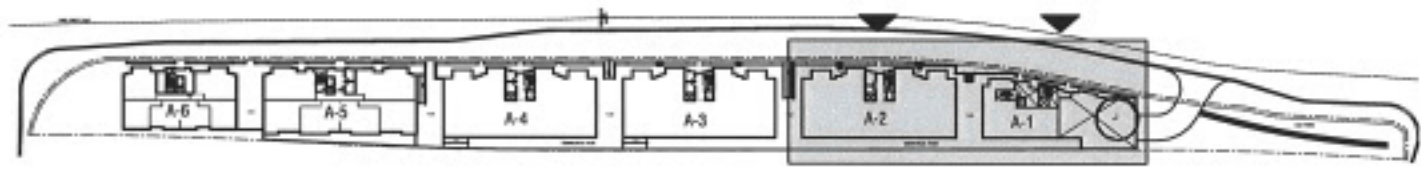
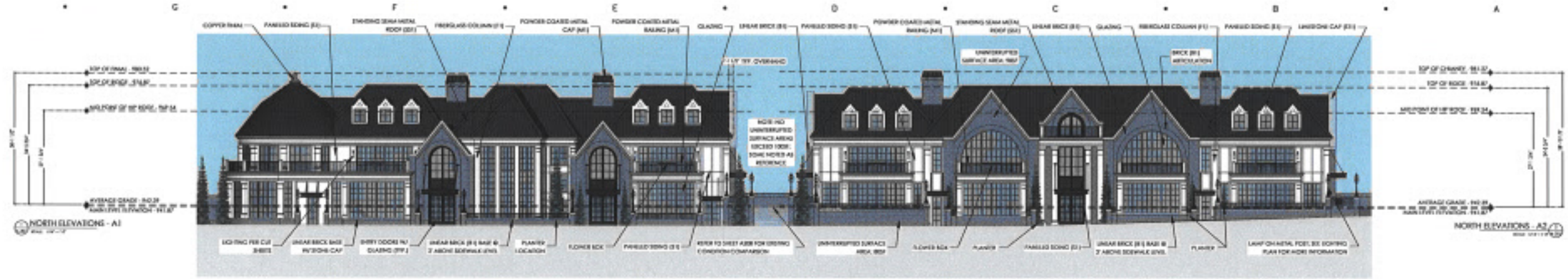
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 10/15/2021 10:00 AM

DATE ISSUED	10/15/2021
DRAWN BY	JACOB_S
CHECKED BY	JACOB_S

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 734.663.1119
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200 LAKE ST E
 WAYZATA, MN
LAKE WEST
 DEVELOPMENT, LLC

PROJECT	200 LAKE ST E WAYZATA, MN
CONSULTANT	HOBBS + BLACK ARCHITECTS
GRADE / GROUND LEVEL ACCESS PLAN	
SHEET TITLE	21-803
PROJECT NUMBER	A-150



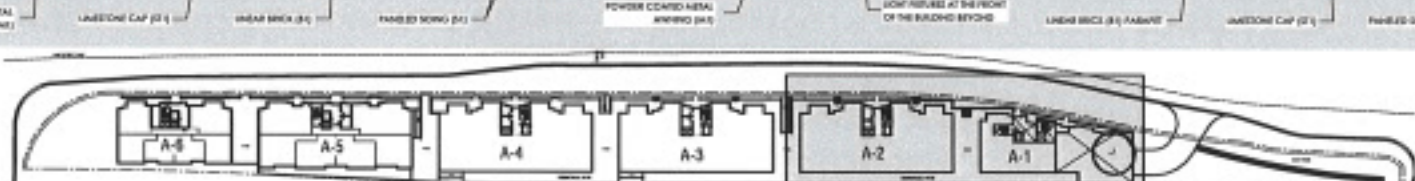
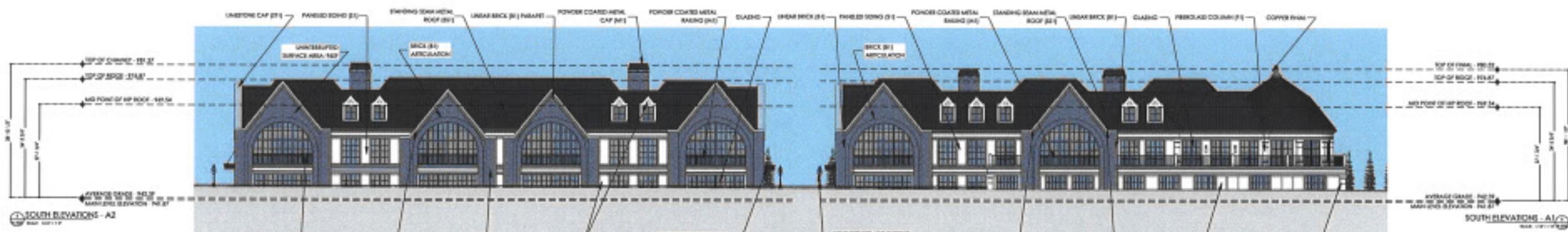
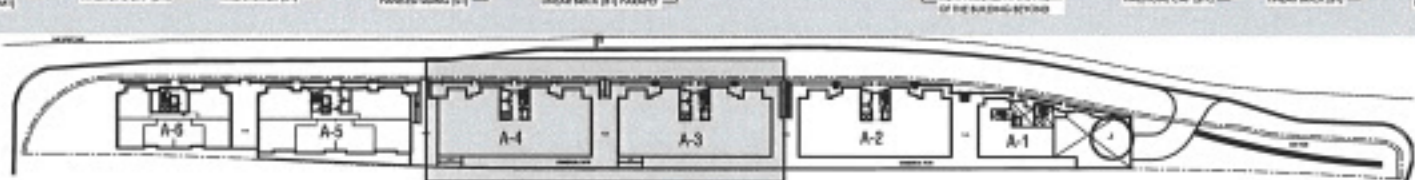
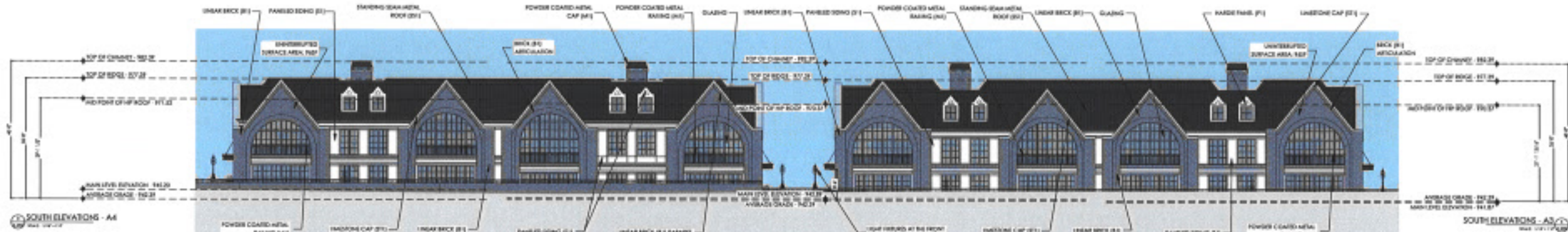
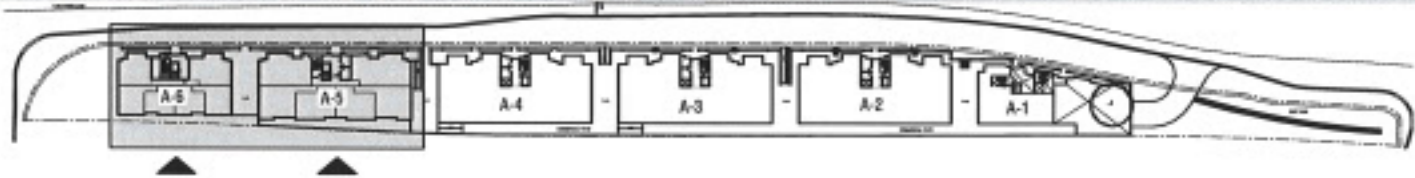
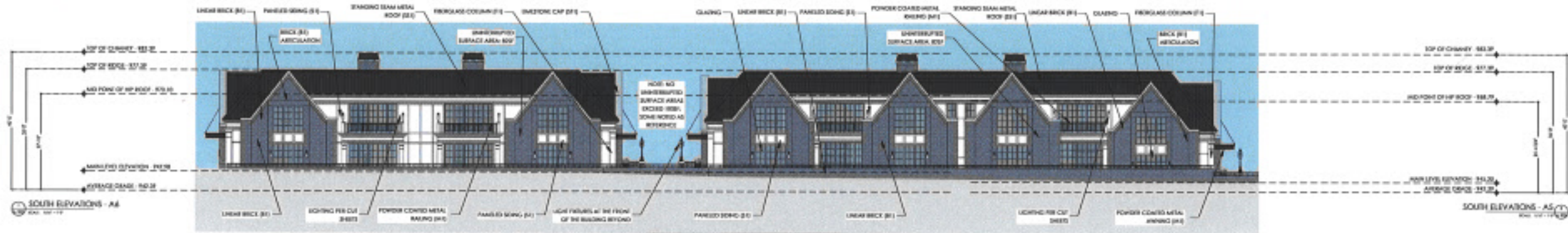
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200 LAKE ST E
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JMAD
 CONSULTANT

NORTH ELEVATIONS
 SHEET TITLE
 21-803
 PROJECT NUMBER
 A-201



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REVISIONS	ISSUED

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P.O. BOX 1008
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200 LAKE ST E
WAYZATA, MN

LAKE WEST DEVELOPMENT, LLC

PROJECT

MAD

CONSULTANT

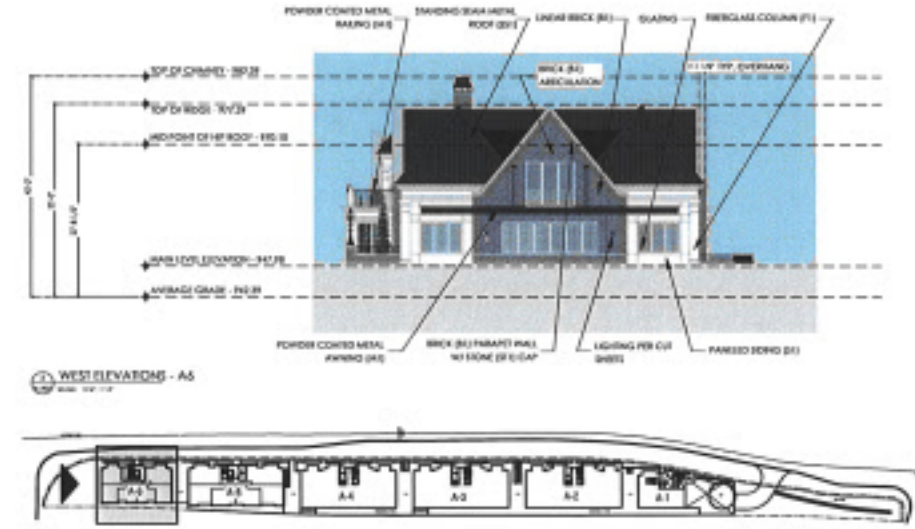
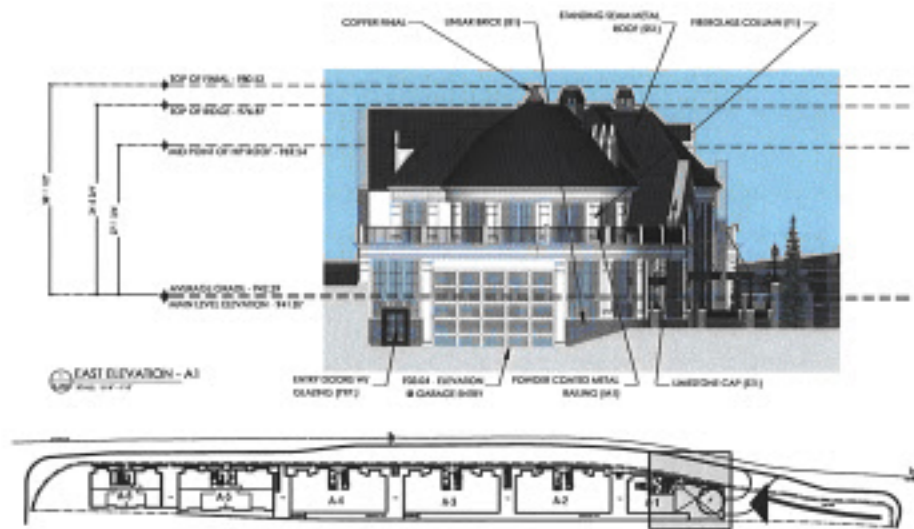
SOUTH ELEVATIONS

SHEET TITLE

21-803

PROJECT NUMBER

A-202



MATERIAL LEGEND



- LINEAR BRICK (B1) (MASONRY) @ PARAPET
- W/ LIMESTONE CAP (ST1) (MASONRY)
- LINEAR BRICK - GREY (B1) (MASONRY)
- POWDER COATED METAL - BLACK (M1)
- PANEL SIDING - WHITE (S1)



- PANEL SIDING - WHITE (S1)
- STANDING SEAM METAL ROOF (SS1)
- SOFFIT PAINTED TO MATCH PANEL SIDING
- PANEL SIDING - WHITE (S1)
- FIBERGLASS COLUMN - WHITE (F1)



- POWDER COATED METAL - BLACK (M1)
- FIBERGLASS COLUMN - WHITE (F1)
- PANEL SIDING (S1)
- PORCELAIN FLOORING (P1)

DESIGN REVIEW 1 (ELEVATIONS + MATERIALS)	10/20/20
DESIGN REVIEW 2 (ELEVATIONS + MATERIALS)	10/20/20
DESIGN REVIEW 3 (ELEVATIONS + MATERIALS)	10/20/20
DESIGN REVIEW 4 (ELEVATIONS + MATERIALS)	10/20/20
DESIGN REVIEW 5 (ELEVATIONS + MATERIALS)	10/20/20
DATE ISSUED	
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200 LAKE ST E
 WAYZATA, MN
LAKE WEST DEVELOPMENT, LLC

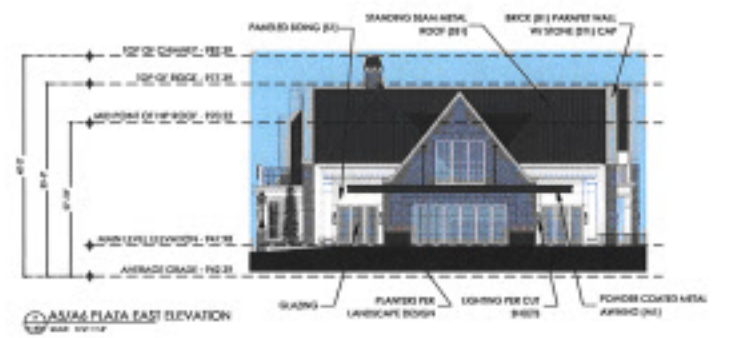
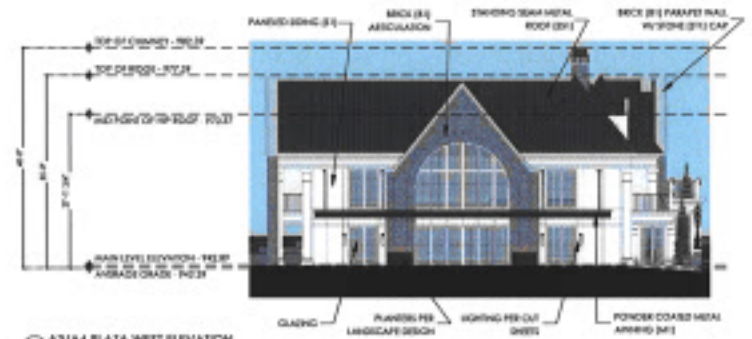
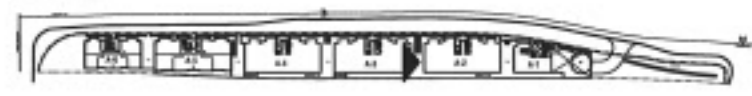
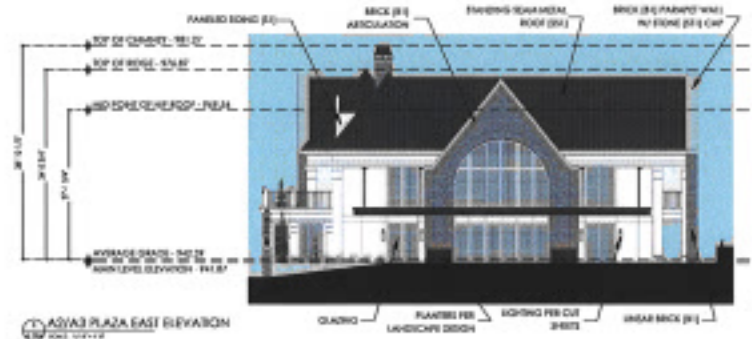
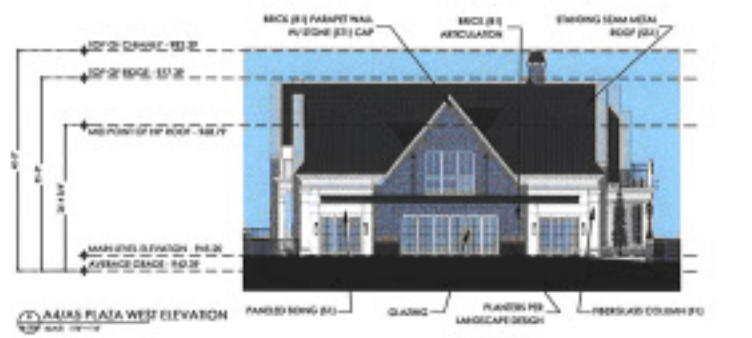
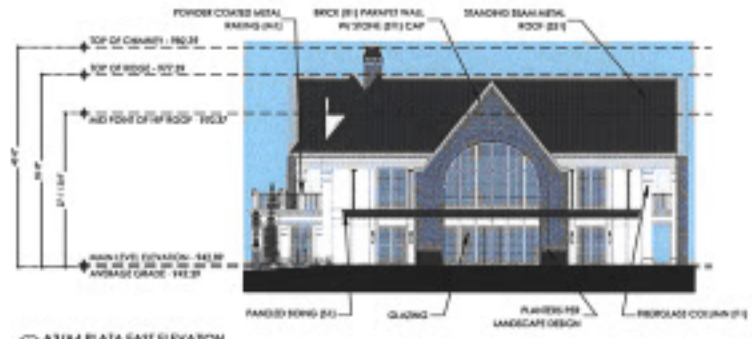
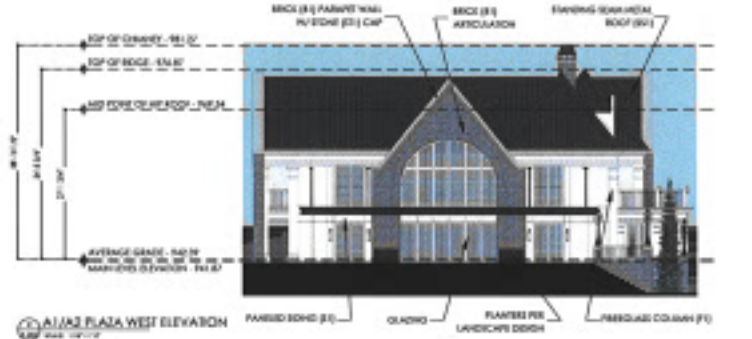
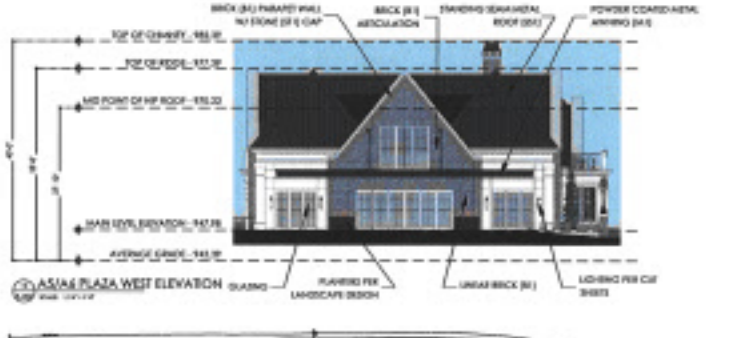
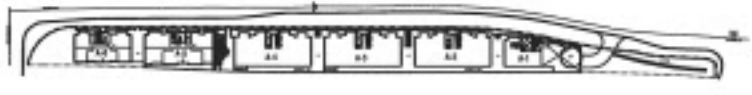
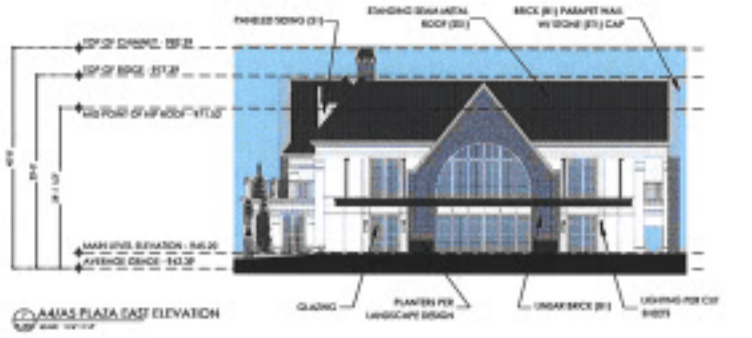
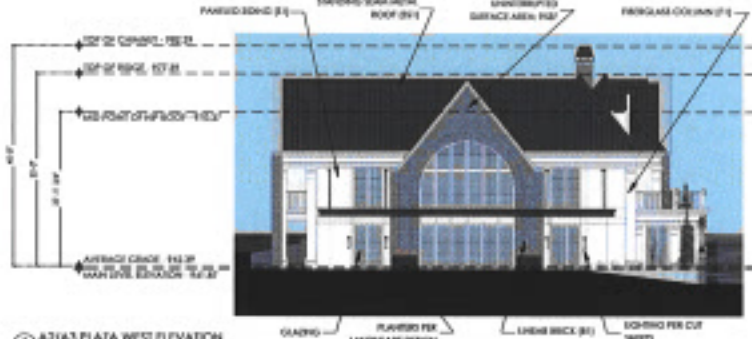
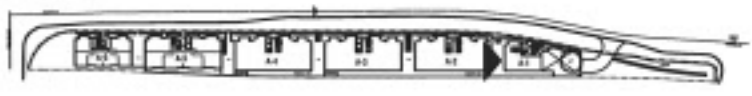
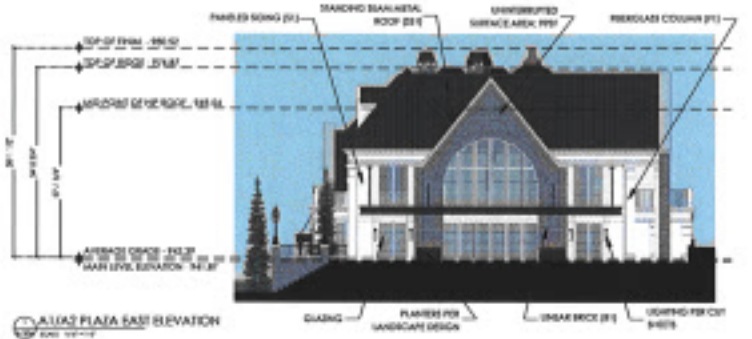
PROJECT

