

WAYZATA PLANNING COMMISSION

Meeting Agenda

Wayzata City Hall Community Room, 600 Rice Street

Monday, March 21, 2022

6:30 PM

HYBRID MEETING INFORMATION

[Click here to join Zoom Meeting](#)

Meeting ID: 894 9091 6354 Passcode: 434996

Members of the public may attend this Planning Commission meeting in person, provided they follow all City policies and protocols related to the pandemic, including wearing masks.



Members of the public may 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 February 28, 2022
 - b. Approval of Meeting Minutes of March 7, 2022
5. **Public Hearing Items**
 - a. Consider Planned Unit Development Concept Plan at 150 Broadway Avenue South
 - b. Consider Development Application for 1022 Wayzata Boulevard East
 - c. Consider Zoning Ordinance Text Amendments to Definitions, Single-Family Detached Uses, Off-Street Parking Restrictions and Shoreland Overlay District Sections
6. **Other Items**
 - a. Review of Development Activities
 - b. Planning Commission Meeting Schedule
7. **Adjournment**

Upcoming Meetings:

City Council - March 22, 2022
Planning Commission - April 4, 2022

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.

**WAYZATA PLANNING COMMISSION
MEETING MINUTES
FEBRUARY 28, 2022**

AGENDA ITEM 1. Call to Order

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

Chair Parkhill read a prepared statement regarding the hybrid meeting format, including information on attending in person, viewing online, and providing public comment.

AGENDA ITEM 2. Roll Call

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

Present at roll call were Commissioners: Douglas, Parkhill, Stockton, Sorensen, Schwalbe, and Severson. Community Development Director Emily Goellner, Planning Consultant Eric Zweber, Assistant Planner Valerie Quarles, Public Works Director/City Engineer Mike Kelly, and City Attorney David Schelzel were also present.

Absent at roll call: Commissioner Merriam (with prior notice)

AGENDA ITEM 3. Approval of Agenda

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

Commissioner Douglas made a motion, seconded by Commissioner Stockton, to approve the February 28, 2022 agenda as presented. Motion carried unanimously.

AGENDA ITEM 4. Consent Agenda

- a.) Approval of the February 7, 2022 Planning Commission Meeting Minutes**
- b.) Approval of Planning Commission Report and Recommendation of Denial for Planned Unit Development Concept Plan for Wayzata Beach Club at 200 Lake Street East**

Chair Parkhill 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 Parkhill 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.

1 Motion carried unanimously.

2
3 **AGENDA ITEM 5. Public Hearing Items**

4
5 **a) Consider Variance for Driveway Setback at 445 Bovey Road**

6
7 Planning Consultant Eric Zweber stated that this item is a request for a driveway setback variance
8 at 445 Bovey Road. He gave an overview of the Comprehensive Plan land use designation and
9 zoning for the property and the surrounding neighborhood; location of the fire access on the
10 property; the lot of record and existing condition details; and history of the site. He explained that
11 the variance request is from the 10 foot setback requirement from a side property line for
12 driveways. He noted that the proposed driveway would tie into the existing cul-de-sac on Bovey
13 Road, and would need to be graded with appropriate provisions because it was regulated as a
14 'steep' slope. He gave an overview of the reason behind staff's support for construction of the
15 driveway before the home. He reviewed the tree removal, landscape plans, and the wetland buffer
16 averaging that is necessary.

17
18 At the conclusion of Consultant Zweber's presentation, Chair Parkhill asked if the Commission
19 had any questions for Staff.

20
21 Commissioner Douglas asked if the City could turn down the house plan even if the variance were
22 approved.

23
24 Planning Consultant Zweber explained that the Planning Commission does not review house plans.

25
26 Commissioner Douglas clarified that she did not mean the house plan, but the building site.

27
28 Planning Consultant Zweber stated that the building permit is administratively reviewed by the
29 City's various departments. He clarified that the building permit would not be reviewed by either
30 the Planning Commission or the City Council.

31
32 Commissioner Douglas noted that if there would be a need for a variance for the building site or
33 house, then it would come before the Planning Commission.

34
35 Commissioner Schwalbe noted that in some of the other drawings included in the packet, it showed
36 the house being placed in the lower left hand quadrant. She asked if Ferndale Woods Drive, which
37 becomes the fire access lane, could not be extended far enough to give them access from that side.
38 She stated that it appears as though it would be a much easier solution.

39
40 Planning Consultant Zweber stated that was previously discussed and the Council, at the time,
41 could have authorized the improvement and conversion of the fire access lane to a public street if
42 they deemed it would be a benefit to the surrounding properties. In 2018, the City Council did not
43 see that as a benefit.

44
45 Commissioner Schwalbe noted that it would not have to go all the way down to Peavey Lane, and
46 could just go far enough to give them access to a driveway.

1
2 Planning Consultant Zweber asked City Engineer Kelly to address this issue because he was not
3 at the Council meeting in 2018, nor did he prepare that staff report.
4

5 City Engineer Kelly explained that the fire lane, when it was originally platted, was granted as an
6 easement through the area across several properties. As part of the platting and the agreement, it
7 listed that the fire lane could potentially be converted to a public street if the City Council deemed
8 it to have benefit. He stated that it was determined that the only way it would be a benefit is if it
9 were constructed all the way from Ferndale Woods to Peavey Lane and because it is only used for
10 utility access to the lift station, and availability as a fire lane, the Council did not see the benefit of
11 it being improved.
12

13 Commissioner Stockton stated that the property directly to the north appears as though it gains
14 access from the fire lane, and questioned why this property couldn't also do that. She asked what
15 the slope measurement is in this location.
16

17 City Engineer Kelly stated that the driveway in question for the property to the north was originally
18 platted as part of the access for that lot. He explained that the lot to the north and the lot being
19 discussed tonight, were originally owned by the same property owner, so there was access to both.
20 He explained that when the property to the north was sold, they failed to include an easement to
21 the property being discussed tonight.
22

23 Planning Consultant Zweber stated that his measurement of the grade was between 16% and 17%.
24

25 Commissioner Sorensen asked whether the fire lane was extended to the north, just to this property,
26 and cost was not an issue or a City expense, if the City would have a problem with it.
27

28 City Engineer Kelly explained that he would have to look back at notes from the original
29 discussion, but he believes that the project, if it were to move forward would have been at the
30 developer's expense, so the City was not being asked for a capital outlay. He reiterated that it was
31 determined that there was no benefit to make such an improvement to a public street. He stated
32 that there would be environmental impacts because it is a very narrow roadway, and would need
33 to be constructed to at least 20 feet wide in order to meet current fire standards.
34

35 Commissioner Severson asked for further explanation of what the proposed driveway would look
36 like and the location of the setback.
37

38 Chair Parkhill noted that he would also like to know where the cul-de-sac ends.
39

40 Planning Consultant Zweber stated that this request is for the driveway to not meet the required
41 setback from the side property line. He gave a brief explanation of how the City determines what
42 is the front, rear, and sides of the property. He showed where the edge of the cul-de-sac is located
43 using the site plan drawings. He stated that there is a section of the driveway that would need to
44 be constructed within the Bovey Road right-of-way. He explained that because the driveway is not
45 coming from the front property line at a point at least 10 feet from the side property line, a variance
46 is necessary.

1
2 Commissioner Severson noted it is basically City property within the right-of-way, and asked if it
3 was encroaching on any other private property.
4

5 Planning Consultant Zweber stated that as it is being proposed, the driveway would not encroach
6 on any private property. He explained that the front lot line is the east lot line, and the driveway
7 should come from the front at a location that is a minimum of 10 feet north of the south property
8 line. He stated that this variance application proposes that the driveway comes through the side
9 lot line and not the front lot line.
10

11 Commissioner Douglas referenced the aerial photograph, and noted that there was a letter
12 submitted from 410 Peavey Lane that was in opposition to the variance. She stated that she also
13 received a call from someone who lived at 420 Peavey Lane that was in support of the variance.
14 She asked staff to identify where those properties were located in relation to the subject property.
15

16 Community Development Director Goellner indicated the location of the properties on Peavey
17 Lane.
18

19 Commissioner Sorensen asked if the proposed driveway, as it parallels the property to the south,
20 would be right up against the property line.
21

22 Planning Consultant Zweber explained that the driveway curb cut should be at least 10 feet from
23 the side property line. He stated that the driveway as proposed, once it turns completely east/west,
24 would be 10 feet from the south property line. He stated that the retaining wall would be almost
25 perfectly between the two so the driveway surface is 10 feet from the side property line.
26

27 Commissioner Sorensen asked if a variance was needed because of the retaining wall.
28

29 Planning Consultant Zweber explained that they do not need a variance for the retaining wall but
30 from the section of the code about driveways, which requires a 10 foot setback for the curb cut.
31

32 Commissioner Severson asked where the driveway would have to be located in order for a variance
33 not to be required.
34

35 Planning Consultant Zweber stated that there are a number of possibilities for locating the
36 driveway without the need for a variance, but there would be a lot of things to take into
37 consideration for those options, such as the wetland, the wetland buffer, and the slopes. He noted
38 that there could be more impact to the slopes, and also likely the wetland buffer and trees, if a
39 different location was chosen for the driveway.
40

41 Commissioner Schwalbe asked if the driveway is planned to be permeable or non-permeable.
42

43 Planning Consultant Zweber stated that it is proposed to be impervious. He stated that there is a
44 retaining wall of about 18 feet in height that would be constructed that needs to be sufficiently
45 compacted.
46

1 Commissioner Sorensen asked if his understanding was correct that this proposal would include
2 moving the sanitary force main and installing a new one.

3
4 City Engineer Kelly explained that the applicant is proposing to relocate the force main and
5 reconstruct it as part of their project.

6
7 Commissioner Sorensen asked why that would be necessary.

8
9 City Engineer Kelly explained that it was constructed back in the 1980s, and the Public Works and
10 Engineering Departments had concern about the proposal's potential for impact to the force main.
11 He stated that they spoke with the applicant about their concerns, and the applicant proposed its
12 replacement to quell the concerns.

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

16
17 Timothy Lovett, Coldwell Banker, 235 Lake Street East, Wayzata, explained that he was here
18 representing the applicants. He stated that a buyer would like to develop this pretty little lot. He
19 stated that there is enough high ground that would be a great building site. He stated that the
20 difficulty is that no matter where else they would go with the access for the driveway, they start to
21 violate what is already delineated wetlands. He stated that they feel that there is really nowhere
22 else to go but the proposed location. He stated that their proposed driveway engineering will solve
23 some of the washout and erosion problems that currently exist at the end of the cul-de-sac. He
24 noted that there has been a lot of discussion about other possible access locations that they do not
25 have legal rights to, and explained that currently the engineering costs for constructing this
26 driveway is about \$300,000. He stated that they have worked very hard on the engineering and
27 surveying in order to avoid any further erosion in terms of watershed management. He stated that
28 he agrees that it is out of the ordinary to be here taking this action before there are house plans, but
29 believes this needs to be figured out before they can figure out where everything can be set on the
30 building pad. He stated that the moving of the sewer line is another expense that they have agreed
31 to take on.

32
33 Chair Parkhill asked if the commission had any questions for the applicant.

34
35 Commissioner Stockton stated she is confused because this seems to be a very complicated
36 solution when the fire lane is currently used by another property in the very same manner, which
37 is right next to the property. She asked if the same easement had been looked at for this lot to use.

38
39 Mr. Lovett stated that the owner, over time, has pursued trying to purchase that access from the
40 property owners to the north, but no reasonable agreement was ever reached because they were
41 asking for a large amount of money. He stated that when the lot was platted, the plan was to deed
42 an access when the lot was split up, but somehow it was missed. He stated that the question just
43 asked by Commissioner Stockton is sort of 'the question of the day', and was where they were
44 headed until they finally decided that they would have to pursue building this driveway in another
45 location in order to make the lot work. He noted the location suggested by Commissioner Stockton
46 may also run into delineated wetlands, so he isn't sure the extensive engineering, in terms of

1 conservation, in that location would end up being any different than what they are proposing
2 tonight.

3
4 Commissioner Stockton stated that this request is frustrating because there is already a road, there
5 are no trees to take away, and it is one-fifth the distance to the house. She stated that she would
6 have thought there would be the ability to collaborate since it would improve the road for both
7 homeowners.

8
9 Commissioner Douglas asked about the building pad and whether they will have to build on a slab.

10
11 Mr. Lovett stated that he was not sure because in Minnesota people like to have basements.

12
13 Commissioner Douglas stated that tree removal was mentioned, and asked if additional trees will
14 need to be removed in the building pad location. She asked if the number of trees for removal
15 indicated in the report was just for the driveway, or if it also included the proposed building pad.