MAD
 CONSULTANT

ELEVATIONS + MATERIALS
 SHEET TITLE

21-803
 PROJECT NUMBER

A-203
 Page 133 of 203



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200 LAKE ST E
WAYZATA, MN
LAKE WEST DEVELOPMENT, LLC

PROJECT

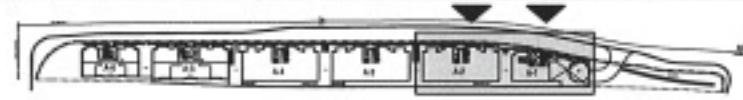
MAD
CONSULTANT

ELEVATIONS + MATERIALS
SHEET TITLE

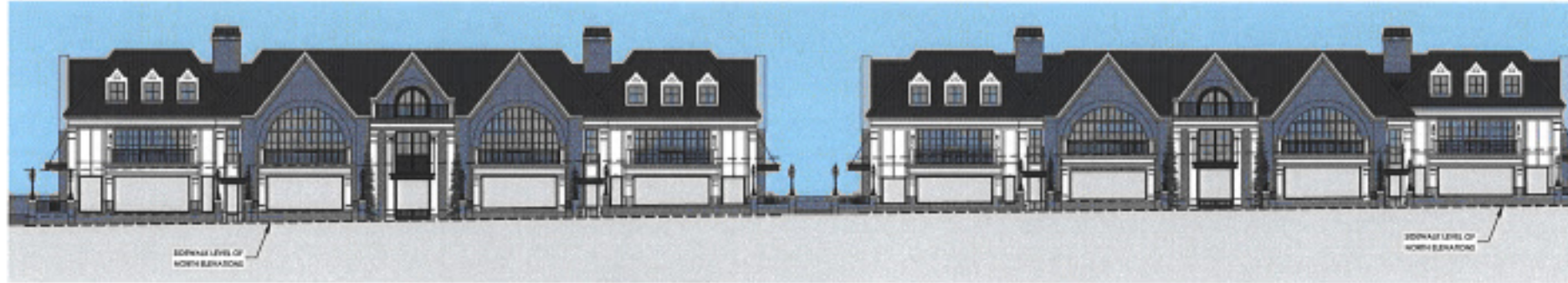
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PROJECT NUMBER

A-204

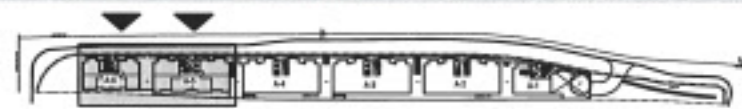
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DATE: 10/1/19



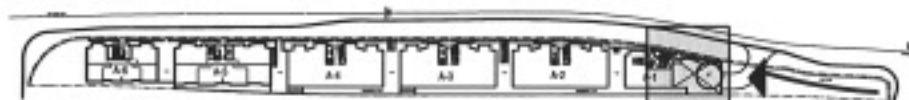
NORTH ELEVATIONS - A3+A4
DATE: 10/1/19



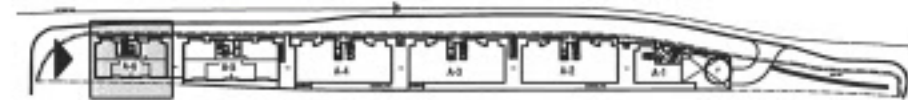
NORTH ELEVATIONS - A5+A6
DATE: 10/1/19



EAST ELEVATION - A1
DATE: 10/1/19



WEST ELEVATIONS - A4
DATE: 10/1/19



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200 LAKE ST E
WAYZATA, MN
LAKE WEST DEVELOPMENT, LLC

MWD
CONSULTANT

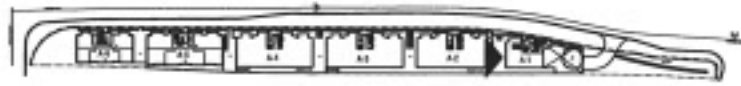
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21-803
PROJECT NUMBER

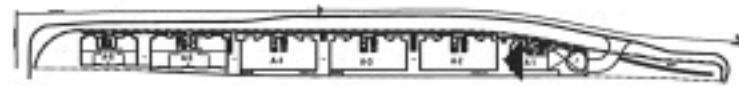
A-205



ASIAS PLAZA EAST ELEVATION



ASIAS PLAZA WEST ELEVATION



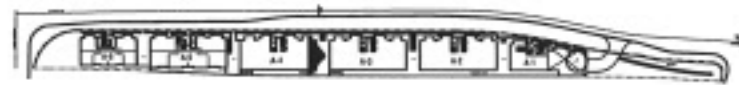
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ASIAS PLAZA WEST ELEVATION



ASIAS PLAZA EAST ELEVATION



ASIAS PLAZA WEST ELEVATION



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LAKE WEST DEVELOPMENT, LLC

MAD
 CONSULTANT

ELEVATIONS + MATERIALS
 SHEET TITLE
 21-803
 PROJECT NUMBER
 A-207



CORE A1



A1 + A2 MASSING BREAK

DESIGN REVIEW FREEDOM HOUR	REVISION
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200 LAKE ST E
 WAYZATA, MN
LAKE WEST DEVELOPMENT, LLC

PROJECT

 CONSULTANT

RENDERINGS
 SHEET TITLE
 21-803
 PROJECT NUMBER
 A-210

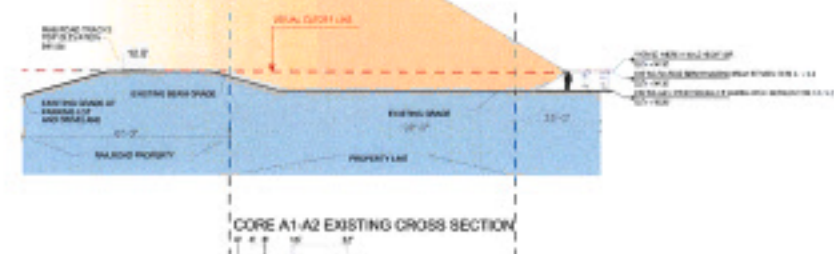


A1 + A2 MASSING BREAK

EXISTING VIEW



A1 + A2 MASSING BREAK



EXISTING VIEW



DESIGN REVIEW 1	REVISION 10/17/2021
DESIGN REVIEW 2	REVISION 10/20/2021
DESIGN REVIEW 3	REVISION 10/20/2021
DESIGN REVIEW 4	REVISION 10/20/2021
DESIGN REVIEW 5	REVISION 10/20/2021
DESIGN REVIEW 6	REVISION 10/20/2021
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DESIGN REVIEW 13	REVISION 10/20/2021
DESIGN REVIEW 14	REVISION 10/20/2021
DESIGN REVIEW 15	REVISION 10/20/2021
DESIGN REVIEW 16	REVISION 10/20/2021
DESIGN REVIEW 17	REVISION 10/20/2021
DESIGN REVIEW 18	REVISION 10/20/2021
DESIGN REVIEW 19	REVISION 10/20/2021
DESIGN REVIEW 20	REVISION 10/20/2021

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200 LAKE ST E
WAYZATA, MN
LAKE WEST DEVELOPMENT, LLC
PROJECT

JMP
CONSULTANT

RENDERINGS
SHEET TITLE
21-803
PROJECT NUMBER
A-211



A1 + A2 MASSING BREAK



A2 + A3 MASSING BREAK

DESIGN REVIEW: PRELIMINARY DDP	DATE
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200 LAKE ST E
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LAKE WEST DEVELOPMENT, LLC

PROJECT

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RENDERINGS
 SHEET TITLE
 21-803
 PROJECT NUMBER
 A-212



A2 + A3 MASSING BREAK



A2 + A3 MASSING BREAK

REVISION NO.	DATE	DESCRIPTION

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**200 LAKE ST E
 WAYZATA, MN**

 PROJECT

CONSULTANT

RENDERINGS
 SHEET TITLE

21-803
 PROJECT NUMBER

A-213



A4 + A5 MASSING BREAK



CORE A5

DESIGN REVIEW (MEETING) CLIP	REVISION
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DESIGN REVIEW (MEETING) CLIP	REVISION
SUBMITTAL	DATE

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200 LAKE ST E
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LAKE WEST DEVELOPMENT, LLC
 PROJECT

MAD
 CONSULTANT

RENDERINGS
 SHEET TITLE
 21-803
 PROJECT NUMBER
 A-215



CORE A5



A5 + A6 MASSING BREAK

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200 LAKE ST E
 WAYZATA, MN
LAKE WEST DEVELOPMENT, LLC

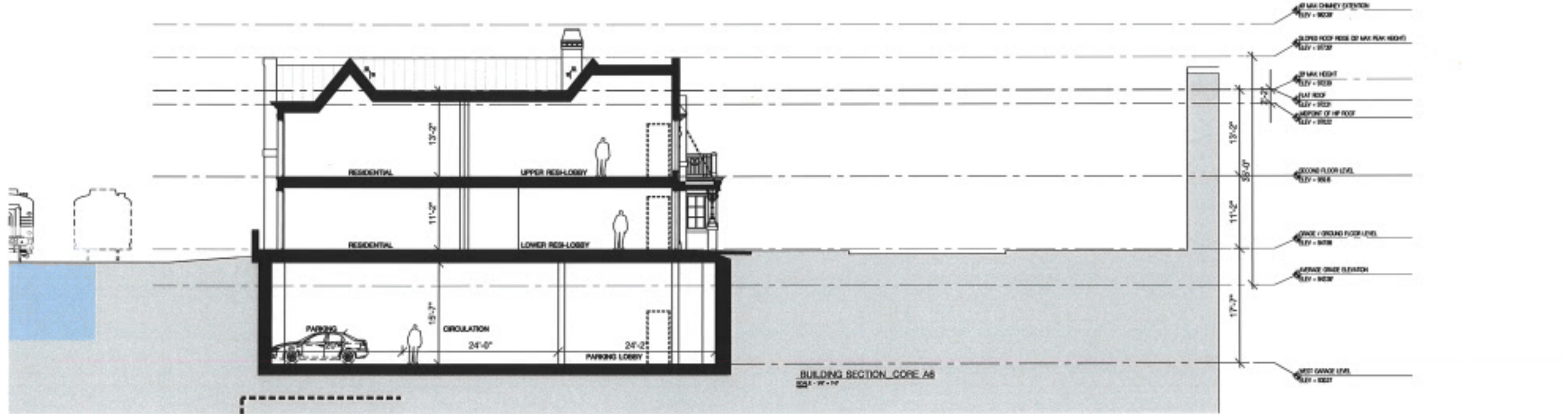
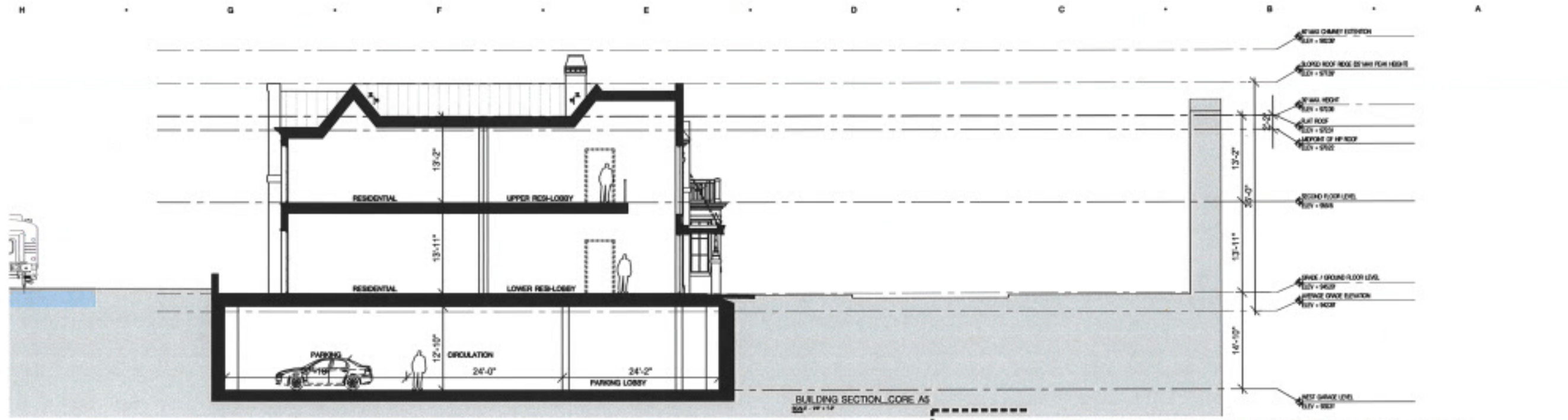
PROJECT

M&D
 CONSULTANT

RENDERINGS
 SHEET TITLE

21-803
 PROJECT NUMBER

A-216



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200 LAKE ST E WAYZATA, MN

LAKE WEST DEVELOPMENT, LLC

PROJECT

CONSULTANT

BUILDING SECTIONS

SHEET TITLE

21-803

PROJECT NUMBER

Drawing # 2021-101 (2) 10/20/2021
 200 LAKE STREET WAYZATA, MN 55391
 DATE: 10/20/2021
 DRAWN BY: J. J. JENSEN
 CHECKED BY: J. J. JENSEN
 PROJECT: 200 LAKE STREET WAYZATA, MN 55391



February 10, 2023

Emily Goellner
Community Development Director
City of Wayzata
600 Rice Street East
Wayzata, MN 55391

Re: Lake West Development Applications - 200 Lake Street East
Final Submission

Dear Ms. Goellner:

Thank you for your hard work with Lake West Development over the past several years. Your efforts—together with the significant assistance of Wayzata’s City Manager, City attorney, and other City staff—have greatly improved and simplified Lake West Development LLC’s redevelopment of 200 Lake Street East. These simplified applications are the result of this collaboration. We look forward to continuing this collaborative effort with staff, the Planning Commission, and the City Council on the straightforward approvals requested below.

We appreciated your continued work after our submission of these new applications in August 2022. While we have not agreed with the City on every issue, we appreciated that we were able to work through the various issues professionally. And we look forward to the Council’s consideration and approval of the final applications submitted herewith.

PROJECT DESCRIPTION AND SUMMARY

The approvals requested through these applications will allow Lake West to transform the derelict former TCF site at 200 Lake Street East (the Property) into a vibrant bookend complementing and contributing to Wayzata’s thriving downtown. Lake West’s redevelopment (the Project) will accomplish numerous goals and priorities in Wayzata’s 2040 Comprehensive Plan by creating world-class space for a mix of commercial and residential uses.

The City Council’s approval will allow Lake West’s reinvestment and redevelopment in Wayzata’s downtown to advance and accomplish Comprehensive Plan goals and priorities, including:

- “Promot[ing] a diversity of retail, office, service and residential land uses at a high level of development quality to enhance Wayzata as a regional destination and provide services for residents.”

- “Provid[ing] connectivity within new developments and between existing neighborhoods to promote a sense of community and encourage mobility of all types.”
- “Support[ing] the existing commercial core within the community, and encourage business retention and reinvestment.”
- “[A]ssist[ing] with redevelopment when properties become a liability to the community.”
- “[P]lacement of retail uses on the first floor of all commercial uses to enhance the retail vitality of the area.”
- Creating “welcoming and pleasing views from the ground level.”
- “[P]lac[ing] parking within developments so that it is not a focal point but rather placed behind buildings with appropriate buffers and landscaping.”
- Providing “shared and joint parking facilities within development wherever possible.”
- Providing “housing options for upper-story housing.”
- Increasing the number of households within the Central Business District.
- “Promot[ing] sound land use development decisions which protect and enhance Lake Minnetonka and other wetland” and
- “Utiliz[ing] sustainable development practices for . . . private developments within the City.”

The Property is currently dominated by environmentally problematic surface parking and the derelict former TCF Bank building. In the more than two years since the Property was offered for sale, no prospective buyer or tenant buyer identified a viable reuse of the former TCF building. And without redevelopment, there would be no practical means to fund the significant renovations and environmental improvements necessary for continued practical use of the existing building that would be in keeping with the current Comprehensive Guide Plan.

As described further below, the absence of stormwater management at the Property allows the untreated runoff from its impervious surfaces to flow directly into the City’s sewer system and Lake Minnetonka. Environmental analysis of the Property identified soil and groundwater contamination, with both petroleum and non-petroleum contaminants including volatile organic compounds (VOCs), polycyclic aromatic hydrocarbons (PAHs), metal contaminants, and diesel and gasoline range organics (DROs and GROs). Lake West’s Project will remove these contaminated materials and install a modern environmental plan, including a stormwater management plan consistent with best practices and Wayzata’s Shoreland Impact Plan. New water treatment will prevent the Property’s current problematic runoff and ground water contamination which aligns with the City’s Vision to be “a proud steward of its premier natural asset; Lake Minnetonka.”

The design of this mixed use commercial and residential project will enhance the fabric of Wayzata’s existing downtown, evoking the nostalgic feeling of a city neighborhood. The architectural design and details of the building create a pedestrian friendly experience that has a focus on accessibility. The concept for the multi-layered façade of the building is modeled on the historic brownstones of New York. This time-tested design is pedestrian friendly and simultaneously allows both commercial and residential uses.

As one travels west on Lake St towards the building, they are greeted by a welcoming multi-level glass rotunda. This creates a statement on the corner of the building and invites travelers to continue down the street and engage the rest of the building. Large glass windows that come down to the base of the building dominate the façade of the rotunda, inviting pedestrians to connect with the commercial spaces contained within. Entries are provided from the sidewalk and are denoted with covered awnings.

Brick walls form a solid base for the structure and are an integral part of the building design, making it feel permanent and rooted to its site. These walls serve additional purposes, including providing gathering and seating spaces and creating opportunities to integrate vegetation into the building design. By creating occupiable exterior space that would otherwise not be possible due to the sloping site and elevation changes from sidewalk to plaza level in some locations, this design feature heightens the human connection to the neighborhood by allowing building occupants to come outside and engage the public on Lake Street and allow the public to engage with the Property. In this way, the building adds to the street life of the block increasing feelings of safety and connection for all who use the space. The stairs and ramps, the railings and light fixtures, the multiple layers of vegetation, and the ins and outs of the building façade all invite users to interact with the building. These elements bring a human scale to the building from the pedestrian's perspective.

The charm and function of the building is heightened by its connection to the neighborhood and highlighted by different building elements. These elements form a common design language amongst the whole project, while unique elements are added at different points in the form of unique building masses, entry elements, and colors. The design avoids a feeling of monotony while still creating a cohesive feel to the project, as though it has been an integral part of the community for years. Balconies and plazas add to the street life of the block by inviting occupants of the building outside to relate to and interact with pedestrians on the street, creating a classic neighborhood charm and expressed chimneys create a sentimental sense of home.

Plazas create massing breaks between the six cores of the building (labeled A-1 through A-6). With a continuous elevation from core to core, these plazas allow occupants of the building to walk out onto a terrace. These spaces are also accessible from the sidewalk, creating pedestrian friendly gathering spaces and relief along the building façade. By elevating these plazas above the sidewalk level, lake views are enhanced where they are currently blocked by the railroad track's berm.

Lake West's design eliminates its previously planned third story in favor of a two-story, 30-foot high building. Unlike the existing building, Lake West's plans do not require any additional approval from the City. The proposed building complies with the height requirements of the C-4A District. This building provides 38,240 square feet of first-floor commercial space, 58,510 square feet of second story housing, and 11,010 square feet of first-floor dwelling units that will not abut Lake Street as allowed by Wayzata ordinance; totaling 30 condominiums. The overall impact of the development positively reduces curb cuts in the existing sidewalk from 4 to 1, improving pedestrian mobility and handicap accessibility.

PROJECT INFORMATION

Feature	Standard¹		Project
Lot Area	12,000 SF (min)		98,964 SF
Residential Density	2,175 sq. ft, per dwelling unit (min.) 1,500 sf / unit with reductions (max.)	29.04 dwelling units per acre w/ reductions (max)	21.28 du/ac
Height	Lesser of 30 feet or 2 stories (max.)		30 feet, 2 stories
Impervious Surface	Up to 100% with CUP (max.)		84.7%
Floor Area Ratio	2.0 (max.)		1.04
Open Space	15,000 sq. ft., at least 500 sq. ft. of open space per dwelling unit (min.)		50,539 sq. ft
Parking with Joint Facilities Agreement	140 (min.)		142
Shoreland Setbacks	The average distance of the two adjacent principal structures (~102 feet) (min.)		~110 ft
Commercial Uses	50% of building frontage and ground floor retail or service commercial use (min.)		78% of ground floor and 100% of the building frontage
Stormwater Management Plan	Required		Provided (See description below)

APPROVALS REQUESTED

The remainder of this letter provides factual and graphic information for the Planning Commission’s and City Council’s review of Lake West’s application, which seeks approval for:

- (1) Rezoning/map amendment for the Property from PUD to C-4A;
- (2) An amended Shoreland Impact Plan Conditional Use Permit (“CUP”) for the Property related to improved stormwater improvements and impervious surface coverage;
- (3) CUP for first-floor dwelling units; and
- (4) Design and Site/Building Plan Review of Lake West’s final plans.

¹ Applicable standards listed are the most stringent standard mandated by the C-4A zoning district, the Shoreland Overlay District, or the City’s generally applicable design standards.

In addition to this narrative, Lake West submits:

- Five large scale copies and one reduced scale (8½ x 11 inch) copy of detailed written and graphic materials fully explaining the proposed change, development, or use;
- Design-related information required by Ordinance § 909.25;
- Shoreland Impact Plan; and
- Traffic and Parking Analysis Memorandum.

These materials include all of the materials required by Wayzata Ordinances in regarding to the approvals requested above.

(1) Project Notes and Issues Resolved with Staff

Lake West engaged in lengthy discussions with staff to clarify and improve the project and this submission. It seems helpful to summarize some of these issues here.

Single Building and Ground Level/Floor

Consistent with Code Section 916.03.D, Lake West is only constructing “one principal building” on the Property. Following the City’s requirements, the plans submitted by Lake West ensure the structure remains one building through a single shared foundation, single shared below-ground parking, and a single ground-floor grade plane. The plans provide for massing breaks required by Section 909.07.A.2 and these divided areas are labeled separately for descriptive convenience, Cores A-1 through A-6. However, these breaks do not divide or otherwise create multiple buildings. They are simply divided areas of one single planned building.

Massing Breaks and Views of Lake Minnetonka

Lake West’s discussions with City staff included issues regarding the required “massing break” between the building’s Core A-1 and Core A-2. While both Lake West and the City agree that massing breaks are required, the City has suggested that a design deviation may be necessary because the planned massing break “does not provide a view of the lake from street level due to the fact that this break is six feet two inches above the public sidewalk.” A closer review of City Code and Design Standards reveals that no deviation is necessary. Lake West has complied with the Code and the City’s Design Standards Handbook (“Design Handbook”) so as to harmonize their slightly varied requirements when applied to a building adjacent to the large railroad berm and tracks running along the southern border of the property.

City Code Section 909.7.A.2 provides that development between Lake Street and the shoreline of Wayzata Bay must include “significant massing breaks as midblock connections, to provide views of Lake Minnetonka and allow for potential future access to the lake.” Design Handbook Section 3.A.1.S2 repeats this requirement but modifies it slightly by adding that views of Lake Minnetonka should be “street-level views.” Regardless of the difference in their language, the requirements can only be harmonized by Lake West’s design at the location of the massing break between Core A-1 and Core A-2.

Figure 1 shows the view from approximately 8 feet above street-level at the approximate location of the massing break between Cores A-1 and A-2. No street-level view of Lake Minnetonka is possible because the existing railroad berm is 6.11 feet above the level of the sidewalk (941.86 feet vs. 935.75 feet as shown on Sheet C3.2).



Figure 1

As a result, the only means to provide a “publicly accessible midblock pedestrian connection” from “street-level” to “provide views of Lake Minnetonka” is to provide a pedestrian-accessible elevated platform. Through this design harmonizes the requirements of the Code and the Handbook, eliminating any theoretical conflict.

Even if there were a conflict between the Code and the Handbook, the Code mandates that in the event of a “conflict between the Design Standards and any other section of the Zoning Ordinance or City Code, the stricter standard shall apply.” Code § 909.30; see *also* Design Handbook p. 25, 28. Here the stricter standard would be to provide a “publicly accessible midblock pedestrian connection to provide views of Lake Minnetonka,” rather than provide no view of Lake Minnetonka at all.

Even if there were a conflict between the Code and the Handbook, the Code mandates that in the event of a “conflict between the Design Standards and any other section of the Zoning Ordinance or City Code, the stricter standard shall apply.” Code § 909.30; see *also* Design Handbook p. 25, 28. Here the stricter standard

Lake West’s fulfillment of this design standard is similar to methods adjacent properties have used to provide views of Lake Minnetonka over the railroad tracks and berm, as seen in Figures 2 and 3.



g. 2



Fig. 3

While Lake West is confident that a design deviation is not required based on its design’s harmonization of the Design Handbook’s and Code’s requirements, Lake West is not opposed to the City approving a deviation if the Planning Commission and City Council find a deviation is required.²

² Notwithstanding its willingness to accept a deviation if approved, Lake West maintains that no deviation is required and reserves all rights and remedies in the event a deviation is deemed necessary, but is not approved.

(2) REZONING/MAP AMENDMENT OF THE PROPERTY TO C-4A

Consistent with City Staff's instructions,³ Lake West asks the City Council to formally approve a rezoning/map amendment of the Property to C-4A Limited Central Business District. The PUD approved by the City through a 1989 Development Contract (the 1989 PUD Contract) for TCF Bank's development regulated the Property the same as the City's C-4A Zoning District with the exception of building height. Rather than the two-story limit applied to buildings in the C-4A District, the PUD Contract allowed buildings of any height to accommodate the 60-foot height of TCF's building. Lake West's request for approval of C-4A zoning would simply revert the Property to the Property's previous C-4A zoning.

Rezoning to C-4A and Lake West's planned use is supported by each of the factors listed in Wayzata Ordinance § 903.02F, specifically:

1. The proposed action in relation to the specific policies and provisions of the official City Comprehensive Plan.

Rather than requiring a complex, one-off zoning approval through a planned united development, C-4A zoning will provide for uniform standards consistent with surrounding properties and the Comprehensive Plan's guidance of the Property as Central Business District. In contrast to the achievement of numerous Comprehensive Plan goals contemplated for property in the Central Business District, the Comprehensive Plan does not reference, let alone have any goal for PUD properties. As described in the Project Description and Summary, above, approval of Lake West's Project, including zoning as C-4A, will allow Lake West's reinvestment and redevelopment to proceed that will advance and accomplish numerous Comprehensive Plan goals and priorities.

2. The proposed use's conformity with present and future land uses of the area.

Lake West's proposed uses are the same as the uses previously approved for the Property through the 1989 PUD Contract. These uses are already approved for the Property and are similarly already approved for present and future land uses in the area. As set forth above, Lake West's Project advances and fulfills numerous Comprehensive Plan goals and objectives. The Project is similarly consistent with the future land use guidance for the Property under the plan. See also Lake West's response to factor 1, above.

³ As you know, on August 17, 2022, Lake West and then-owner Huntington National Bank submitted a letter that terminated the Development Contract applicable to the Property. This letter informed the City's Building Official that Lake West's use of the Property will no longer comply with the PUD plans as finally approved. Lake West has now purchased the Property and has again inform the City Building official by copy of this letter that its use will no longer comply with PUD plans approved and incorporated in the now-terminated 1989 PUD Contract. Notwithstanding its compliance with staff's request to apply for rezoning/map amendment, Lake West reserves its rights and remedies and maintains that the City was required to rezone the property to C-4A, the district in which the Property is located pursuant to Ordinance § 933.10J.

3. *The proposed use's conformity with all performance standards contained herein (i.e., parking, loading, noise, etc.).*

Lake West's proposed uses are the same as the uses previously approved for the Property through the 1989 PUD Contract. As discussed below, these proposed uses and Lake West's planned Project will conform with all performance standards contained in Wayzata Ordinances.

4. *The proposed use's effect on the area in which it is proposed.*

Lake West's proposed uses would clearly have a positive effect on the area in which it is proposed. The City's Comprehensive Plan outlines the City's policy goals to enhance Wayzata's downtown. Lake West's Project and planned uses, including rezoning to C-4A, are consistent with and achieve numerous plan goals. The Project will transform the Property into a vibrant bookend complementing and contributing to Wayzata's thriving downtown. See also Project Description and Summary and responses, above.

5. *The proposed use's impact upon property value in the area in which it is proposed.*

Lake West's proposed uses are the same as the uses previously approved for the Property through the 1989 PUD Contract. As such, approval of these uses through a more straightforward zoning mechanism would not change any property values.

6. *Traffic generation by the proposed use in relation to capabilities of streets serving the property.*

Lake West's proposed uses are the same as the uses previously approved for the Property through the 1989 PUD Contract. The Traffic and Parking Analysis Memorandum submitted with this narrative shows that the Project will not have any negative impacts on the existing roadway system. And the Project's elimination of three access driveways that currently cross the regional trail and path will result in a safer environment for bicyclists and pedestrians.

7. *The proposed use's impact upon existing public services and facilities including parks, schools, streets, and utilities, and the City's service capacity.*

Lake West's proposed uses are the same as the uses previously approved for the Property through the 1989 PUD Contract. Approval of these uses would not impact or change their compatibility with the capabilities of streets serving the Property.

(3) AMENDED SHORELAND IMPACT PLAN CUP

Lake West seeks approval of an amended Shoreland Impact Plan CUP pursuant to Wayzata Ordinance § 991.19. The City previously approved a similar Shoreland Impact Plan CUP for the Property when it approved the 1989 PUD Contract. Impervious surface coverage up to 100% is allowed within the Shoreland Overlay District so long as the applicant receives a Shoreland Impact Plan CUP. Lake West seeks approval of an amended CUP to ensure the CUP remains consistent with Lake West's plans for the Property which require 85% impervious surface coverage. Granting the CUP will fulfill Comprehensive Plan goals, including the Project's utilization of:

- “sound land use development decisions which protect and enhance Lake Minnetonka and other wetlands as a significant natural resource to the community’s vitality and ‘sense of place’.”
- “sustainable development practices for public and private developments within the City.”

The Property’s current state and environmental challenges.

As shown below, the Property is currently dominated by parking lots and impervious surface. These surfaces and the design and function of the existing improvements on the Property create environmental problems that will be eliminated or mitigated by Lake West’s Project.



Fig. 1 Property’s current coverage

The current large surface parking areas and the absence of stormwater management at the Property allows significant runoff to flow directly into the City’s sewer system or Lake Minnetonka. Environmental analysis performed at the Property identified soil and groundwater contamination with both petroleum and non-petroleum contaminants, including VOCs, PAHs, metal contaminants, DROs, and GROs.

Lake West’s Project and requested Amended CUP will improve Wayzata’s environment and fulfill all applicable requirements.

Lake West’s redevelopment will protect and enhance Lake Minnetonka and other wetlands in and around the City by significantly improving and modernizing the Property’s stormwater management. Through the Project, Lake West will remove contaminated materials. The stormwater management plan submitted with Lake West’s applications includes all necessary modern environmental improvements, including an underground sand filtration system treating stormwater runoff.

The quality and design of the Project will significantly enhance the shoreline experience by removing the vacant office building and two underutilized parking lots, improve the stormwater treatment that impacts the water of Lake Minnetonka, and set a new standard for development along Lake Street. The key design objective is to bring “charm” to the West end of Lake Street with a timeless curb appeal that the community raves about, while replacing in excess of 1,000 linear ft of street front asphalt with job opportunities and native plant life. The Project fulfills and is consistent with the requirements for a Shoreland Impact Plan CUP provide in Wayzata Ordinance § 991.19, including:

- The Project is consistent with the impervious surface requirements in the ordinance and will improve stormwater runoff, floodplain management, and water quality at the Property.
- The Project includes necessary and appropriate stormwater treatment measures including, sediment basins (debris basins), desilting basins or silt traps, installation of debris guards, and microsilt basins on stormwater inlets, oil skimming devices, etc. The

Project is under review and consistent with the direction of the City Engineer and the Minnehaha Creek Watershed District.

- The Project maintains and enhances landscape features, improves the condition of the soil by removing contaminants, and maintains or improves trees and grading. The Project will maintain or add trees, that when fully mature, will exceed the building height. Lake West will also minimize tree removal, ground cover change, loss of natural vegetation, and grade changes as much as possible. It further provides for the relocation or replanting of any trees which are proposed to be removed.
- The Project will improve the appearance of the structure when viewed from the lake's surface. All building materials, and color minimizes the appearance and blends the structure into the shoreland and vegetation, particularly in comparison to the current, significantly higher structure.
- The Lake West's planned building will be only 30 feet tall and two stories, significantly lower than the current 60-foot building approved by the City through the 1989 PUD Contract. The new building complies with the height requirements of the C-4A zoning district.
- The Project's residential density will not exceed the maximum allowed density of the base zoning district nor will it exceed the density allowed in the R-5 District.
- With approval of this CUP, lot coverage for the Project will comply with the Ordinance's impervious surface coverage requirements.
- The Project will not cause the overall lot coverage in the shoreland area to exceed the surplus development capacity for impervious surface coverage calculated for Lake Minnetonka, Gleason and Peavey Lakes, as specified in the Wayzata Comprehensive Plan/Shoreland Management Plan.
- The Project complies with the Ordinance's requirements for residential density.
- The Project will be in conformance with the Stormwater Management Plan for the City of Wayzata, May 1988, as amended and/or approved by the City Engineer.
- The Project is in conformance with Wayzata's 2040 Comprehensive Plan/Shoreland Management Plan, and will accomplish and further numerous goals and priorities in these Plans.
- All Project shall be subject to the review of the Minnehaha Creek Watershed District.

Lake West's requested CUP is consistent with other recently approved CUPs

Lake West's requested Shoreland Impact Plan CUP requests approval of less impervious surface coverage than Shoreland Impact Plan CUPs recently approved by the City for projects adjacent to the Property. Recently approved impervious surface coverage include:

- 401 Lake St E, approved for 100% impervious surface coverage;
- Wayzata Blu, approved for 97.1% impervious surface coverage; and
- Swan's Corner, approved for 87.2% impervious surface coverage.

These projects' proximity to 200 Lake St. E. is shown below:



Figure 4

(4) Conditional Use Permit for First Floor Dwelling Units

As shown in the plans submitted with this application, the rear portion of Cores A-5 and A-6 (the portion of these cores facing south) are planned for residential use. Lake West submits tis CUPs application in compliance with the Code's requirement that first-floor residential uses in the C-4A District are permitted with a Conditional Use Permit ("CUP").