16
17 Mr. Lovett stated that he was not sure if it was for the entire project or just for the driveway and
18 hardcover areas. He explained that it is an interesting piece of property, and noted that he assumed
19 the basement would not be a walk-out or set as deep into the site, as you would another lot in terms
20 of the water table.

21
22 Commissioner Douglas noted that the site plans looked like they had tree removal information in
23 the proposed building pad location.

24
25 Planning Consultant Zweber reviewed the information that was submitted for the tree protection
26 plan, and noted that trees #29, #30, and #34 are shown in the building pad area, and were counted
27 as being removed in their calculations.

28
29 Commissioner Douglas stated that the report says that there are nine trees in poor condition, and
30 asked if trees that are dead or in poor condition are considered in the calculation.

31
32 Planning Consultant Zweber stated that those trees are exemptions under the Tree Preservation
33 Ordinance, and noted that the City has the ability to have the City's tree consultant double check
34 and confirm the health of the trees.

35
36 There being no further questions from the Commission for the applicant, Chair Parkhill opened
37 the public hearing on the application at 7:23 pm.

38
39 Rodger Finke, 450 Bovey Road, stated that in the past, he looked at buying a portion of this
40 property and was informed by the City that because he has a lot that is less than the standard size
41 of 2 acres, if he moved ahead with the purchase of more 'green space', he would make the lot that
42 is in question unbuildable. He stated that he negotiated with the owner of the property at that time
43 and was not able to come to a satisfactory agreement. He stated that he has an easement driveway
44 through his property right now that serves the Riley family. He stated that it looks like this would
45 create more impervious surface for a driveway to access a house pad that is smaller. He stated that
46 he thought that there would be a public benefit to allow building to have an access through the fire

1 road from Peavey Lane. He stated that he cannot understand the lack of a 'public purpose' for an
2 extension of the roadway on the fire lane because he thinks there could be an economic benefit to
3 the City to have a nice house that would be worth a lot of money. He stated that he feels this
4 proposal creates a massive amount of impervious surface, and noted that another speaker called it
5 a 'causeway'. He stated that this may be an appropriate description, but explained that he did not
6 feel this was an appropriate use of the property. He stated that he believes this request is over
7 development of the area because it is a wetland and is pretty much landlocked. He noted that there
8 is a pumping station for the sewer system on the west side. He stated that he understands that they
9 are kind of stuck about where they can place the house, but there are choices about the massiveness
10 and the amount of impervious surface. He stated that this is a very difficult lot, and asked that the
11 City only consider an application for development of this property that does not require a variance.
12 He reiterated that he lives right next door, and this parcel is what he calls a 'swamp'. He stated
13 that the driveway will take up more space than the house would ever take up and feels this proposal
14 is inappropriate.

15
16 Peter Riley, 382 Bovey Road, stated that his family goes back a long way in the City, and explained
17 that his mother served for 15 years on the City Council and before that, she served on the Planning
18 Commission and the deck at The Depot is named after her. He stated that she would be horrified
19 to see what is being proposed on this lot. He stated that as an attorney, he knows that the
20 application has to be reasonable, and one of the things not seen tonight is the massive retaining
21 wall that is proposed. He explained that some of it will be more than 20 feet high. He stated that
22 he termed it a 'causeway', and noted that he cannot think of another lot in the City that would have
23 such an immense structure. He stated that this would absolutely change the character of the lot.
24 He stated that Mr. Lovett described it as a 'pretty little lot' and knows a number of builders who
25 have come over, looked at the lot, shook their heads, and said that there was no way to build on
26 that lot. He stated that he thinks what the Commission should really focus on in their decision to
27 deny this request, is whether this issue was created by the landowner. He stated that they know
28 conclusively that this is the case because this property was originally owned by the property owner
29 at 430 Peavey Lane and as stated by Mr. Lovett, access for this property was 'missed'. He stated
30 that he also knows that without a shadow of a doubt that it was never thought of, in a million years,
31 to bring this lot access off of Bovey Road because then they would have platted it completely
32 different. He agreed with Commissioner Stockton that it would make the most sense to use the
33 fire lane off of Ferndale Woods because it is already paved, used by vehicles, and noted that there
34 is even a garage access off of it. He stated that he feels there are ways to proceed that would avoid
35 losing the trees, require a massive retaining wall, or adversely affect the drainage with that simple
36 solution. He stated that he would strongly suggest to the Commission that common sense and the
37 very language of the variance statute should direct that they recommend denial of this request.

38
39 Matt Mithun, 465 Bovey Road, stated that if they can figure out how to develop this lot, he does
40 not want to take that away from them. He stated that he has not been approached about an access
41 solution on his property, and noted that he would be happy to explore that option. He stated that
42 he feels there are two ways to look at this and possibly have the Bodin's grant an easement. He
43 explained that the letter they received was that they should either buy this lot or deal with the
44 construction for a few years. He stated that was the one letter he received, and reiterated that he
45 would be happy to discuss a potential solution coming from Ferndale Woods.

1 Gretchen Piper, 463 Highcroft Road, explained that her property extends down to Bovey Road.
2 She stated that it seems pretty clear to her that this application does not meet the standard for a
3 variance. She stated that the property value reflects that there is no access to the property, and the
4 easement was not maintained whether it was accidental or for some other reason. She stated that
5 this plan will substantially alter the character of the neighborhood by coming in from Bovey Road,
6 and there would be no way to replace the tree cove which is very concerning to her. She stated that
7 she does not want to see the character substantially altered. She stated that with regard to the
8 criteria of practical difficulty, they touched on the construction of the driveway/causeway and the
9 elevation. She stated that one thing that has not come up is how steep this is from the end of Bovey
10 Road into the access, and then it requires a steep left turn. She stated that coming in from the fire
11 road is right where the lift station is located, and the access was not granted, which is reflected in
12 the value of the property. She noted that her next door neighbor was told that this lot couldn't be
13 built on, and would urge them to come up with a different solution. She stated that she does not
14 want to deny someone the ability to build on a property that they own, but does not think this
15 variance meets the City standards.
16