The C-4A district is intended to include mixed use buildings with both commercial and residential uses. The purpose of the District states that "retail, service, office and **residential** functions" are intended in the C-4A District. Code § 979.01 (emphasis added). In fact, Code Section 979.06.C requires that "[a]ll new buildings along Lake Street with a building footprint of 4,000 square feet or more must be developed with more than one of the following uses: retail, service, residential and office." The C-4A District's regulations provide no limitations on such uses. Code Section 937 provides that first floor multiple family dwellings are allowed with a CUP.

Aside from the generic considerations in Code Section 904 that apply to all conditional uses, the only limitations on first-floor dwelling uses are that:

1. The residential units do not front or border Lake Street.
2. The development does not conflict with existing or potential future commercial uses and activities.
3. The density meets the standards of the R-5 District.
4. Adequate open space and recreational space is provided on site for the benefit of the occupants.

Code Section 937.04.

Lake West's plans fulfill each of these requirements. Its planned first floor units:

1. do not front or border Lake Street;
2. will seamlessly complement its commercial uses, adding value to each.
3. and the development comply with the density standards of the R-5 District; and
4. are complemented with ample open space and recreational space for the benefit of the occupants.

In addition, Lake West's planned first-floor residential meets and exceeds the standards for issuance of a CUP provided in Code Section 904.02.C and will cause no adverse effects, specifically:

1. The proposed action in relation to the specific policies and provisions of the official City Comprehensive Plan.

The City's Comprehensive Plan shows that mixed-use buildings are specifically planned for the Property. Table 3-3, shows that "all residential development from 2021 to 2040 is proposed within two land use categories, Mixed-Use Commercial/Residential and Central Business District." Comp. Plan p, 3-19. The Property is guided Central Business District. Comp. Plan. Fig. 3-2.

The planned mixed ground floor uses are consistent with and meet several Comprehensive Plan goals, including:

- "Promote a diversity of retail, office, service and residential land uses at a high level of development quality to enhance Wayzata as a regional destination and provide services for residents."
- "Provide connectivity within new developments and between existing neighborhoods to promote a sense of community and encourage mobility of all types."
- "Consider regulations to allow a mix of commercial, office and residential uses within each of the commercial categories to strengthen Wayzata as a shopping, employment and entertainment destination."

2. The proposed use's compatibility with present and future uses of the area.

As set forth above, the proposed use is currently permitted in the Central Business District and C-4A zoning district with this CUP and the use is specifically anticipated to occur in the Comprehensive Plan's planned future use in the Central Business District.

3. The proposed use's conformity with all performance standards contained herein (i.e., parking, loading, noise, etc.).

The planned use conforms to all performance standards.

4. The proposed use's effect on the area in which it is proposed.

The planned use will positively contribute to the area in which it is proposed. Residential use will complement the planned commercial development on the Property and will provide for an increased number of downtown residents to frequent the downtown areas shops and restaurants. Since the

first-floor dwellings do not abut Lake Street, they will not take away from the shops and commercial uses that characterize Wayzata's downtown.

5. The proposed use's impact upon property values in the area in which it is developed.

The proposed use will positively impact the property values in which it is developed, particularly as this development replaces the derelict former TCF headquarters building.

6. Traffic generated by the proposed use is in relation to capabilities of streets serving the property.

The traffic generated by the proposed use will have no negative impact on traffic and will decrease traffic generated in comparison to a commercial use of this space, the only alternative use of the space.

7. The proposed use's impact upon existing public services and facilities including parks, schools, streets and utilities, and the City's service capacity.

The proposed use will not have any negative impact on public services or facilities.

(5) Design and Site/Building Plan Review

Pursuant to Ordinance Sections 909.25-909.28 and 922.03, Lake West seeks design standard and site/building plan review of its Plans. Lake West has submitted all materials required by Ordinance Section 909.25(A), together with our final site and construction plans in addition to the materials submitted with our CUP application described below. These code compliant plans do not deviate from the Ordinance's design standards or requirements.

Please let us know if you have any questions as we proceed with this process. We look forward to working with you, other staff, the Planning Commission, and City Council.

Sincerely,



Curt Fretham
CEO, Lake West Development

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Cell: (612) 720-5690
Email: CurtF@LWestDev.com
Cc: David Nims, Hobbs+Black Architects
Nick Mannel, Loucks
Sam Diehl, CrossCastle PLLC



March 7, 2023

Emily Goellner
Community Development Director
City of Wayzata
600 Rice Street East
Wayzata, MN 55391

Re: Lake West Development LLC's Applications - 200 Lake Street East
March 2, 2023, Information Requested

Dear Ms. Goellner:

This letter responds to the City's March 2, 2023, letter regarding Lake West's pending applications. We appreciate that letter's acknowledgement that our applications were complete as of February 10, 2023, except for the apparent misunderstanding regarding the issue of parking structures. As explained below, the City's parking structure design standards do not apply as the March 2 letter suggests and, even if they did, Lake West does not deviate from the standards. As a result, we are confident that our revised applications and materials were complete as of February 10. We appreciate this opportunity to provide greater clarity regarding these issues.

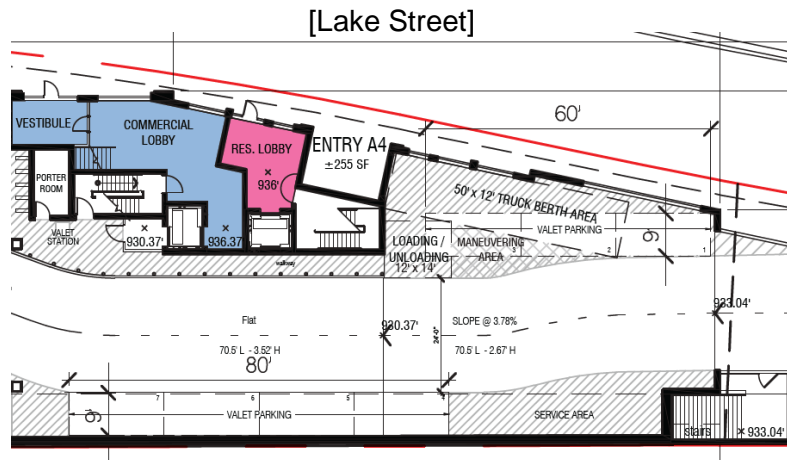
The City's Parking Structure Standards Do Not Apply

First, and most importantly, the parking structure design standard in Code Section 909.21.B.1 does not apply to Lake West's planned parking area. Wayzata's Design Standard Handbook explains that the application of the City's parking structure design standards only "apply to ... **above-ground parking ramps.**" (Handbook 2.B.4 (emphasis added).) Lake West's parking area serving its commercial and residential units will be entirely underground. As such, the City's parking structure standards in Code Section 909.21 and its Design Standard Handbook do not apply.

The exemption of underground parking areas from its parking structure standards is evident from the City's consideration of similar projects. For example, the City's "Design Review Critique" of the Swan's Corner development at 305 and 309 Lake Street explained that Code Section 909.21 was not applicable ("N/A") to that development. This Critique explained, "All of the proposed parking would be located internal to the building. The proposed plans do not include a parking structure." This was true even though the plans approved by the City showed parking on both the lower level and the ground floor of that project.

The exemption of internal, below ground parking areas from the City's parking structure design standards was shown more recently, in 2022 when City staff, the Planning Commission, and City Council reviewed Lake West's previous plans submitted for design review with its planned unit development application. These plans showed an entrance to underground parking areas

configured substantially similar to its current proposed parking entrance about which staff now raises concerns:

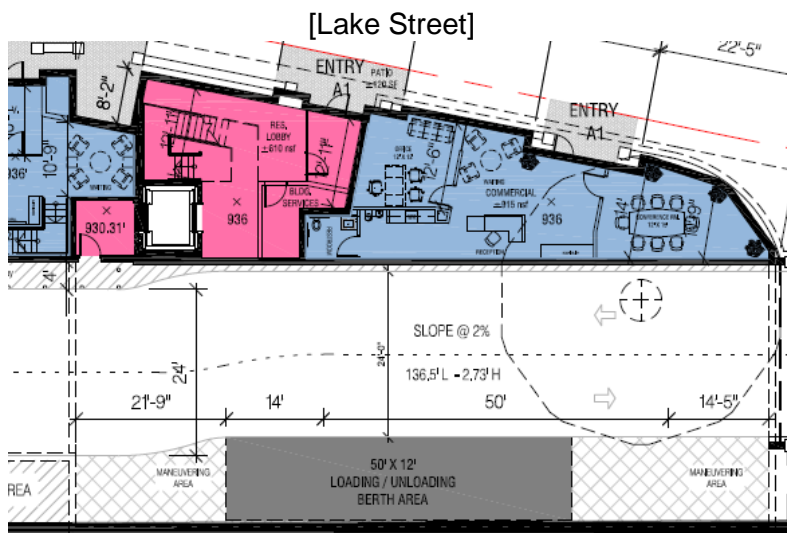


(Fig. 1 2021 PUD Plans.)

During the review by City staff, the Planning Commission, and City Council, no concerns were raised regarding Code Section 909.21 or any other parking structure design standards because Lake West’s internal, below-ground parking area was exempt from these regulations. The internal parking entrance and planned underground parking was not a parking structure regulated by Code Section 909.21.

Even If the Parking Structure Design Standards Did Apply, No Deviation Would Be Needed

Even if the parking structure design standards did apply, no deviation would be needed because no parking abuts Lake Street. Lake West’s current design for the eastern portion of Core A-1—the area of the plans about which staff raises concerns (from Sheet A-010)—is shown here:



(Fig. 2 Current Plans.) This area includes no parking at all. And only commercial areas and entries make direct contact with and immediately border Lake Street.

The City's March 2 letter alleges that that these plans show "a parking structure that abuts Lake Street," but then later acknowledges that the access and loading areas shown above are "located about 19 feet from the Lake Street right-of-way." City Code's definition of "abutting" states that "Abutting' means making direct contact with or immediately bordering." Code § 902.02. This definition is consistent with the dictionary definition¹ and common understanding of the term. The March 2 letter's own text demonstrates that no parking structure "abuts Lake Street" because it alleges that the alleged "parking structure" is "located about 19 feet from the Lake Street right-of-way" and so it does not "mak[e] direct contact with or immediately border[]" Lake Street.

Of course, the lower level of Lake West's planned Core A-1 includes no parking at all. As is shown above, the area includes commercial space, a pedestrian entry, a loading/unloading area, maneuvering areas, and a lower-level access door and access drive that leads to underground parking, storage, and mechanicals that lies to the west, below Cores A-2 through A-6. The ground floor above much of this portion of A-1 is open to the lower level providing room for the access door as well as loading berth screening that is planned to be "architecturally harmonious with the principal structure," as required by City Code Section 902.10.

Parking areas of the planned building are located entirely underground, none is located on the ground floor, and no parking abuts Lake Street. The planned parking areas fulfill all Code requirements and achieve several specific goals in the City's Comprehensive Plan and design standards, including by: (1) "plac[ing] parking within [the] development[]" so that it is not a focal point;" (Comp. Plan p. 3-7.) (2) including "shared and joint parking facilities within development wherever possible;" (*id.*) and (3) "minimiz[ing] surface parking" to avoid "visually intrusive" parking areas, and "reduce the visual impact of parking structures to fit them into the small town context of Wayzata." (Design Handbook p. 27.) In sum, we are confident that no design deviation is necessary.²

Clarification Regarding Massing Breaks

The City's March 2 letter states that Lake West's February 10 narrative provides "justification for [a] design deviation" related to Code Section 909.7.A.2 and the "significant massing breaks" that "must be provided at midblock connections to provide views of Lake Minnetonka." We want to be clear that, like the alleged design deviation issue discussed above, no deviation is necessary related to Code Section 909.7.A.2 for the reasons set forth in our February 10 narrative. With respect to the City's request to accept this design deviation, we kindly reiterate that no deviations are required. However, in the spirit of cooperation, we are willing to accept the unnecessary design deviation with the understanding that this is the City's preference and that the design deviation will be approved. Lake West reserves all rights and remedies in the event the Planning Commission and City Council find that an unnecessary deviation is required, but decline to approve the unnecessary deviation.

¹ The Merriam-Webster Dictionary defines "abut" as "to border on : to touch along an edge."
<https://www.merriam-webster.com/dictionary/abut>.

² To avoid further delay to consideration of our application, we do not oppose the City approving a deviation if the Planning Commission and City Council desire to approve one even though it is unnecessary. However, Lake West's willingness to accept an approved deviation should not be understood to diminish our position that no deviation is required. Lake West reserves all rights and remedies in the event the Planning Commission and City Council find that a deviation is required, but decline to approve the deviation.

Conclusion

As described above, Lake West's plans do not require a design deviation related to the City's parking structure design standards or Code Section 909.21. Like the parking areas in the Swan's Corner development and Lake West's 2021 design review application, all of Lake West's planned parking will be located internal to the building and underground. Even if parking structure standards did apply, City staff acknowledges that the parking access about which it raises concerns is 19 feet away from, and does not abut, Lake Street.

Please let me know if you have any questions.

Sincerely,



Curt Fretham
CEO, Lake West Development

Office: (952) 930-3000
Cell: (612) 720-5690
Email: CurtF@LWestDev.com

Cc: David Nims, Hobbs+Black Architects
Nick Mannel, Loucks
Sam Diehl, CrossCastle PLLC

LAKE WEST

DEVELOPMENT, LLC

April 13, 2023

Emily Goellner
Community Development Director
City of Wayzata
600 Rice Street East
Wayzata, MN 55391

Re: Lake West Development Applications - 200 Lake Street East
Supplemental Narrative

Dear Ms. Goellner:

Lake West Development submits this supplemental narrative in regard to the administrative addition made today to our pending land use application related to the redevelopment of 200 Lake Street East. We appreciate the City's previous acknowledgement that our application is complete and recognition that the administrative edits to the application made today will not restart the City's timeline for review of Lake West's application. This supplemental narrative is intended to augment and add to, but not replace, our earlier narrative.

As you know, Lake West added a notation to our application regarding a conditional use permit ("CUP") related to five or more dwelling units within the Shoreland Overlay District (City Code Section 991.17). We added this to the application because City staff has stated that such a CUP is required for this redevelopment and has stated that the City would require an additional, separate application for such a CUP to obtain a building permit. Lake West is not opposed to the City approving a CUP related to City Code Section 991.17. However, we want to be clear that while Lake West is willing to accept an approved CUP, we do not believe that such a CUP is required by the City Code and, even if such a CUP was required by the City Code, such a requirement would conflict with, and exceed the authority granted by, applicable Minnesota Statutes and Rules. In any event, notwithstanding its compliance with staff's instruction, Lake West reserves all of its rights and remedies related to the City's insistence that a 991.17 CUP is required in the event such a CUP is not approved or otherwise prevents approval of Lake West's other requests before the City.

Please let us know if you have any questions as we proceed with this process. We look forward to working with you, other staff, the Planning Commission, and City Council.

Sincerely,



Curt Fretham
CEO, Lake West Development

Office: (952) 930-3000
Cell: (612) 720-5690
Email: CurtF@LWestDev.com



SSTS

S² TRAFFIC SOLUTIONS

October 28, 2022

To: Eric Zweber, Planning Consultant for City of Wayzata

From: Vernon Swing, PE

Re: Traffic and Parking Analysis Memorandum – Proposed 200 Lake St E Mixed Use, Wayzata, MN

Executive Summary

A traffic and parking analysis has been conducted for 200 Lake Street E Mixed-use Redevelopment in Wayzata, Hennepin County, MN. The study documents the existing conditions, the anticipated site-generated traffic and its distribution, reviews the traffic operations at the site access and adjacent intersections for year 2024, and reviews the parking demand for the project. Detailed study information can be found in subsequent sections of this memo.

The following provides a summary of the study, traffic operations, parking analysis and recommendations:

- Traffic operations were analyzed for year 2024 conditions without (No-Build) and with (Build) the proposed project for weekday AM and PM peak hour conditions.
 - The proposed project is estimated to generate 65 trips (48 entering and 17 exiting) during the morning traffic peak hour, 66 trips (19 entering and 47 exiting) during the evening traffic peak hour and 591 daily trips. Results of the traffic analysis indicate acceptable operations with minimal vehicle delay and vehicle queuing at adjacent intersections and the site access.
 - It is recommended that the site access driveway has enhanced signage warning vehicles of pedestrian and bicycle crossing on the south side of Lake St E.
 - 142 parking spaces are proposed in a one-level underground ramp and will provide adequate on-site parking per ITE's Parking Generation Manual estimates. Furthermore, based on parking time of day estimates there will likely be at least 45 surplus spaces available in the ramp that could be used as additional public parking to serve the surrounding businesses.
-

Per your request, S² Traffic Solutions, LLC has conducted a traffic and parking analysis for the proposed two-story mixed use 200 Lake Street E Redevelopment (termed “Proposed Project” in this memo) in Wayzata, Hennepin County, MN. The Proposed Project will redevelop the 2.27-acre former TCF Bank site located on the south side of Lake St E between Ferndale Rd S and Barry Ave S. TCF Bank utilized the building as a small bank (approximately 1,500 square feet (sf)) and a corporate office (approximately 36,395 sf) until 2020 after their merger with Huntington Bank. The redevelopment will include up to 33 low-rise multi-family residential units and up to 34,000 sf of office space in a new building, and will provide 142 parking spaces in a garage located under the proposed building. Access to the site will be available via a single full access driveway from Lake St E located on the east side of the site. (See Figures 1 and 2 for the Vicinity Map and Site Plan, respectively). It is noted that the location of the access is at the existing eastern driveway to the site and the other three existing accesses that were previously used by TCF Bank have been eliminated.

This memorandum documents the existing conditions, the anticipated site-generated traffic and its distribution, and reviews the traffic operations at the following intersections for the year after completion of the development, 2024:

- Lake St E & Grove Ln E/Barry Ave
- Lake St E & Minnetonka Ave S
- Lake St E & Ferndale Rd
- Barry Ave & Wayzata Blvd E
- Site Access Driveway (to the parking garage)

Additionally, this memo addresses the anticipated parking demand for the Proposed Project.

Existing Conditions

The existing conditions of the roadways and intersection providing direct access to the Proposed Project were gathered during a site visit conducted in July of 2022 and are noted in **Table 1** and in the discussion that follows.

Table 1. Study Roadway Characteristics

Roadway	Functional Class	Typical Section	Posted Speed	AADT
Lake St E (CSAH 15)	Major Collector	3-Lane Undivided Urban	30 mph	6,200
Grove Ln E/Barry Ave	Minor Collector	2-Lane Undivided Urban	30 mph	1,250
Minnetonka Ave S	Local Road	2-Lane Undivided Urban	20 mph	1,000
Wayzata Blvd E	Minor Reliever	3-Lane Undivided Urban	35mph	6,300
Ferndale Rd	Minor Collector	2-Lane Undivided Urban	30 mph	3,000

- **Lake St E** – In the vicinity of the Proposed Project there is on-street parking on the north side of Lake St E, pedestrian facilities on both sides, and a newly constructed 10-foot-wide bicycle path on the south side.
- **Grove Ln E/Barry Ave** – In the vicinity of the site there are pedestrian facilities and on-street bikes lanes in both directions, and on-street parking on the west side.
- **Minnetonka Ave S** – In the vicinity of the site there are sidewalks on both sides, and on-street parking on both sides.

- **Wayzata Blvd E** – There are sidewalks on both sides with no on-street parking. MetroTransit Route 645 travels on Wayzata Blvd E and there are transit stops, as well as pedestrian crosswalks for the north/south ped movements.
- **Ferndale Rd** – There are no sidewalks and no parking on Ferndale Rd, and both directions are designated bicycle routes. MetroTransit Route 645 includes stops on Ferndale Rd.