17 John Sexter, 410 Peavey Lane, stated that he is just north of this property and his property is located
18 on the same wetland. He explained that this property is very low, and he feels that the plans show
19 that his property could possibly get flooded out. He stated that there are a lot of areas that feed
20 into the wetland which then slowly filters into his lot, passes through 445 Bovey Road into a
21 drainage ditch or creek, and then it goes under the fire lane through a culvert to Peavey Pond and
22 Lake Minnetonka. He stated that the plans show that the drainage ditch will be covered with a silt
23 fence, which just cannot happen because they will be flooded out which they have seen happen
24 with other projects. He stated that the corner of the proposed building pad is only a few feet away
25 from the creek that runs under the fire lane, and feels that there is no way the house can be built
26 without filling in the creek. He explained that there was a massive mud slide last year from
27 Highcroft Road, even though there were silt fences in place, and the mud slides were 100 feet long.
28 He stated that this creek drains all the water from the whole area and not just this lot. He stated
29 that he does not feel it is possible to build a house that close to a creek without filling it in. He
30 stated that he believes the plans were drawn up last year during a drought year, and the creek he is
31 referring to did stop running last fall. He explained that he had been in his house for 6 years, and
32 it has run spring, summer, and fall, for the past 6 years, other than last fall during the drought. He
33 stated that this lot is deceiving because there is only a tiny bit of high ground and the rest is wetland
34 and, in his opinion, would be a poor lot to build on.
35

36 Community Development Director Goellner asked if there was anyone on the Zoom call who
37 would like to speak to the Commission. After hearing and seeing none, she informed the chair
38 that there were no people that called in to the meeting that have asked to speak at the public hearing.
39

40 Jane Payfer, 439 Shoreline Rd, Lake Barrington Illinois, explained that she used to own 430
41 Peavey Lane and currently owns 445 Bovey Road. She stated that she was the one who did not
42 make sure there was an easement before she sold her lot. She explained that at the time, her
43 husband had had a massive stroke and was no longer able to speak. She explained that it was
44 missed when he tried to communicate it to her, and it was also missed by her real estate agent. She
45 noted that both the real estate agent and her husband have passed away, so there is no way she can
46 go back and get it fixed. She stated that she has a lot and a buyer, and realizes that there may be

1 some significant changes to the lot; however, the retaining wall and the engineering that has gone
2 into figuring out how they can get access to the building pad has taken into consideration all the
3 water run-off, because they would also have trouble if they didn't do it right. She stated that as a
4 former resident of Golden Valley, she saw what happened when a house was built on a steep cliff
5 without the appropriate retaining wall and the house was completely destroyed. She stated that
6 would be the last thing she wants for this potential buyer or the nearby homes. She stated that she
7 assumes that the right efforts are being made with the engineering plans in order to deal with the
8 water in the correct way. She stated that they thought they had already reached out to Mr. Mithun
9 to see if they could extend a portion adjacent to the Ferndale Woods driveway and apologized if
10 that had not happened. She noted that Mr. Bodin had paved that portion of the fire lane by himself.
11 She stated to address Ms. Piper's comment, the retaining wall will be tucked under the slope and
12 will not impede her views in any way, and she may not even be able to see it. She stated that she
13 has, in good faith, approached the owner of 430 Peavey Lane multiple times and requested an
14 easement, and pointed out to that owner that it would be a much more suitable approach with much
15 less environmental damage if that easement would be granted. She stated that the owner of 430
16 Peavey Lane asked for more money for the easement than what is the estimated amount is for the
17 driveway, which she found to be morally repugnant and not in the spirit of cooperation. She
18 decided that she could not do that. She stated that the buyers may be able to speak to Mr. Mithun
19 about another option, but she would encourage the Commission to recommend approval until they
20 may hear from the buyers that they have been able to find an alternate method.

21
22 Applicant's representative Mr. Lovett returned and stated that he is not familiar with any of the
23 past conversations that individuals may have had with the City about this lot, and noted that he did
24 not think any of them affected this application process. He stated that he was also under the
25 impression that Mr. Mithun had been approached and had responded that he was not interested in
26 working with them, but noted that they are open to talking with him about possible options. He
27 stated that they would still like to move forward with their request for variance even though they
28 would like to take the opportunity to address alternative possibilities with Mr. Mithun. He stated
29 that he cannot disagree with many of the neighbors' comments that this is a lot of driveway going
30 in to get to a small building pad, but this is a buildable lot that is also a platted lot. He stated that
31 they are just trying to get on the lot so they can build the house. He stated that right now the end
32 of that cul-de-sac has just a spillway and washes out to the low land so this driveway, and its
33 engineering, will improve what is currently there.

34
35 There being no additional public comments on the application, Chair Parkhill closed the public
36 hearing at 7:53 pm.

37
38 Chair Parkhill asked for the Commission to share their questions and feedback on the application.

39
40 Commissioner Douglas asked where Mr. Sexter's property was located in relation to this parcel.

41
42 Planning Consultant Zweber explained that it was too far away to be shown on the applicant's
43 plans.

44
45 Commissioner Douglas clarified that it was not immediately adjoining this property, and there was
46 one in between.

1
2 Commissioner Schwalbe stated that it seems as if through the discussion tonight they may have
3 stumbled on a solution worth looking into that may be better than the request before the
4 Commission. She asked procedurally how the Commission can give the applicant more time to
5 pursue that possibility.
6

7 Community Development Director Goellner explained that the applicant always has the option of
8 withdrawing their current application in order to explore other alternatives. She stated that the
9 Commission's decision needs to be based on the request and facts in front of them today under the
10 relevant criteria from the Code.
11

12 Commissioner Stockton noted that she understands that there is a lot of emotion involved in this
13 process. She stated that she is looking at the primary questions that the Commission is to use in
14 their decision making, but must also consider the drawings and the comments that have been made.
15 She stated that she sees that there has been a significant amount of effort to produce very
16 complicated drawings which have a lot of engineering in order to be able to create this driveway.
17 She stated that from what she can glean of her knowledge of the area because she frequently walks
18 her dog through the fire path, she believes the tree removal will alter the area significantly
19 especially since many of the trees cannot be replaced. She stated that she thinks the length and the
20 amount of pavement that would be put into place is excessive when there is an opportunity from
21 another close access point. She stated that she thinks the retaining walls will present a different
22 character to the area. She noted that she feels this a bit of over development for the area, and feels
23 there is opportunity for further discussion and collaboration with neighbors to pursue another
24 option. She stated that what is jumping off the page to her is the possibility of utilizing the fire
25 path. She noted that she understands the City did not improve it, but it seems to her that the best
26 interest of the community and the natural area is to look more closely at that option. She stated
27 that with respect to the possibility that this was created by the landowner, unfortunately they heard
28 that there was no easement put into place with the sale of the property and was an oversight that
29 was created by the owner of this lot. She stated that it is the result of human error, and not the land
30 itself, and feels it would be an overstep to approve what is being proposed despite the fact that it
31 has been thought out meticulously well. She stated that it appears as though there needs to be a
32 different collaboration of efforts between the City, the community, and the landowner to achieve
33 that, and she just felt this needed to be looked at more closely.
34

35 Commissioner Sorensen stated that regardless of how tonight's vote goes, he would highly
36 recommend the City and everyone who has an interest tonight move forward in pursuing an
37 alternative solution, such as coming through the Mithun property or extending access from the fire
38 lane easement. He stated that the issues raised tonight are important and need to be dealt with
39 appropriately, and explained that was why the City had professional staff and engineers to assist
40 them. He stated that the only issue for the Commission to consider is if this variance request
41 complies with the criteria that they are supposed to consider. He stated that this road needs to be
42 built and used for construction access to the site before anything can be built on the lot. He
43 reiterated that even if the variance is approved, he would encourage all parties to try to find a
44 solution that would work out better for everyone.
45

1 Commissioner Schwalbe stated that from everything she has heard tonight, it seems as if almost
2 everyone would rather see a different solution than a variance for access off of Bovey Road. She
3 stated that she personally does not see any objection to the request, and would recommend approval
4 because she does not see any reason to deny the request. She stated that she would go towards
5 recommending approving with the hope that in order to avoid it actually happening, that all of the
6 interested parties get together and see if there is another solution.

7
8 Commissioner Severson stated that the variance itself is not the issue she is struggling with, and
9 instead is the intent and the outcome of approving the variance when there are other options that
10 have not been fully explored. She stated that she would like to see more discussion around those
11 other options versus this variance, and would rather see that than recommend approval of this
12 variance. She explained that she thinks this would potentially alter the character of the locality.

13
14 Commissioner Douglas stated that she can remember when this came before the Commission a
15 few years ago. She stated that she is torn but as pointed out by Commissioner Sorensen, the
16 Commission should be ruling on the variance for a driveway setback of 10 feet on the side yard,
17 and not whether this property should be developed or about the retaining wall. She stated that she
18 wished there was some way for the neighbors to all come together and figure this thing out, but
19 noted that she will support the request based on the fact that it is unique to this property and also
20 that the variance is for the 10 foot side yard setback.

21
22 Chair Parkhill stated that he thinks the Commission has been given the task to determine if this
23 variance request at the entrance to the lot is something that should be approved. He stated that he
24 doesn't think it has much to do with the driveway, the building pad, the wetlands, or anything else,
25 and is about whether this is a reasonable request in order to have access to the property. He shared
26 that as Commissioner Douglas stated, he is also hopeful that the neighbors can figure this out in
27 another way. He stated that he will also support this variance because this person needs access to
28 the property, and noted that there is certainly some practical difficulties in this situation. He stated
29 that the question of whether this will change the essential character of the locality, he cannot say
30 for sure, but can say that there is a better solution, and is hopeful that the community will come
31 together and figure it out.

32
33 Commissioner Stockton asked if it was reasonable to assume that if the Commission recommends
34 approval of the variance request that the hope that everyone will collaborate on an alternative
35 solution will actually materialize.

36
37 Chair Parkhill stated that he did not know, but would think the people who are affected by this
38 may be more willing to make concessions, and noted that Mr. Mithun has offered to open up the
39 dialogue. He reiterated that the Commission should focus on the 10 foot variance request, and he
40 does not think that is an unreasonable request.

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

43
44 Commissioner Douglas made a motion, seconded by Commissioner Schwalbe, to direct staff to
45 prepare a draft Planning Commission Report and Recommendation with appropriate findings

1 reflecting a recommendation of approval for a Variance of a Driveway Setback at 445 Bovey Road
2 for review and adoption at the next Planning Commission meeting.

3
4 Ayes: Schwalbe, Douglas, Sorensen, Parkhill. Nays: Stockton and Severson. The motion carried
5 4-2.

6
7 **b) Consider Zoning Ordinance Text Amendments for Residential and Commercial**
8 **Zoning Districts**
9

10 Community Development Director Goellner explained that because there is so much information
11 to be presented with this item, staff is breaking up the presentation and discussion into two
12 meetings. She stated that they would suggest opening the public hearing tonight, but continuing
13 it to the next meeting, similar to what was done when they were discussing the Design Standards
14 updates. She reviewed the Zoning Code update process and schedule.

15
16 Planning Consultant Zweber reviewed the basis for the proposed changes.

17
18 Assistant Planner, Valerie Quarles, noted that she had shared much of this information with the
19 Commission at the Planning Commission workshop. She explained that all of the changes being
20 considered are based on the 2040 Comprehensive Plan and community visioning done in 2018
21 which included things like charm, housing availability, and vibrant City spaces. She reviewed
22 some of the points of these visions such as multi-generational housing and greater housing
23 diversity. She reviewed the proposed residential updates to accessory dwelling units (ADU), R-4
24 and R-5 modifications, upper story housing in C-2 and C-3.

25
26 Commissioner Schwalbe asked what the smallest size lot that could have an ADU.

27
28 Assistant Planner Quarles explained that ADUs are subject to the same lot coverage, setbacks,
29 height restrictions and everything a main house would be. She explained that if a main house was
30 already maxing out those metrics, there would not be room for an ADU that looks like an addition
31 or a detached structure, but could possibly be room for a basement conversion. She noted that
32 building an ADU is difficult and expensive so there will not be a great proliferation of them even
33 though they may be permitted. She noted that the City does not have a quota for ADUs, and
34 explained that she believed the market and site conditions will limit the amount that could be built
35 in the City.

36
37 Commissioner Douglas asked what are the smallest sized lots in their zones.

38
39 Planning Consultant Zweber explained that the R-3 and the R-3A Districts have a minimum lot
40 size of 9,000 square feet, and noted that there are a few that are under 9,000 square feet. He stated
41 that ADUs are allowed in these Districts, provided they meet all the other standards.

42
43 Commissioner Schwalbe noted that she has no concerns about the larger lots but is a bit concerned
44 about R-3 and R-3As being able to have ADUs, and asked if the purpose was to improve the
45 density.