The field review revealed the following for the study area intersections:

- **Lake St E & Grove Ln E/Barry Ave** – is a four-legged all-way stop-controlled intersection with marked crosswalks on all legs. Both the northbound and southbound approaches have one lane; a shared left turn/through/right turn lane. The eastbound approach has three lanes; a left turn lane (100' of storage), a through lane and right turn lane. It is noted that the right turn lane is not currently striped, but there is adequate width for the right turn lane and vehicles were observed using it. The westbound approach is comprised of two lanes; a left turn lane (50' of storage) and a shared through/right turn lane.
- **Lake St E & Minnetonka Ave S** - is a three-legged side-street stop-controlled intersection with marked crosswalks on all legs. The southbound approach is stop-controlled has one lane; a shared left/right turn lane. Both the eastbound and westbound approaches are free-flowing and have one lane; and shared turn/through lane.
- **Barry Ave & Wayzata Blvd E** – is a four-legged side-street stop-controlled intersection with marked crosswalks on three legs. The east leg does not have ped ramps or a crosswalk, while the west leg has a pushbutton activated ped crossing flasher system. The northbound and southbound approaches are stop-controlled, while the eastbound and westbound approaches are free-flowing. Both the northbound and southbound approaches have 2 lanes; a shared left turn/through lane and a right turn lane. It is noted that the northbound right turn lane is yield channelized. The eastbound approach has 2 lanes; a left turn lane (150' of storage) and a shared through/right turn lane. The westbound approach is comprised of 3 lanes; a left turn lane (200' of storage), a through lane and a right turn lane (225' of storage).
- **Lake St E & Ferndale Rd** – is a four-legged all-way stop-controlled intersection with marked crosswalks on all legs. The eastbound, westbound and southbound approaches have two lanes; a left turn lane and a shared through/right turn lane. The northbound approach has two lanes; a shared left turn/through lane and a right turn lane. Both roadways have a 30 mph speed limit.

Also, turning movement traffic counts at the study area intersections from August 2021 were utilized to conduct the intersection operational analysis. The counts showed AM peak hour occurs between 8:00 to 9:00 AM and the PM peak hour occurs between 4:30 to 5:30 PM (See Figure 3, Existing Peak Hour Volumes).

Future Conditions

To quantify the impacts of a development on the surrounding roadway system, it is necessary to first analyze traffic conditions that would be present on the roadway system without the inclusion of the proposed project. The anticipated construction completion date for the Proposed Project is 2023, thus year 2024 was selected for analysis so as to compare traffic conditions after initial traffic patterns to and from the Proposed Project have become established. To determine the future traffic conditions a review of 2040 traffic forecasts in Wayzata's 2040 Comprehensive plan was completed. The review indicates a 1.5% annual growth rate on Lake St E and 3% annual growth rate on Wayzata Blvd E (interpolated from

MnDOT’s Current AADT counts from 2018 and 2040 AADT from Wayzata’s Comp Plan). It is noted the Wayzata Comprehensive Plan anticipates the redevelopment of properties in the area including the TCF Bank site and others along Lake St E, and the redevelopment volumes are reflected in the 2040 forecast. Figure 4 illustrated the 2024 No-Build traffic conditions with these growth rates applied to the existing volumes.

Trip Generation and Distribution

The redevelopment of the TCF Bank site will include a building with 34,000 square foot office space, and 33 residential units. The volume of vehicle trips generated by the Proposed Project has been estimated for the weekday AM and PM peak hours and on a daily basis using the data methodology described in the *Trip Generation Manual*¹. As mentioned earlier, the site currently includes a vacant 37,895 sf building with approximately 1,500 sf utilized as a retail bank and 36,395 sf used as office space. For comparison purposes, an estimate of site generated traffic assuming full occupancy of the existing building was also conducted and will be discussed below. Table 2 summarizes the trip generation estimate for the new uses.

Table 2 - Trip Generation Proposed Uses

Land Use (Size)	ITE Code	AM Peak Trips		PM Peak Trips		Daily Trips
		Enter	Exit	Enter	Exit	
Office (34 K-sf)	710	45 Trips	7 Trips	8 Trips	41 Trips	369 Trips
Low-Rise Multi-Family (33 Units)	220	3 Trips	10 Trips	11 Trips	6 Trips	222 Trips
Total		65 Trips		66 Trips		591 Trips

As shown in Table 2, the redevelopment will generate 65 trips (48 entering and 17 exiting) during the morning traffic peak hour, 66 trips (19 entering and 47 exiting) during the evening traffic peak hour and 591 daily trips.

Table 3 summarizes the trip generation estimate if the site were to reoccupy to its full capacity without redevelopment using ITE forecasts from *Trip Generation Manual*².

Table 3 - Trip Generation Reuse of Existing Building

Land Use (Size)	ITE Code	AM Peak Trips		PM Peak Trips		Daily Trips
		Enter	Exit	Enter	Exit	
Office (36,395 sf)	710	49 Trips	6 Trips	9 Trips	43 Trips	395 Trips
Bank (2 Drive-thru lanes)	912	10 Trips	7 Trips	27 Trips	27 Trips	250 Trips
Total		72 Trips		106 Trips		645 Trips

Table 3 shows the reuse as a similar bank/office would generate 72 trips during the morning peak or 7 more than the Proposed Project, 106 trips during the evening peak or 40 more than the proposed project, and 645 trips per day or 54 more than the Proposed Project. The Proposed Project will be less intense than reusing the existing bank building. That said, this analysis only considers the change in traffic conditions associated with the new project when compared to existing conditions.

The new trips have been assigned to the surrounding roadways according to the existing and anticipated traffic patterns. Figure 5 illustrates the trip assignment, and Figure 6 illustrates the 2024 Build

¹ Trip Generation Manual, Institute of Transportation Engineers (ITE), 11th Edition

² Trip Generation Manual, Institute of Transportation Engineers (ITE), 11th Edition

conditions, respectively, by combining the 2024 No-Build traffic on Figure 4 with the trip assignment on Figure 5.

Traffic Operations

The operating conditions of transportation facilities, such as roadways, traffic signals, roundabouts and stop-controlled intersections, are evaluated based on the relationship of the theoretical capacity of a facility to the actual traffic volume on that facility. Various factors affect capacity including travel speed, roadway geometry, grade, number of travel lanes, and intersection control. The current standards for evaluating capacity and operating conditions are contained in *Highway Capacity Manual*³. The procedures describe operating conditions in terms of driver delay represented as a Level of Service (LOS). Operations are given letter designations with "A" representing the best operating conditions and "F" representing the worst. Generally, level of service "D" represents the threshold for acceptable overall intersection operating conditions during a peak hour. The Chart on the following page summarizes the level of service and delay criteria for signalized and unsignalized intersections.

Level of Service	Description	Delay (sec)	
		Signalized	Unsignalized/ Roundabout
A	Primarily free-flow operation.	0-10	0-10
B	Reasonably unimpeded operation.	>10-20	>10-15
C	Stable operation. The ability to maneuver is more restricted than LOS B.	>20-35	>15-25
D	Less stable operation. Small increases in flow may cause large increases in delay and reduced speeds.	>35-55	>25-35
E	Unstable operation. Low speeds and considerable delay.	>55-80	>35-50
F	Congested operation. High delay and extensive queuing.	>80	>50

For side street stop-controlled intersections special emphasis is given to providing an estimate for the level of service of the minor approaches. Traffic operations at an unsignalized intersection with side street stop-control can be described two ways. First, consideration is given to the overall intersection level of service. This takes into account the total number of vehicles entering the intersection and the capability of the intersection to support these volumes. Second, it is important to consider the delay on the minor approaches, since the mainline does not have to stop. It is common for intersections with higher mainline traffic volumes to experience increased levels of delay and poor level of service on the side streets.

³ Highway Capacity Manual (HCM), Transportation Research Board, 6th Edition

A final fundamental component of operational analyses is a study of vehicular queuing, or the line of vehicles waiting to pass through an intersection. An intersection can operate with an acceptable Level of Service, but if queues from the intersection extend back to block entrances to turn lanes or accesses to adjacent land uses, unsafe operating conditions could result. In this report, the Industry Design Standard 95th percentile queue length is used. The 95th Percentile Queue Length refers to that length of vehicle queue that has only a five-percent probability of occurring during an analysis hour.

This study has utilized the industry current Synchro/SimTraffic software package (11th Edition) to analyze the 2024 No-Build and Build conditions for both the AM and PM peak hours. It is noted, the reported results are from the aggregate of 10 SimTraffic simulations which use a random number generator to seed the network with vehicles. These results reflect dynamic conditions and are more accurate than the results of the static analysis reported by Synchro. Due to the random number generator, results can sometimes show slightly better operations on minor movements under higher traffic conditions when the intersections are operating well. This can be seen when delays and queues noted in the Build Scenario are slightly less than the No-Build Scenarios.

Analysis Results

Tables 4 summarizes the results of the operational analysis. Note the 2024 No-Build and Build operations reflect the additional traffic associated with the annual growth rate applied to existing traffic volumes. Additionally, the Build operations include the net new traffic forecast for the Proposed Project.

Table 4. Operational Analysis

LOS (Delay in sec) plus Vehicle Queuing in Feet				
Intersection No.	2024 NB AM	2024 NB PM	2024 B AM	2024 B PM
5 (All-way Stop)	a (5.3)	a (6.1)	a (5.4)	a (6.2)
<i>Worst Movement</i>	a ebt (6.2)	a wbt (7.4)	a wbt (6.4)	a wbt (7.5)
95th Percentile Q	wbt 61	wbt 70	wbt 64	wbt 73
10 (Side stop)	a (1.6)	a (1.8)	a (1.7)	a (1.9)
<i>Worst Movement</i>	a sb (3.9)	a sb (5.7)	a sb (3.9)	a sb (6.1)
95th Percentile Q	sb 49	sb 58	sb 54	sb 62
15 (Side Stop)	a (1.1)	a (1.2)	a (1.2)	a (1.5)
<i>Worst Movement</i>	a sb (7.8)	c nbt (18.7)	a sb (8.0)	c nbt (19.0)
95th Percentile Q	wb 35	nbt 38	wb 34	nbt 43
20 (All-way Stop)	a (4.7)	a (6.0)	a (4.9)	a (6.1)
<i>Worst Movement</i>	a wbt (8.1)	b wbl (12.3)	a wbt (9.3)	b wbl (13.2)
95th Percentile Q	nb 77	wbl 80	nb 75	nbt 86
25 (Side Stop)			a (1.7)	a (2.0)
<i>Worst Movement</i>	N/A	N/A	a nb (3.0)	a nb (3.7)
95th Percentile Q			nb 38	nb 53

- Level of Service reported from an average delay from 10 SimTraffic simulations for overall intersection and worst movement.
 - 95th percentile queues are a result from an average of 10 SimTraffic simulations and the longest queue per intersection is reported.

Intersection Key:

- 5 Lake St E & Barry Ave S
- 10 Lake St E & Minnetonka Ave S
- 15 Wayzata Blvd & Barry Ave S
- 20 Lake St E & Ferndale Rd
- 25 Lake St E & Site Access

The results shown in Table 4 indicate the 2024 No-Build operations of the study area intersections are acceptable with LOS A or better for overall operations and LOS C or better for individual travel lane

operations, with manageable vehicle queuing. Further, the results in Table 4 indicate the 2024 Build overall operations and travel lane operations of the study area intersections and site access are the same with acceptable LOS A or better for overall operations and LOS C or better for travel lane operations, with manageable vehicle queuing. The addition of site-generated traffic slightly increases delay and queuing but not above unacceptable levels as the existing roadway network has available capacity.

It is important to note that the redevelopment of the site will result in the elimination of 3 access driveways that currently cross the regional bicycle trail as well as the pedestrian path that runs along the south side of Lake St E. This will result in a safer environment for these alternative transportation modes. Further, it is suggested that enhanced signing be considered to remind drivers of the regional trail crossing.

Parking Analysis

A parking analysis has been conducted to evaluate parking demand for the Proposed Project. 142 parking spaces are proposed in an underground parking ramp. The parking demand for the Proposed Project was estimated using data from ITE's *Parking Generation Manual*⁴. For the Office use the peak demand is 81 spaces, which occurs during the 10 AM and 11 AM hours, while the peak demand for the residential uses is 40 spaces and occurs during the hours of Midnight to 5 AM. Table 5 summarizes the estimated parking demand by hour for each use and identifies the peak parking demand for the total proposed land uses. (It is noted that no reductions due to multimodal travel have been applied to these numbers.)

Table 5 – Parking Demand by Time of Day

Hour	Office			Multi-Family			Total Demand
	% Occupied	Max Demand	Subtotal	% Occupied	Max Demand	Subtotal	
12	0%	81	0	100%	40	40	40
1	0%	81	0	100%	40	40	40
2	0%	81	0	100%	40	40	40
3	0%	81	0	100%	40	40	40
4	0%	81	0	100%	40	40	40
5	0%	81	0	97%	40	39	39
6	0%	81	0	90%	40	36	36
7	13%	81	11	77%	40	31	41
8	48%	81	39	56%	40	22	61
9	88%	81	71	45%	40	18	89
10	100%	81	81	40%	40	16	97
11	100%	81	81	37%	40	15	96
Noon	85%	81	69	36%	40	14	83
1	84%	81	68	36%	40	14	82
2	93%	81	75	37%	40	15	90
3	94%	81	76	43%	40	17	93
4	85%	81	69	45%	40	18	87
5	56%	81	45	55%	40	22	67
6	20%	81	16	66%	40	26	43
7	11%	81	9	73%	40	29	38
8	0%	81	0	77%	40	31	31
9	0%	81	0	86%	40	34	34
10	0%	81	0	92%	40	37	37
11	0%	81	0	97%	40	39	39

In summary, per ITE's *Parking Generation Manual* a peak parking demand of 97 parked vehicles is estimated to occur at 10:00 AM on a weekday. The proposed 142 parking stalls will provide adequate on-site parking for the Proposed Project and will result in at least 45 surplus spaces, which may be available for the surrounding businesses or the general public.

Conclusion

In conclusion, the proposed development has appropriate access to the site and to the surrounding roadway network. The traffic operational analysis indicates there is available capacity on the roadways surrounding the site, and the additional traffic from the Proposed Project will have minor impacts on traffic operations in the area.

⁴ Parking Generation, Institute of Transportation Engineers (ITE), 5th Edition, January 2019

It is recommended that the site access driveway have enhanced signage warning vehicles of the bicycle crossing on the south side of Lake St E.

The proposed 142 parking spaces in the underground ramp will likely provide more than adequate on-site parking. Based on ITE's ***Parking Generation Manual*** estimates there will likely be a surplus of available parking throughout the day and into the evening in the underground ramp. The surplus of spaces could be used as additional public parking to serve the surrounding businesses.

Please contact Vernon Swing at vswingtraffic@gmail.com or 612-968-4142 with any questions.

Attachments: Figures 1-6

(Appendices with Traffic Counts, Trip Generation Data, Synchro/Simtraffic Worksheets are available upon request.)

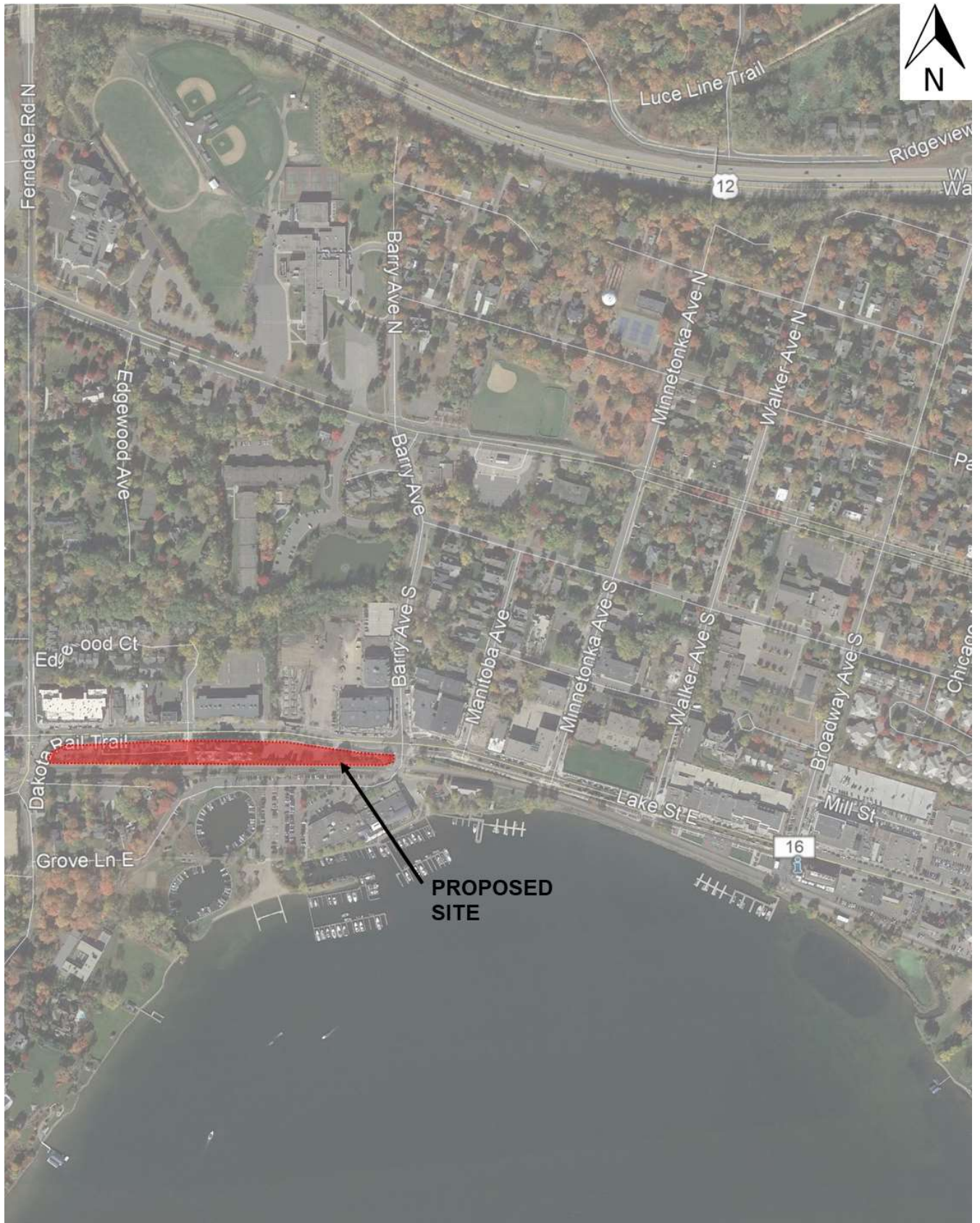


Figure 1 - Vicinity Map



Figure 2 - Site Plan (By Others)