1 Planning Consultant Zweber stated that the purpose is two-fold: multi-generational housing, in
2 addition to the density range.

3
4 Chair Parkhill stated that the percentage of the lot coverage is the same whether it is a big lot or a
5 small lot.

6
7 Assistant Planner Quarles reviewed the proposed amendments to the commercial Zoning Code
8 and noted that the allowed lists are outdated, inconsistent and relatively inflexible. She noted that
9 they are proposing a new chapter and a combined use table for allowed uses.

10
11 Commissioner Sorensen asked if these amendments would address allowing more flexibility in
12 what is allowed for uses in the downtown commercial space, and referenced the vacant properties
13 along Lake Street.

14
15 Planning Consultant Zweber noted that one of the guiding principles was pedestrian use and
16 walkability, and one of the proposed amendments would remove drive-thrus from downtown. He
17 stated that with that one exception, he believes the changes that are being proposed provide for
18 more flexibility.

19
20 Community Development Director Goellner stated that she feels the City is providing more
21 flexibility to commercial tenants on Lake Street by combining all retail uses into "Retail Sales"
22 rather than being hyper specific about what is allowed based on what is being sold.

23
24 Assistant Planner Quarles noted that staff wants to talk about the scope and the use table and
25 making it easier to use. She stated that this has brought to light some things that need to be cleaned
26 up, but also some policy questions, definitions that need to be written, and considerations that need
27 to be made about whether to rethink certain uses in certain districts. She stated that they want to
28 take all the policy changes and present them at a separate meeting. She reiterated that she would
29 like the Commission to focus on the table, and then consider the policy changes afterwards. She
30 continued updating the Commission on the proposed amendments to the Commercial Zoning
31 Code. She gave an overview of the current use format for C-2, and the proposed use table, and the
32 difference between permitted and conditional use.

33
34 Commissioner Douglas stated that she would like to see the ADU regulations include a statement
35 that they are subject to rental policies, and asked if it was included.

36
37 Assistant Planner Quarles stated that she remembers that discussion and had intended to add that
38 language. She noted that she will make sure this is added before the next meeting. She noted that
39 staff's goal is to make this as clear as possible.

40
41 Commissioner Severson asked about the ADUs, and noted that the smallest they can be is 300
42 square feet. She asked for confirmation that this meant it would need to be in a 900 square foot
43 home.

44
45 Planning Consultant Zweber explained that it would need a variance, and noted that there is a
46 section of the code that says one-bedroom, single family homes need to be this size and two-

1 bedroom, single family homes need to be 960 square feet. He stated that in this case you would
2 likely have to add 300 square feet.

3
4 Commissioner Severson asked if an ADU can be more stories tall. For example, if she had a ranch
5 style home could she build a two story ADU.

6
7 Planning Consultant Zweber stated that for the house, there is no change to the height requirements
8 and explained that someone could increase the height of their house if their house does not hit that
9 requirement, but they would not be allowed to go above the maximum. He noted that currently, a
10 detached accessory structure has a height limitation of 20 feet, but one change they are proposing
11 is that detached accessory structures could be 25 feet high.

12
13 Commissioner Severson asked if that meant that if she had a ranch home, the ADU could be taller
14 than the home.

15
16 Assistant Planner Quarles stated that would probably come down to how the City would interpret
17 similar architectural design and the requirement that the ADU be architecturally similar to the
18 principal structure. She asked how the Commission felt that should be done, and whether they felt
19 it should be limited to the size of the existing home.

20
21 Commissioner Severson stated that as a homeowner with a ranch style home, the same as many of
22 her neighbors, she would not want her neighbors have an ADU taller than the homes.

23
24 Community Development Director Goellner stated that she is going to look for that within the
25 Code, because she thought she remembered that they did have a provision related to accessory
26 structure height. She stated that it is an interesting point that they can do a bit more research on
27 before the next meeting.

28
29 Commissioner Severson asked whether adding an ADU onto the house would make this a two-
30 family dwelling.

31
32 Community Development Director Goellner asked if she meant from a taxing perspective.

33
34 Assistant Planner Quarles stated that ADUs are categorized separately.

35
36 Commissioner Schwalbe asked how this would be different than a duplex.

37
38 Assistant Planner Quarles explained that it would be different because the ADU is limited in size.

39
40 Commissioner Sorensen stated that he thought the ADU had to be for a family member.

41
42 Community Development Director Goellner stated that it did not need to be for a family member,
43 and explained that either the principal structure or the ADU has to be owner occupied. She
44 explained that this was discussed at the task force meeting, and they determined that enforcing
45 familial relationships would be very difficult.

1 Chair Parkhill noted that they have proposed consolidating many of the uses for the Commercial
2 Code, but noted that it appeared that the City would have a lot less control over what may go into
3 those spaces. He asked, for example, if a pawn shop wanted to come in, what could be done. He
4 stated that even if they could afford the rent in downtown Wayzata, he does not feel that is
5 appropriate use for the area. He asked what things staff has pulled out of the Code for things like
6 pawn shops.

7
8 Community Development Director Goellner stated that the 'adult' uses are definitely covered
9 under another section of Code that has many more restrictions around its location, and requires a
10 public review process. She noted that pawn shops are interesting because they are considered
11 consignment retail, but from a land use perspective it can be difficult.

12
13 Planning Consultant Zweber stated within the City Code there is Part 5, which is the business
14 license regulations, and that there is a list of requirements where certain businesses need to get a
15 license. If they do not meet those requirements, the license can be revoked. He explained that one
16 of the reasons that is not in the Zoning Code is to eliminate an issue with non-conformity. He
17 stated that if the community feels the impact from a pawn shop is different than other retail, they
18 can come up with a pawn shop license to address those issues, which is what many communities
19 have done.

20
21 Chair Parkhill explained that in Chicago they do not allow too many nail and hair salons to be in
22 close proximity to each other. He stated that they have restrictions, such as having to be 1,000 feet
23 apart from each other, and asked if that would be something that would come through the licensing
24 part of the Code.

25
26 Planning Consultant Zweber explained that the business licenses that he was familiar with, the
27 community prepares a study to show what the impacts are and sometimes it is that other uses, such
28 as a school or a park and the business has to be a certain distance away from them. He stated that
29 if you are regulating something differently than a similar type of business, there should be a study
30 to demonstrate what the impacts are and show how the regulations you are establishing mitigate
31 the impacts which he assumes is what was done in Chicago. He noted that part of what the task
32 force did was try to be more flexible and make things easier for businesses.