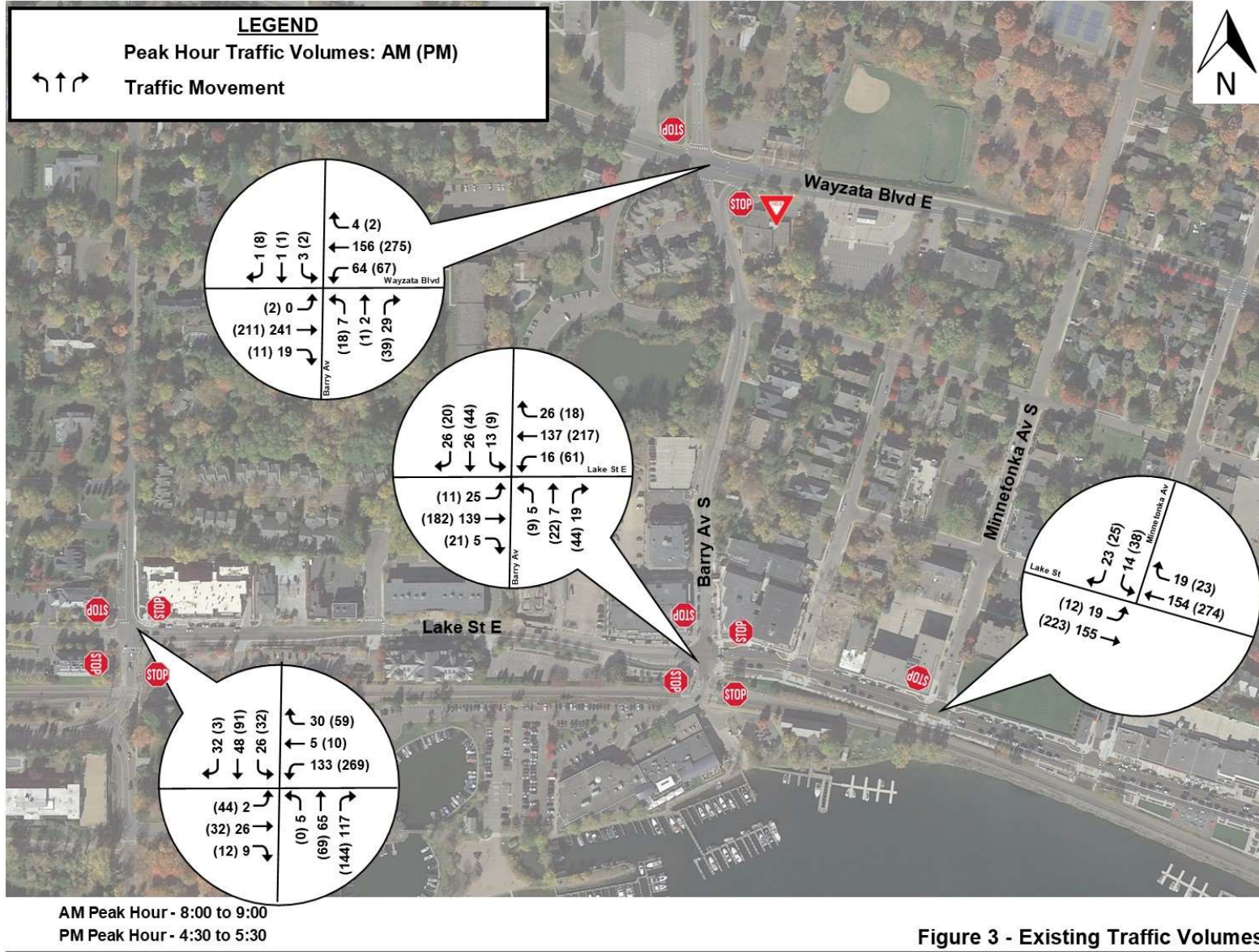


Figure 3 - Existing Traffic Volumes

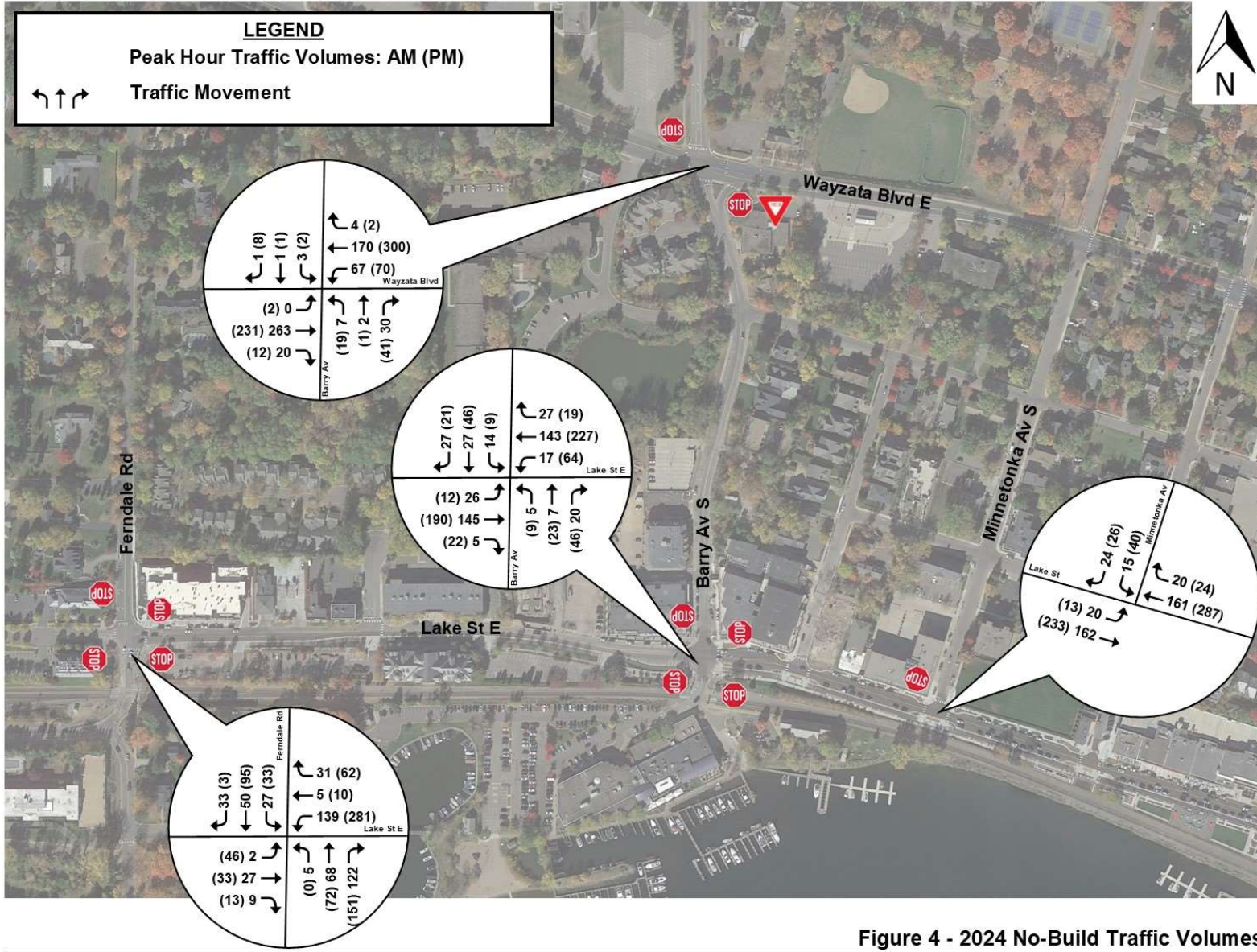


Figure 4 - 2024 No-Build Traffic Volumes

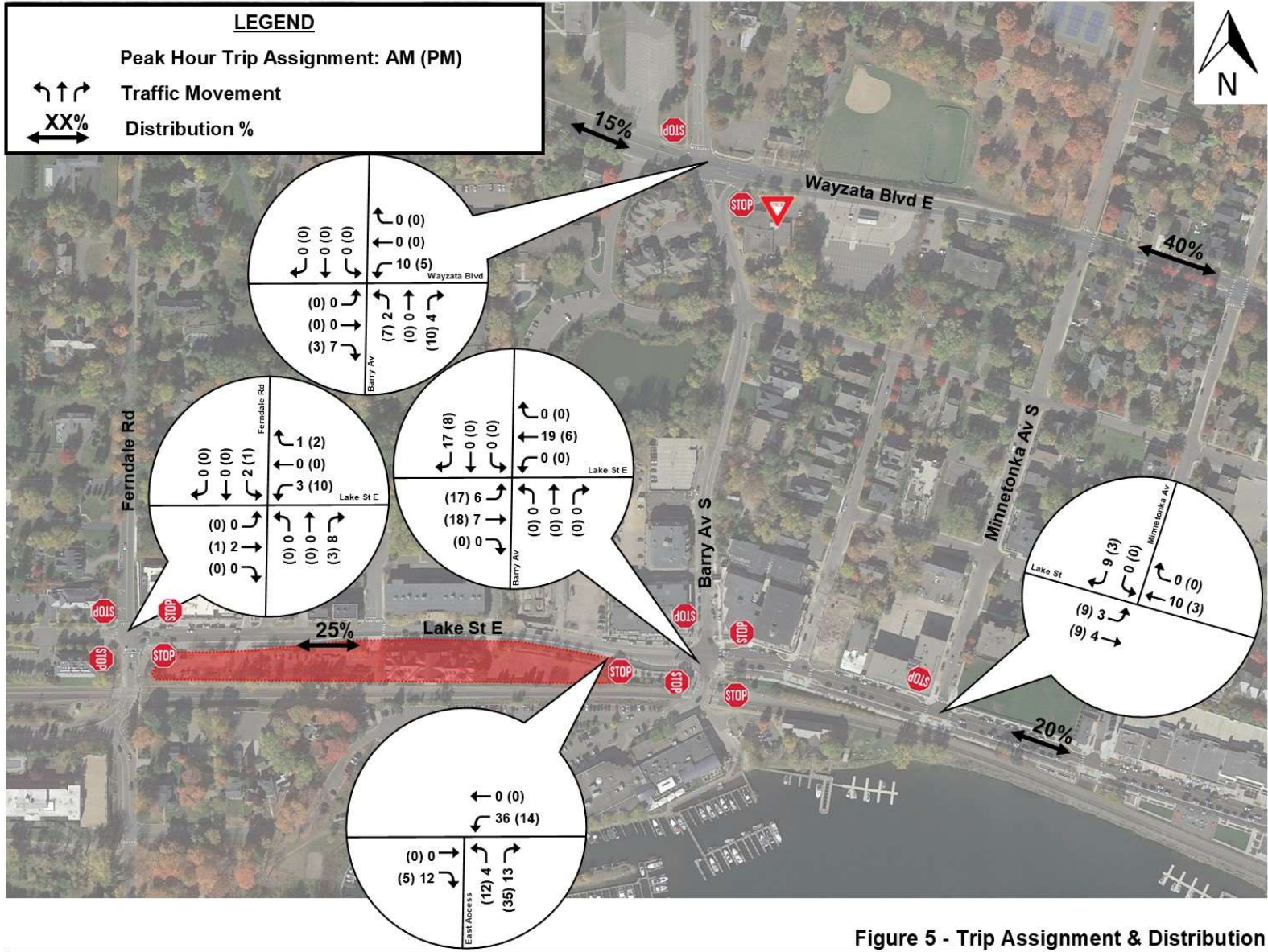


Figure 5 - Trip Assignment & Distribution

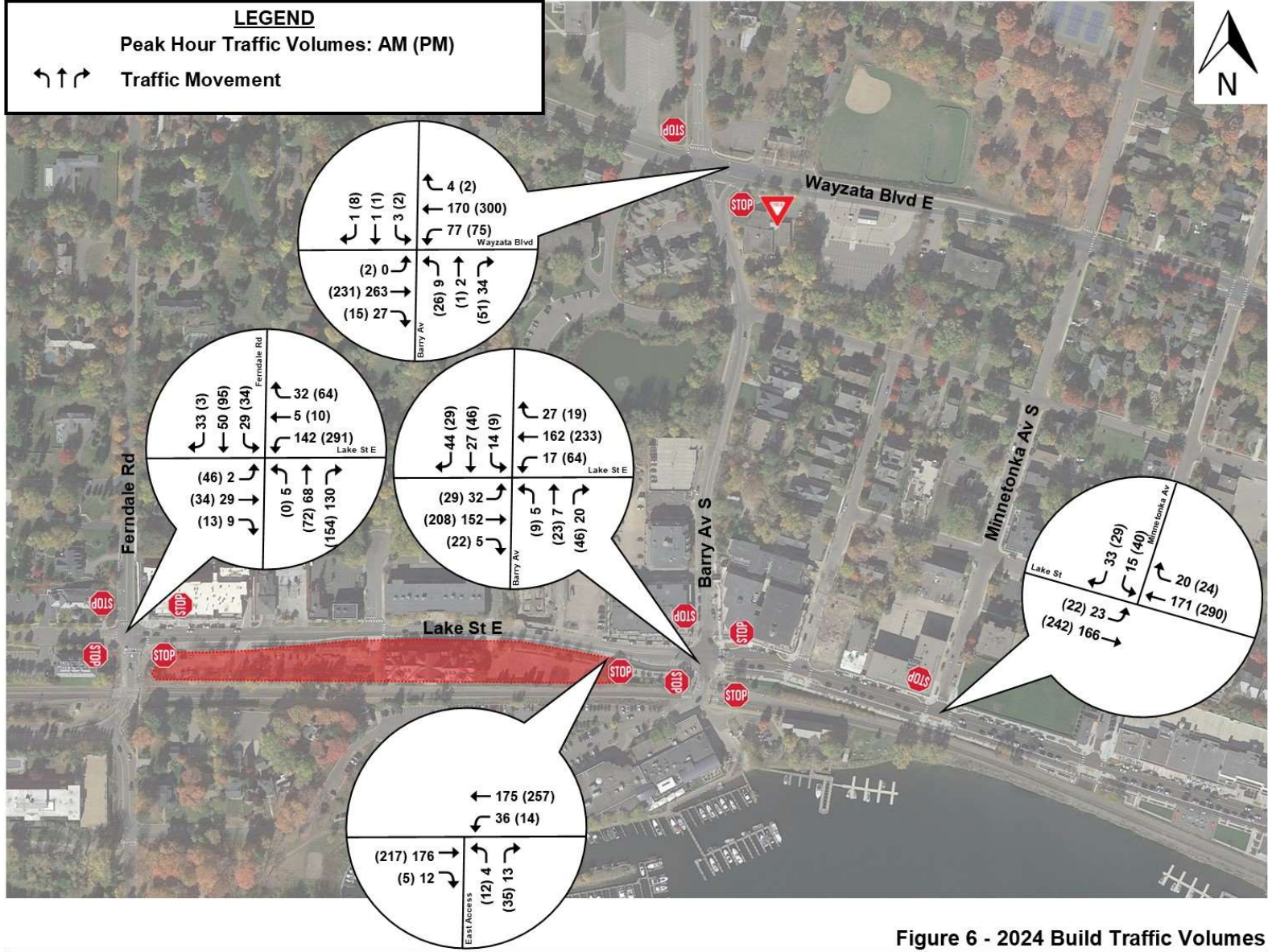


Figure 6 - 2024 Build Traffic Volumes



April 13, 2023

To: Eric Zweber, Planning Consultant for City of Wayzata

From: Vernon Swing, PE

Re: Updated Traffic Analysis Memorandum – Proposed 200 Lake St E Mixed Use, Wayzata, MN

Per your request, S² Traffic Solutions, LLC has conducted a review of the traffic operations for the Updated Proposed 200 Lake St Mixed Use Redevelopment (termed “Proposed Project” in this memo) in Wayzata, Hennepin County, MN. The Updated Proposed Project will include 30 residential units versus the earlier proposed 33 units and 39 K-sf office space versus the earlier previously proposed 34 K-sf. This memorandum documents a comparison of the trip generation of the previously proposed land use versus the updated proposed land use. Further this document discusses the change in traffic operations resulting from the change in proposed use.

Trip Generation and Distribution

From the earlier traffic study completed for the 200 Lake Street Mixed Use development with 34 K-sf of office and 33 residential units, the volume of vehicle trips generated by the project were estimated for the weekday AM and PM peak hours and daily trips using the data and methodology described in the *Trip Generation Manual*¹. Table 1 summarizes the trip generation estimate for the new uses.

Table 1 - Trip Generation Previous Proposed Uses

Land Use (Size)	ITE Code	AM Peak Trips		PM Peak Trips		Daily Trips
		Enter	Exit	Enter	Exit	
Office (34 K-sf)	710	45 Trips	7 Trips	8 Trips	41 Trips	369 Trips
Low-Rise Multi-Family (33 Units)	220	3 Trips	10 Trips	11 Trips	6 Trips	222 Trips
Total		65 Trips		66 Trips		591 Trips

As shown in Table 1, the earlier redevelopment proposal would have generated 65 trips (48 entering and 17 exiting) during the morning traffic peak hour, 66 trips (19 entering and 47 exiting) during the evening traffic peak hour and 591 daily trips.

Table 2 summarizes the Updated Proposed Project trip generation estimate for 39 K-sf of office use and 30 residential units, again using ITE forecasts from *Trip Generation Manual*².

¹ Trip Generation Manual, Institute of Transportation Engineers (ITE), 11th Edition

² Trip Generation Manual, Institute of Transportation Engineers (ITE), 11th Edition



Table 2 - Trip Generation Updated Proposed Uses

Land Use (Size)	ITE Code	AM Peak Trips		PM Peak Trips		Daily Trips
		Enter	Exit	Enter	Exit	
Office (39 K-sf)	710	52 Trips	7 Trips	10 Trips	46 Trips	423 Trips
Low-Rise Multi-Family (30 Units)	220	3 Trips	9 Trips	9 Trips	6 Trips	202 Trips
Total		71 Trips		71 Trips		625 Trips

Table 2 shows the Updated Proposed Project will generate 71 trips during the morning traffic peak, 55 entering and 16 exiting; 71 trips during the evening traffic peak, 19 entering and 52 exiting; and 625 daily trips. The Updated Proposed Project will increase the morning site generated traffic by 6 trips, increase the afternoon traffic by 5 trips, and the daily traffic by 34 trips as compared to the earlier proposal. It is noted these numbers are still less than the original bank/office use.

As in the earlier the additional site trips were assigned to the surrounding roadways according to the existing and anticipated traffic patterns, and the study intersections were analyzed to determine the change in traffic operations.

Analysis Results

Tables 3 summarizes the results of the operational analysis. Note the 2024 No-Build and Build operations reflect the additional traffic associated with the annual growth rate applied to existing traffic volumes. Additionally, the Build operations include the net new traffic forecast for the Updated Proposed Project.

Table 3. Operational Analysis Updated Build Results

Intersection No.	2024 NB AM	2024 NB PM	2024 B AM	2024 B PM
5 (All-way Stop)	a (5.3)	a (6.1)	a (5.4)	a (6.2)
<i>Worst Movement</i>	a ebt (6.2)	a wbt (7.4)	a wbt (6.4)	a wbt (7.6)
95th Percentile Q	wbt 61	wbt 70	wbt 65	wbt 71
10 (Side stop)	a (1.6)	a (1.8)	a (1.7)	a (1.9)
<i>Worst Movement</i>	a sb (3.9)	a sb (5.7)	a sb (4.1)	a sb (6.1)
95th Percentile Q	sb 49	sb 58	sb 56	sb 62
15 (Side Stop)	a (1.1)	a (1.2)	a (1.2)	a (1.5)
<i>Worst Movement</i>	a sb (7.8)	c nbt (18.7)	a sb (8.0)	c nbt (17.9)
95th Percentile Q	wb 35	nbt 38	wb 34	nbt 46
20 (All-way Stop)	a (4.7)	a (6.0)	a (4.9)	a (6.1)
<i>Worst Movement</i>	a wbt (8.1)	b wbl (12.3)	a wbt (9.3)	b wbl (13.1)
95th Percentile Q	nb 77	wbl 80	nb 75	nbt 83
25 (Side Stop)			a (1.7)	a (2.0)
<i>Worst Movement</i>	N/A	N/A	a nb (3.1)	a nb (4.1)
95th Percentile Q			nb 38	nb 54

- Level of Service reported from an average delay from 10 SimTraffic simulations for overall intersection and worst movement.
 - 95th percentile queues are a result from an average of 10 SimTraffic simulations and the longest queue per intersection is reported.