33
34 Community Development Director Goellner noted that 'non-compete' clauses are a feature of
35 many lease agreements in multi-tenant shopping centers, but individual property owners would
36 likely not have that type of clause. She stated that they can dig into that a bit deeper for the next
37 meeting because there are pros and cons to having more generic language around retail and
38 services and letting the market play it out or being hyper specific.

39
40 Planning Consultant Zweber stated that on page 163 of the packet the section called Special
41 Limitations and Conditions which has not been touched because they are really working on uses
42 and trying to simplify uses. He stated that many of the policy questions being raised will be dealt
43 within sections like this and discussed at a later date.

44
45 Community Development Director explained that they did not want it to appear that a major policy
46 decision was being hidden in the details, so they are trying to just focus on the table at this point.

1
2 Chair Parkhill opened the public hearing on the application at 9:08 pm.

3
4 Assistant Planner Quarles stated there were no people present in the meeting room or that called
5 in to the meeting that have asked to speak at the public hearing.

6
7 City Attorney, David Schelzel suggested that there be a motion to continue the Public Hearing to
8 the next Planning Commission meeting.

9
10 Commissioner Sorensen made a motion, seconded by Commissioner Severson, to continue the
11 Public Hearing to the next Planning Commission meeting on March 7, 2022.

12
13 Motion carried unanimously.

14
15 Commissioner Sorensen stated that he has a bit of a concern about ADUs in the R-3 zoning district
16 because he thinks it may be a bit much, even if it follows all the requirements.

17
18 City Attorney Schelzel stated that the Commission will weigh in on these proposed changes at the
19 close of the Public Hearing. He stated that the concern shared by Commissioner Sorensen is
20 something that could be included in their recommendation to Council, and asked staff if they would
21 like the Commissioners to contact them prior to the next meeting with these types of concerns or
22 things that they would like to go into more depth on at the next meeting.

23
24 Community Development Director Goellner stated that between now and the March 7, 2022
25 meeting it would be helpful if they start getting their comments about areas of concern or areas
26 that they have additional questions about to staff. She stated that she will try to get a sense from
27 the group where that level of attention may be needed in order to spend more time on them. She
28 stated that if there are proposed amendments that the Commission is not comfortable with, those
29 can be pulled out and not be included in the report and recommendation for the Council. She
30 explained that this way they can bring forward to the Council things that the Commission was very
31 comfortable supporting, and note the things that they still have some hesitancy about.

32
33 Commissioner Douglas stated that she will be gone for the whole month of March so she will not
34 be present for the vote, and asked if she could comment in the on-line format.

35
36 City Attorney Schelzel stated that he would advise her against participating in the public hearing
37 and voicing comments via Zoom, even as a citizen, because it is too close to her role as a
38 Commissioner. He suggested that she express her feelings tonight if possible, since she will not
39 be present for the vote.

40
41 Commissioner Douglas stated that she knows that there is a public meeting scheduled for ADUs
42 on March 1, 2022, but questioned how many people know about the meeting. She stated that she
43 has concerns about the smaller lots with relation to ADUs, and gave the example of someone
44 moving to the City to get more in the countryside with green lawns and then their neighbor puts in
45 an ADU five feet from the property line. She stated that she is also concerned about the parking
46 issues this may create on the streets in the smaller neighborhoods with the smaller lot sizes. She

1 stated that she is in support of the rest of the proposed amendments, but remains concerns about
2 some of the ADU details.

3
4 **AGENDA ITEM 6. Other Items:**

5
6 **a) Review of Development Activities**

7
8 Community Development Director Goellner stated that for the next meeting there will be the
9 continuation of the Public Hearing on the proposed Zoning Code Amendments. She noted that for
10 the March 21, 2022 meeting two Public Hearings are scheduled: one for 1022 Wayzata Boulevard
11 for a proposal of a drive-thru coffee and convenience restaurant, and another for the property
12 known as the Sathre-Bergquist building, 150 Broadway Avenue S, for a proposal of a 5
13 condominium building with some office on part of the ground floor. She noted that there are a
14 number of other applications that are in the pre-application stage, including one for the Blake
15 School property.

16
17 **b) Planning Commission Meeting Schedule**

18
19 Chair Parkhill suggested that staff use this time to remind people of the ADU meeting that will be
20 held tomorrow night.

21
22 Community Development Director Goellner explained that there will be a community meeting on
23 March 1, 2022 at 4:30 p.m. at City Hall to discuss Accessory Dwelling Units (ADUs). She stated
24 that there is also a Special City Council meeting on March 1, 2022 at 7:00 p.m. to hear about the
25 development application for Cantissimo Senior Living.

26
27 Commissioner Severson asked if there was a Zoom opportunity for the ADU meeting.

28
29 Community Development Director Goellner stated that it is only an in-person meeting for the
30 ADUs, but the Special City Council meeting will be a hybrid meeting. She noted that the Parks
31 Rezoning Community meeting will be held on March 10, 2022 at 5:00 p.m., and there will also be
32 a community meeting about the Section Foreman House on March 15, 2022 at 4:30 p.m.

33
34 Commissioner Schwalbe asked if staff was aware that in the City of Minnetonka, the former
35 nursing home site, Hillcrest, has a proposal to put in a megachurch with 500 parking spaces.

36
37 Assistant Planner Quarles noted that over the last month, she has learned a lot about the City of
38 Minnetonka's public process as a result of this project. She stated that the City of Minnetonka
39 does an extremely preliminary community meeting that is also a public hearing. She stated that it
40 is held before the PUD concept plan phase, so they essentially present a concept but do not vote.
41 She stated that at the moment, there is really nothing for the City of Wayzata to review on this
42 potential project in Minnetonka.

43
44 Community Development Director Goellner assured the Commission that staff will continue to
45 monitor the City of Minnetonka's process.

1 **AGENDA ITEM 7. Adjournment.**

2
3 There being no further business on the agenda, Chair Parkhill asked for a motion to adjourn.

4
5 Commissioner Severson made a motion, seconded by Commissioner Schwalbe, to adjourn the
6 Planning Commission meeting.

7
8 Community Development Director Goellner completed a roll call vote on the motion. The motion
9 carried unanimously.

10
11 The Planning Commission meeting was adjourned at 9:27 p.m.