Intersection Key:

- 5 Lake St E & Barry Ave S
- 10 Lake St E & Minnetonka Ave S
- 15 Wayzata Blvd & Barry Ave S



20 Lake St E & Ferndale Rd
25 Lake St E & Site Access

The results shown in Table 3 indicate the 2024 No-Build operations of the study area intersections are acceptable with LOS A or better for overall operations and LOS C or better for individual travel lane operations, with manageable vehicle queuing. Further, the results in Table 3 indicate the 2024 Build overall operations and travel lane operations of the study area intersections and site access are the same with acceptable LOS A or better for overall operations and LOS C or better for travel lane operations, with manageable vehicle queuing. The addition of site-generated traffic slightly increases delay and queuing but not above unacceptable levels as the existing roadway network has available capacity.

Conclusion

In conclusion, the proposed development has appropriate access to the site and to the surrounding roadway network. The traffic operational analysis indicates there is available capacity on the roadways surrounding the site, and the additional traffic from the Proposed Project will have minor impacts on traffic operations in the area.

To: Mike Kelly
City of Wayzata

From: Dan Edgerton
Minneapolis

Project/File: Wayzata Water & Sewer Analysis for
200 and 201 Lake Street, 193805912

Date: November 2, 2022

Reference: Wayzata 200 and 201 Lake Street Water and Sewer Analysis

The following memo presents a summary of the water and sewer analysis for the 200 and 201 Lake Street proposed redevelopments in Wayzata.

Background

The project sites are at 200 and 201 Lake Street in Wayzata, MN (see Figures 1 and 2). The 200 and 201 Lake Street sites are 2.27 acres and 2.73 acres, respectively. The sites are existing commercial buildings and parking lots that will be redeveloped with several multifamily units, retail, and office space. Water for the sites is proposed to be fed from the trunk distribution mains on Lake Street and Edgewood Court. Wastewater for the sites is proposed to be conveyed to the existing City trunk line on Lake Street and then south to the MCES Interceptor.

An analysis was performed to determine if the existing City water and sewer infrastructure is adequate to handle this change in land use. The City requested an analysis of each site individually, as well as the combined sites. For the first step, the combined sites were evaluated. If the system is adequate to handle the combined flow from the two sites, then it would be able to handle each site individually as well.

Water System Analysis

The City's existing WaterCAD model was used to analyze the water system near the proposed redevelopments. Based on the number of multifamily residential units and proposed floor space for offices, retail stores, and restaurants, it is estimated that the developments at 200 and 201 Lake Street will create an average day demand of 10,100 gallons per day (gpd) and 10,400 gpd, respectively. We modeled and reviewed maximum day static pressures for both redevelopments assuming both will occur in the future. The domestic demand for both redevelopments will not be a problem for the City water system to deliver to these points. The City's system would therefore also be adequate to handle each site individually with regards to domestic demand.

The more critical aspect for the water system will be the fire flow requirements. Generally, these types of mixed use and multi-story developments may require both a hydrant flow from nearby fire hydrants and a sprinkler flow that would be delivered to the fire suppression system within the building(s). There was no information provided to us to estimate what this required total flow would be. This number is generally given to the City by the developers' design teams.

For the purposes of this analysis, we therefore analyzed how much flow could be delivered to the hydrants along this stretch of Lake Street E as well as along Edgewood Court. Our analysis indicated that the water

Reference: Wayzata Shoreline Drive Water and Sewer Analysis

system can provide a fire flow of more than 3,500 gallons per minute (gpm) at 20 pound per square inch (psi) residual pressure to hydrants near each of the proposed developments.

Plans for the 200 Lake Street redevelopment also show that the existing 4-inch pipe between Lake Street and Grove Lane Court (which completes a loop for the existing 4-inch watermain under Grove Lane Court) will be removed and reinstalled during construction. During this time, the model indicated that there will be a potential fire flow deficiency (less than 500 gpm available) at the end of the 4-inch pipe along Grove Lane Court. The fire flow along Grove Lane Court is expected to return to 1,200 gpm once the pipe is reinstalled.

Sanitary Sewer System Analysis

A sanitary sewer model was developed for the City’s Comprehensive Sewer Plan. The model was updated to reflect the change from commercial buildings to multifamily and office buildings.

In the model, the existing 5.0 acres of commercial/industrial land use for the combined sites became 69 units of high density residential, 0.92 acres of office, 4 chairs of hair salon, 0.04 acres of apparel store, and 1 unit of fast-food use. Results from the modeling show the average flows created from the proposed sites would increase from the existing 0.022 MGD for the existing commercial site to 0.028 MGD for the proposed residential/mixed use. This change creates a design flow of 0.460 MGD to trunk line 2.1 under proposed conditions with the residential/mixed use, which is an increase from 0.436 MGD under existing conditions with the commercial buildings. The proposed total design flows and existing pipe capacities are presented below. The existing trunk sewer capacities are sufficient to handle the proposed combined redevelopments of 200 and 201 Lake Street and would therefore also be adequate to handle each site individually.

From Point	To Point	Proposed Total Average Flow (MGD)	Proposed Design Flow (MGD)	Existing Capacity (MGD)
2.3	2.2	0.087	0.349	1.13
2.2	2.1	0.115	0.460	1.54
2.1	MCES 1	0.115	0.460	1.27

Summary

An analysis was performed to determine the adequacy of existing Wayzata water and sewer infrastructure to serve a proposed redevelopment of the commercial sites at 200 and 201 Lake Street to several high-density residential homes and office buildings. The results are as follows.

Reference: Wayzata Shoreline Drive Water and Sewer Analysis

- Water System:
 - Water demands are expected to increase with the redevelopments. **There is existing capacity and pressure in the trunk water system to provide daily usage requirements for each redevelopment independently, as well as for the proposed combined redevelopments of 200 and 201 Lake Street.**
 - Fire flows of greater than 3,500 gpm at a residual pressure of 20 psi can be delivered to hydrants along this stretch of Lake Street E and along Edgewood Court assuming both redevelopments were to occur.
 - There will be a temporary fire flow deficiency (less than 500 gpm available) at the end of the existing 4-inch watermain on Grove Lane Court during removal and reinstallation of the existing 4-inch loop. The available fire flow along Grove Lane Court will return to 1,200 gpm once the pipe is reinstalled.
- Sewer System:
 - Sewer flows are expected to increase with the redevelopment. **There is sufficient capacity in the trunk sewer system to meet sewer needs for each redevelopment independently, as well as for the proposed combined redevelopments of 200 and 201 Lake Street.**

Please let Dan Edgerton or Louis Sigtermans know if you have questions about the analysis and results.

Thank you,

Stantec Consulting Services Inc.



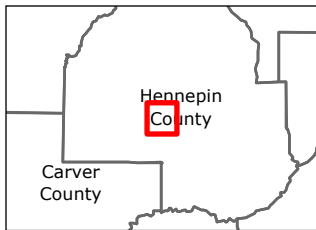
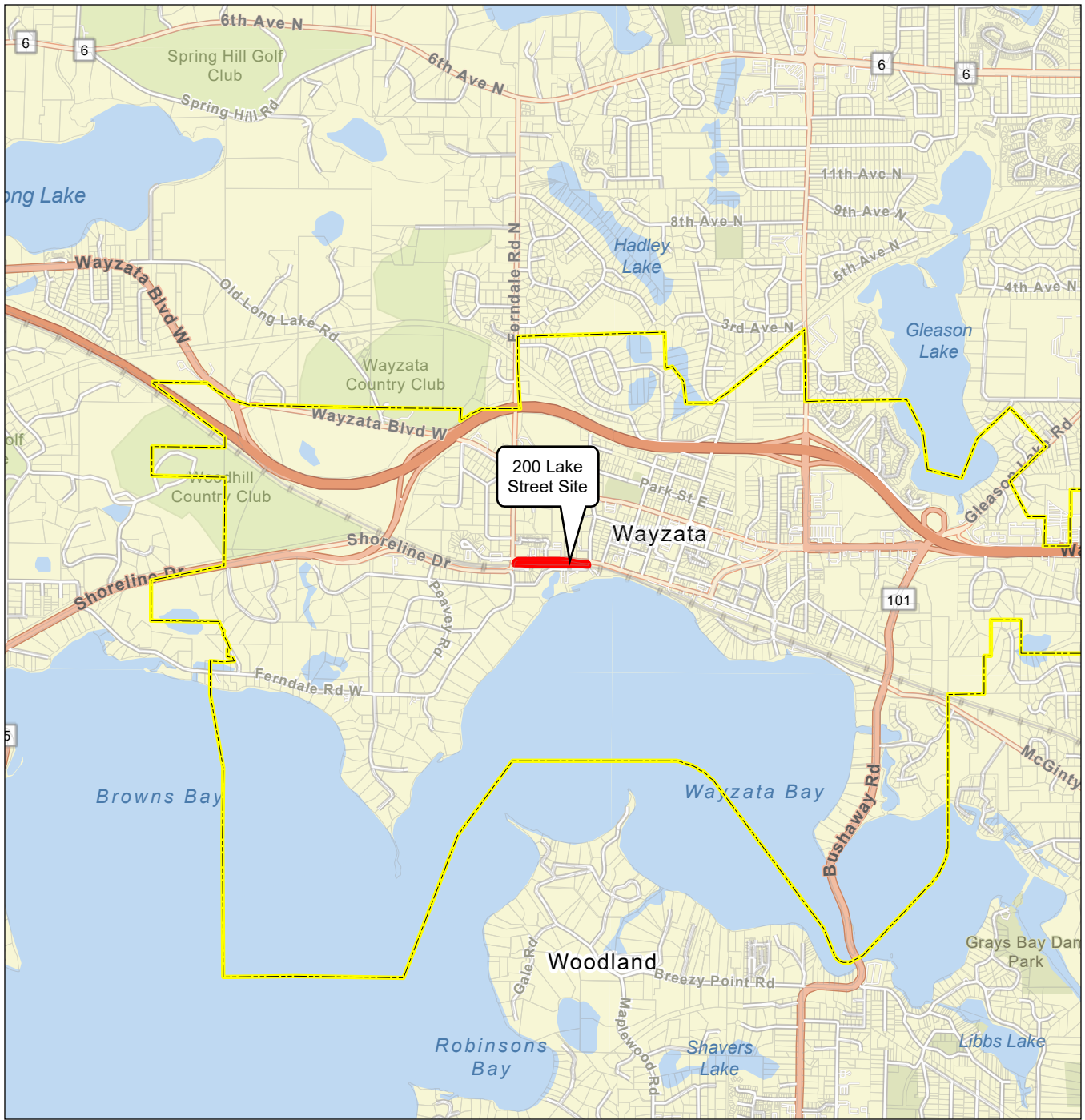
Dan Edgerton PE
Senior Associate
Phone: (612) 712-2037
Mobile: (651) 775-5627
dan.edgerton@stantec.com



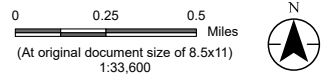
Louis Sigtermans PE
Environmental Engineer
Phone: (612) 895-5022
Mobile: (952) 378-0040
Louis.sigtermans@stantec.com

Attachments: Figure 1 Location Map
Figure 2 Project Site

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- Legend**
- 200 Lake Street Site
 - Wayzata Municipal Boundary
 - County Parcels

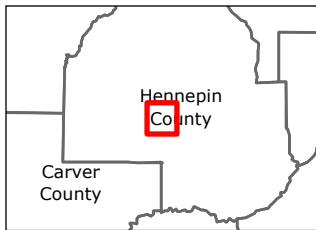
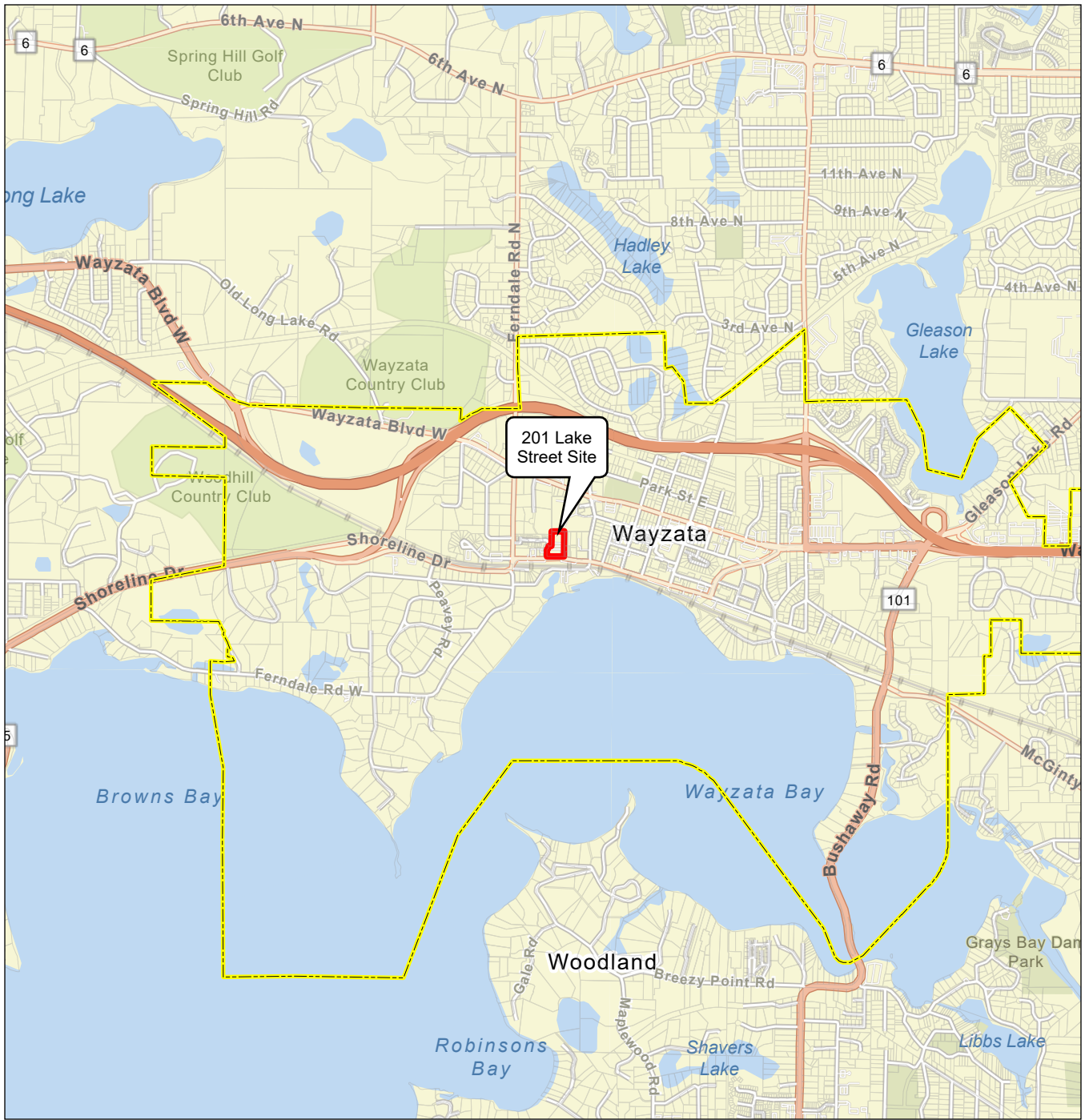


Project Location: Wayzata, Hennepin Co., MN Prepared by BS on 2022-10-13

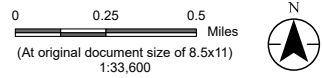
Client/Project: City of Wayzata 193805912
200,201 Lake Street Site
Water and Sewer Analysis

Figure No. 1
Title
Location Map

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- Legend**
- 201 Lake Street Site
 - Wayzata Municipal Boundary
 - County Parcels



Project Location
Wayzata, Hennepin Co., MN

Prepared by BS on 2022-10-13

Client/Project
City of Wayzata
200,201 Lake Street Site
Water and Sewer Analysis

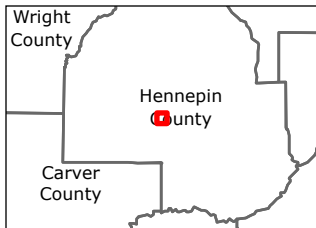
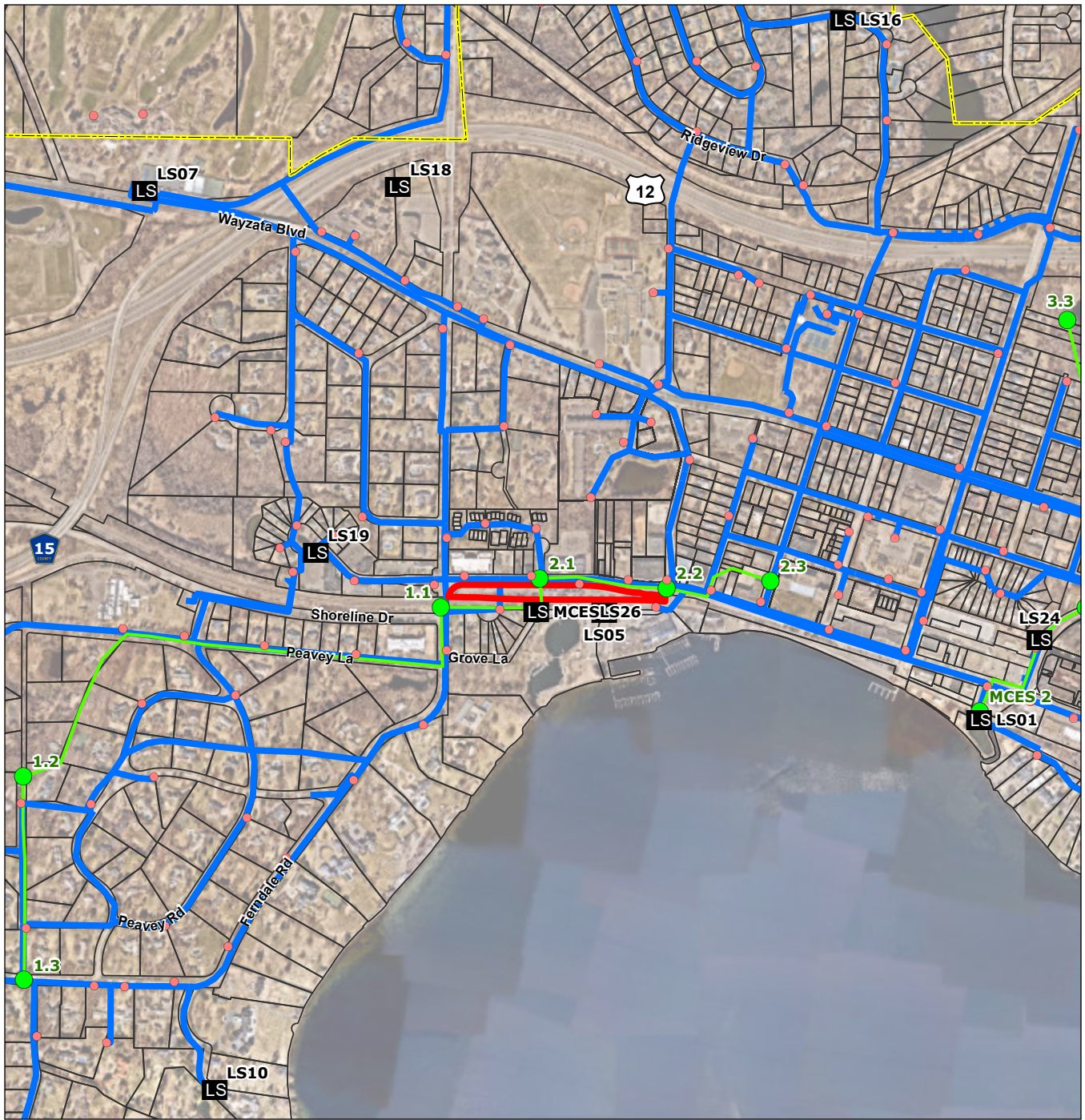
193805912

Figure No.
1

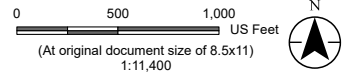
Title
Location Map

- Notes**
1. Coordinate System: NAD 1983 UTM Zone 15N
 2. Data Sources: ESRI
 3. Background: ESRI Street Maps

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- Legend**
- 200 Lake Street Site
 - Wayzata Municipal Boundary
 - County Parcels
 - LS Lift Station
 - Trunk Sewer Nodes
 - Trunk Sewer
 - Watermain
 - Hydrant



Project Location
Wayzata, Hennepin Co., MN

Prepared by BS on 2022-10-13

Client/Project
City of Wayzata
900 Wayzata Boulevard Site
Water and Sewer Analysis

193805622

Figure No.
2

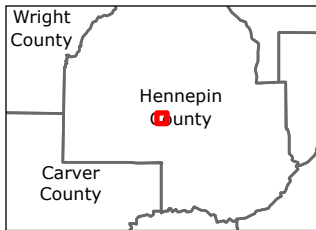
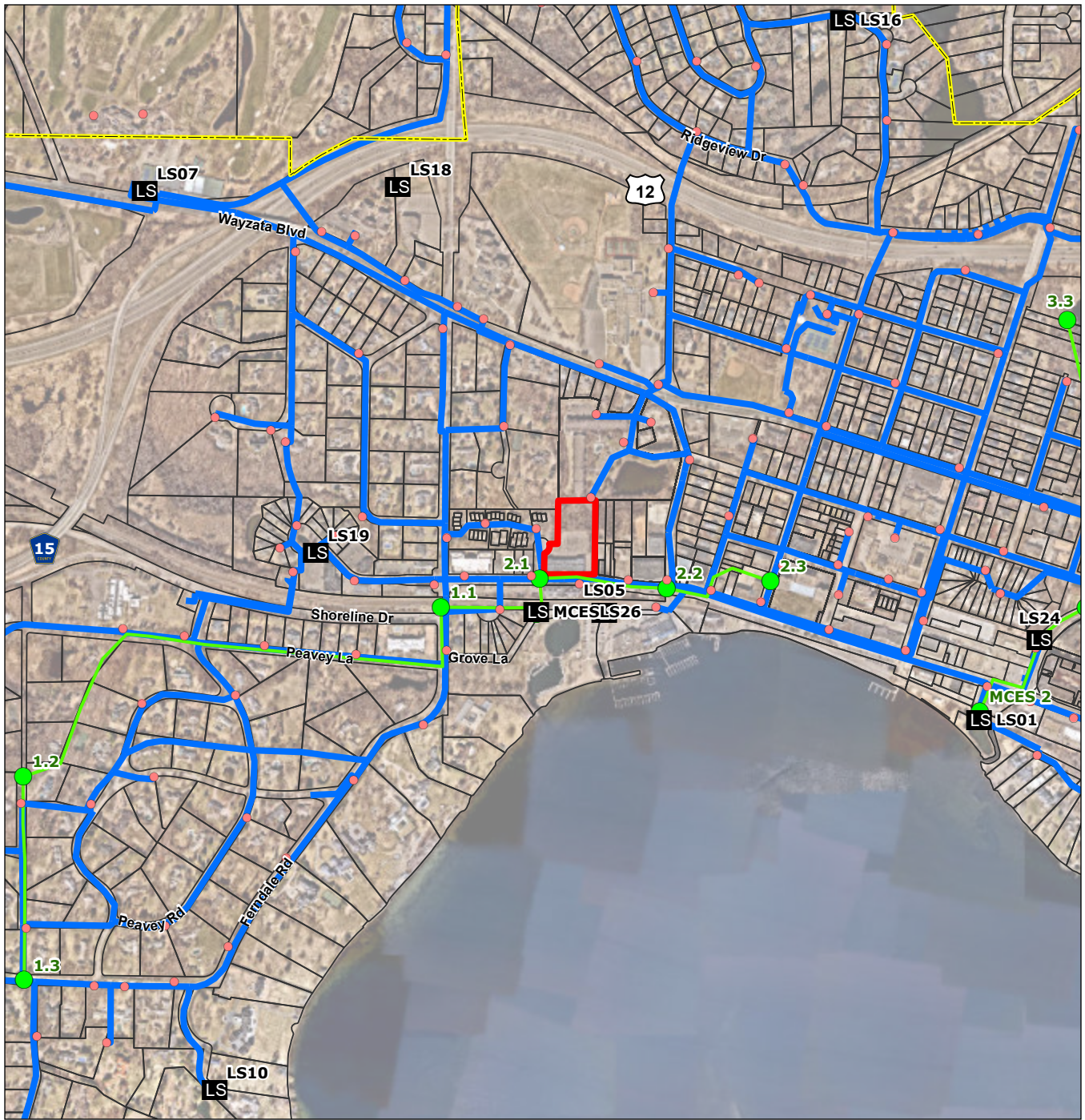
Title
Project Site

Notes

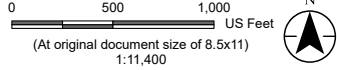
1. Coordinate System: NAD 1983 UTM Zone 15N
2. Data Sources: Hennepin County
3. Background: Hennepin County 2020 Aerial Photograph

Disclaimer: This document has been prepared based on information provided by others as cited in the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result. Stantec assumes no responsibility for data supplied in electronic format, and the recipient accepts full responsibility for verifying the accuracy and completeness of the data.

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- Legend**
- 201 Lake Street Site
 - Wayzata Municipal Boundary
 - County Parcels
 - LS Lift Station
 - Trunk Sewer Nodes
 - Trunk Sewer
 - Watermain
 - Hydrant



Project Location Wayzata, Hennepin Co., MN Prepared by BS on 2022-10-13

Client/Project City of Wayzata 193805622
 900 Wayzata Boulevard Site
 Water and Sewer Analysis

Figure No.
2
Title
Project Site

Notes
 1. Coordinate System: NAD 1983 UTM Zone 15N
 2. Data Sources: Hennepin County
 3. Background: Hennepin County 2020 Aerial Photograph

From: McCullough, Danny <Danny.McCullough@threeriversparks.org>
Sent: Wednesday, April 26, 2023 2:41 PM
To: Planning
Cc: Vlaming, Jonathan; Grissman, Kelly; Matt Swenson; Emily Goellner
Subject: RE: 200 Lake St

Hi Eric,

Danny McCullough here from Three Rivers Park District. Below are comments regarding the 200 Lake Street development. For questions about our comments related the engineering plan sheets contact:

Matt Swenson, PLA
Project Manager, Three Rivers Park District
C 612-434-1035 | Matt.Swenson@ThreeRiversParks.org

TRPD General Comments:

- Do not exceed 2% cross slope on any portion of the trail
- Please ensure a 2 foot clear zone from edge of trail pavement

C1.5

. There's about 50' of trail east of the easterly curb cut that will need to be replaced.

C1.6

. Can the bituminous trail segment at the east end of the project be protected? Based on proposed conditions why this would need to be removed. See additional comments on sheet L2.

C2.1

. Would like developer to explore options to visually delineate the regional trail limits through mix of materials and/or colors. From a safety standpoint, this should not feel like one large open plaza for pedestrians to congregate as this area sees high bike and ped traffic moving through.

. Painted bike symbols with arrows will need to be added back at start/end of bituminous segments, consistent with rest of stretch along Lake St (typical all sheets)

C2.2

. There are a number of new pavement seams where new meets old in a trail segment that is less than 3 years old. We would like to see their detail for these meet & match segments prior to construction. It should include a milled overlap.

C2.3

. The remaining segment of bituminous trail east of the curb cut should just be replaced with concrete if the rest of that segment to Barry Ave is concrete anyway. However, see comments on L2 which may allow this to remain bituminous.

L2

- . Bike racks at east end of the project are floating in a non-paved area (pavement was removed on demolition plan). Need to add pavement back.
- . Plans show the bituminous trail segment between the driveway curb cut and Barry Ave needs to be demolished. Would prefer it remains. Even if it has to be demolished, would still like to see a separate regional trail from the pedestrian sidewalk, rather than the new sidewalk merging in with the trail. The renderings on sheet L3 seem to indicate this separation, even though the plans do not show it.

L4 & L6

- . Sidewalk connections to the regional trail where the bike racks are proposed are ok, but would prefer to eliminate the two connections without bike racks (one in front of Core A-2 and one in front of Core A-3) so we don't promote pedestrian movement onto the trail or bicycle movement onto the sidewalk where it is not desired. Too many connections to the regional trail can also present a safety hazard. Where concrete sidewalks run parallel to the regional trail, we should design to encourage pedestrians to stay on the sidewalk by not providing too many direct connections to the trail.

Danny McCullough

Regional Trail System Manager, Three Rivers Park District

D 763-559-6746

C 651-271-7590 | Danny.McCullough@ThreeRiversParks.org

200 Lake St. E. Proposed Development Neighborhood Meeting

Location: Wayzata City Hall

Date: April 24, 2024

Time: 5:15-6:30pm

of Attendees: 23 (see sign-in sheet)

Attendees were invited to try on Virtual Reality (VR) headsets to walk through the proposed development to get a feel of the actual scale and charm of the proposed building.

Lake West Staff introduced the project and development team.

The development team present was David Nims, Hobbs + Black (structural architect) via conference call and Rob Hull & Jim McNeal, Jim McNeal Architecture & Design (local design architect).

David Nims presented the site plan that has been provided to the City for the application, and Jim McNeal presented the renderings and design elements of the exterior of the building, also provided to the city as a part of the application.

David discussed the massing breaks that are designed to the guidelines to both preserve and provide views of the lake that aren't currently there.

Following the presentation, Lake West Staff and the Development Team answered questions from the audience.

The audience asked/commented:	Lake West/Development Team Responded:
Are the massing breaks publicly accessible?	Yes, they are publicly accessible.
How do I access the massing breaks?	You access the massing breaks from the sidewalk via stairs (to the massing break between Core A1 & A2) or a ramp/sidewalk (all other massing breaks). There are access points to the building from the sides of all massing breaks, and from the sidewalk level to the front entrances. All are ADA accessible at all times, even outside of business hours. Smooth transition into massing breaks from the sidewalk.
Where do I park my car?	There is an underground parking garage.
What will the traffic flow?	We are eliminating 3 of the 4 curb cuts to provide one in and out entrance on the Eastern part of the building where an existing curb cut is. The traffic will enter into the garage where Lake West will have signage to direct parking/traffic flow.
How many parking spots are there?	There are 142 parking spots.
Will there be mechanical parking?	No, there will not be mechanical parking.
We're concerned about traffic at the intersection and worried that people will have to reroute to avoid traffic.	We have a traffic study that was performed and our development showed a negligible effect on traffic. The traffic study will be posted on the City website.

200 Lake St. E. Proposed Development Neighborhood Meeting

Location: Wayzata City Hall

Date: April 24, 2024

Time: 5:15-6:30pm

of Attendees: 23 (see sign-in sheet)

What month was the traffic study taken?	The traffic study was initiated in August of 2021 in between road construction projects (so roads were all open).
Where will delivery trucks go?	Delivery trucks will use the birthing unloading/loading area as required by code.
Can a semi fit in the parking garage?	Yes, the parking garage supports semis.
What is the retail/commercial space going to allow for?	Likely a mixture of commercial office.
The sidewalks won't get sun and will be icy.	Lake West will have heated sidewalks on the development and will work with the City to ensure safety on the public sidewalks. The sidewalks will improve and be maintained considering the current building is vacant.
Where will the snow go?	Lake West will have heated sidewalks, drive aisle, and massing breaks. Lake West will work with the City to ensure snow removal on public sidewalk as required by law.
What does the Railroad company say about the project?	We have not had the opportunity to be in contact with them.
We like the design and think this is the best we've seen.	Thank you.
What is the length of the cores?	The length of each core is at maximum 150 feet as required by the design standards.
What is the height of the building?	We have worked closely with staff to establish an average grade for the site of 941.87'. The ordinance allows for 30 feet of building height from that number for a maximum height elevation of 972.39' to the top of the flat roof. The ordinance allows the roof peaks to extend 5 feet above that and the chimneys extend up to 10 feet above that, per the ordinances.
Are all the cores the same height?	They all comply with the height standards but do vary in height due to the average grade.
Do you meet the density requirement?	Yes, the required density per comprehensive plan for the central business district is 20 to 30 dwelling units per acre. Our proposal is 21.90 dwelling units per acre.
What is the price of the condos selling for?	We aren't sure on the exact number, but offer varying sizes and 1-, 2-, and 3- bedrooms to provide a range of prices.
What is the sidewalk width?	We are maintaining the existing sidewalk width.

200 Lake St. E. Proposed Development Neighborhood Meeting

Location: Wayzata City Hall

Date: April 24, 2024

Time: 5:15-6:30pm

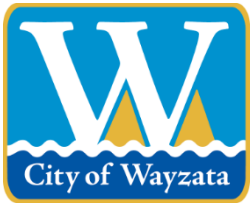
of Attendees: 23 (see sign-in sheet)

Concerned that the length of the building makes it feel like a “wall”.	We followed the design standards and code provided by the City to make sure that we’re not creating a “wall”.
Can we add more green space?	Our application proposes quite a bit of green space that will be enjoyed by all.
Where will the stormwater runoff go?	Our civil engineers can speak more to that, but currently there is no stormwater management in place. We are significantly improving the stormwater treatment that’ll go underground.
Is the stormwater currently untreated?	Correct. The stormwater runoff is currently untreated and running into the City’s sewer system and Lake Minnetonka.

200 LAKE ST - NEIGHBORHOOD MEETING SIGN IN SHEET

DATE: 4/24/2023

#	Print Name	Address	Phone #	E-mail
1	LINDSAY BASHOUM	461 PEAVEY LN		
2	KEN WILCOX	178 WESTWOOD LN		
3	Rob Johnson	366 Ferndale Rd So.		
4	B SCHWARTZ	430 Carpenter Pt		
5	Judy Bois	125 Edgewood Ct		
6	Betsy Spiessow	114 Edgewood Ct		
7	Melanie Kohn	340 Margaret Circle		
8	Barbro Brost	181 Ferndale Rd S		
9	Ada Neuh	132 Edgewood Ct		
10	Diana Manger	124 "		
11	Molly Macdonald	367 Park St E		
12	Pat Zylka	319 Barry Ave		
13	Pat Arnold	134 Edgewood Ct		
14	JTH ZHIZLOP	315 Berry Ave		
15	CHRIS BLEN	205 BARRY AVE		
16	Joe Vandy	136 BIRCH LN W		
17	Megan Ecker	1625 Bonus Pt Rd		
18	Phil Ecker	"		
19	MIKE VAN	121 GALE LN E		
20				
21				
22				
23				



City of Wayzata Planning Commission Agenda Report

MEETING DATE: May 1, 2023	AGENDA ITEM: 6.a
TITLE: Review of Development Activities	
PREPARED BY: Valerie Quarles, Assistant Planner	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: N/A	

BACKGROUND:

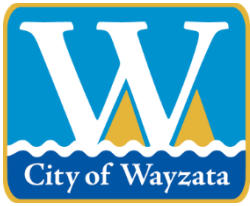
A verbal update will be provided at the meeting.

ACTION REQUESTED:

N/A

ATTACHMENTS:

None



City of Wayzata Planning Commission Agenda Report

MEETING DATE: May 1, 2023	AGENDA ITEM: 6.b
TITLE: Planning Commission Meeting Schedule	
PREPARED BY: Valerie Quarles, Assistant Planner	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: N/A	

BACKGROUND:

The next Planning Commission meeting is on Monday, May 15, 2023. The 2023 City Meeting Calendar and Liaison Schedule are attached.

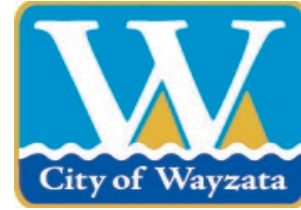
ACTION REQUESTED:

N/A

ATTACHMENTS:

1. 2023 Wayzata City Calendar
2. 2023 Planning Commission Liaison Schedule

City of Wayzata 2023 Meeting Calendar



January 2023						
S	M	T	W	Th	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

February 2023						
S	M	T	W	Th	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

March 2023						
S	M	T	W	Th	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

April 2023						
S	M	T	W	Th	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

May 2023						
S	M	T	W	Th	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

June 2023						
S	M	T	W	Th	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

July 2023						
S	M	T	W	Th	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

August 2023						
S	M	T	W	Th	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

September 2023						
S	M	T	W	Th	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
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23	24	25	26	27	28	29
30						

October 2023						
S	M	T	W	Th	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

November 2023						
S	M	T	W	Th	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

December 2023						
S	M	T	W	Th	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

- Energy & Environment 5:00 PM
- Planning Commission - 6:30 PM
- City Council - 7:00 PM
- Wayzata School Board
- Lake Minnetonka Conservation District (LMCD)
- Heritage Preservation Board (HPB) - 5:00 PM
- Housing & Redevelopment Authority (HRA) - 7:30 AM
- Parks & Trails Board - 6:00 PM
- Charter Commission - 9:00 AM
- Elections (see below)
- Night to Unite

Meeting dates and times are subject to change. Dates can be confirmed by calling City Hall.

 Holiday Observed
City Offices Closed

Revised
9/21/2022

2023 Planning Commission Assignments at Council Meetings

	<u>Meeting Date</u>	<u>Commission Representative</u>
Tuesday	January 10	Peggy Douglas
Tuesday	January 24	Adam Elg
Tuesday	February 7	Laura Merriam
Tuesday	February 21	Bonnie Schwalbe
Tuesday	March 7	Jennifer Severson
Tuesday	March 21	Ken Sorensen
Tuesday	April 4	Larissa Stockton
Tuesday	April 18	Peggy Douglas
Tuesday	May 2	Adam Elg
Tuesday	May 16	Laura Merriam
Tuesday	June 6	Bonnie Schwalbe
Tuesday	June 20	Jennifer Severson
N/A	No meeting July 4th week	
Tuesday	July 18	Ken Sorensen
Tuesday	August 8	Larissa Stockton
Tuesday	August 22	Peggy Douglas
Tuesday	September 5	Adam Elg
Tuesday	September 19	Laura Merriam
Tuesday	October 13	Bonnie Schwalbe
Tuesday	October 17	Jennifer Severson
Tuesday	November 7	Ken Sorensen
Tuesday	November 21	Larissa Stockton
Tuesday	December 5	Peggy Douglas
Tuesday	December 19	Adam Elg