12
13 Respectfully submitted,

14 Kayla Atkins Rokosz

15 *TimeSaver Off Site Secretarial, Inc.*
16



City of Wayzata Planning Commission Agenda Report

MEETING DATE: March 21, 2022	AGENDA ITEM: 4.b
TITLE: Approval of Meeting Minutes of March 7, 2022	
PREPARED BY: Valerie Quarles, Assistant Planner	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: N/A	

BACKGROUND:

See attached Meeting Minutes of March 7, 2022.

ACTION REQUESTED:

Staff recommends approval of the attached regular meeting minutes of March 7, 2022.

ATTACHMENTS:

1. PC.03.07.2022_Draft for PC Review

**WAYZATA PLANNING COMMISSION
MEETING MINUTES
MARCH 7, 2022**

AGENDA ITEM 1. Call to Order

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

Chair Parkhill read a prepared statement regarding the hybrid meeting format, including information on attending, viewing and providing public comment.

AGENDA ITEM 2. Roll Call

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

Present at roll call were Commissioners: Merriam, Parkhill, Stockton, Sorensen, and Severson. Community Development Director Emily Goellner, Planning Consultant Eric Zweber, Assistant Planner Valerie Quarles, and City Attorney David Schelzel were also present.

Absent at roll call were Commissioners: Douglas and Schwalbe

AGENDA ITEM 3. Approval of Agenda

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

Commissioner Stockton made a motion, seconded by Commissioner Sorensen, to approve the March 7, 2022 agenda, as presented.

The motion carried unanimously.

AGENDA ITEM 4. Consent Agenda

a.) Approval of Planning Commission Report and Recommendation of Approval for Driveway Setback Variance at 445 Bovey Road

Chair Parkhill read the item listed on the consent agenda and asked if any Commissioner wished to pull it for further discussion.

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

Commissioner Severson made a motion, seconded by Commissioner Merriam, to approve the Consent Agenda, as presented.

The motion carried unanimously.

AGENDA ITEM 5. Public Hearing Items

a) Consider Zoning Ordinance Text Amendments for Residential and Commercial Zoning

Assistant Planner, Valerie Quarles, reminded the Commission that staff had presented the first portion of the proposed text amendments to the Zoning Ordinance at the last Commission meeting, and noted that the Public Hearing for this item was opened on February 28, 2022 and continued to this meeting. She stated that on March 1, 2022 there was also a community meeting held to discuss the proposed amendments related to Accessory Dwelling Units (ADU), and noted that there were about eight people in attendance at that meeting who raised some of the same concerns that had been raised by the Commission, but who also expressed support for the City having the opportunity for ADUs in the City. She gave an overview of the proposed language changes to support townhomes/twin homes in R-4 and R-4A; Density Allowances in R-5; Upper Story Housing in C-2 and C-2; and Revisions to C-4, C-4A, C-4B. She noted that the reason for the proposed text amendments are to align the City's Zoning Code with the recently updated Comprehensive Plan.

Commissioner Merriam stated that the City does not have the results of the Wayzata Boulevard corridor study yet, and asked why the City would consider increasing C-3 height limits to three stories along Wayzata Boulevard when it has not yet received the answers from the study.

Planning Consultant Zweber stated that when they were discussing this with the Zoning Task Force, they had the results of the survey that was done in connection with the Design Standards updates, where they had asked questions about what height people were comfortable with on Lake Street and Wayzata Boulevard. He stated that the results were favorable for three stories on Wayzata Boulevard and even had some support for four stories. He stated that in this part of the corridor, there are a few existing three-story buildings which are zoned C-1. He stated that they felt in looking at the purpose statements of the zoning districts and the Comprehensive Plan that this would be kind of a 'work around' and explained that in order to avoid using a neighborhood commercial C-1 to achieve the three stories on this part of the corridor, they recommended increasing it to three stories within the C-3 district.

Commissioner Merriam asked what existing three story buildings he had referred to and noted that she could only think of the Wells Fargo building.

Planning Consultant Zweber referenced the Edina Realty building and explained that the others are on the corner of Bushaway Road and Wayzata Boulevard.

Commissioner Merriam stated that she felt this would completely change the look of Wayzata Boulevard in this area and explained that she was personally uncomfortable with changing this to allow three stories in this corridor.

Assistant Planner Quarles continued review of the recommended changes related to Upper Story Housing in C-2 and C-2; and Revisions to C-4, C-4A, C-4B. She gave a brief overview of what the Commission had discussed at the prior meeting relating to ADUs. She reviewed the two options that staff came up with to potentially reduce the impact of ADUs in R-3 and R-3A zoning

1 districts, including setting a minimum lot size or not allowing detached ADUs. She reviewed other
2 metro cities minimum lot sizes for ADUs.

3
4 Commissioner Merriam stated that she has heard about the concern raised about lot size and ADUs
5 but noted that they will have to abide by the lot coverage rules and questioned whether it would
6 really be a concern because of those standards.

7
8 Assistant Planner Quarles explained that this concern was raised by both the Commission and
9 members of the public, but staff's initial thinking was that the lot coverage restrictions would be
10 sufficient.

11
12 Commissioner Sorensen stated that he had raised a concern at the last meeting about allowing
13 ADUs in R-3A. He stated that he is supportive of the Comprehensive Plan and trying to increase
14 diversity in housing, especially for multi-generational options, but thinks they also need to be
15 respectful of the current neighborhoods and maintaining their character. He stated that people live
16 in these neighborhoods because they like the single-family, character, and feel of them. He stated
17 that he has a concern that detached ADUs in R-3 and R-3A may be pushing what most people in
18 the community would like.

19
20 Commissioner Severson stated that the second option presented by staff does not allow for a
21 detached ADU and asked if it would still allow a basement or garage conversion.

22
23 Assistant Planner Quarles stated that was correct and noted that the thought was that an attached
24 ADU would not have the same impact as a detached ADU.

25
26 Commissioner Stockton asked if, similar to a hotel room, there would be a limit to the number of
27 inhabitants based on square footage allowed in the ADUs.

28
29 Assistant Planner Quarles explained that the building code occupancy limits would limit the
30 number of occupants. She reviewed a map that showed the parcels that would have the 10,000
31 square foot minimum lot size and noted that all R-3 parcels are over 10,000 square feet. She noted
32 that they had also discussed a potential separate height limit for a detached ADU and the possibility
33 of tying that limit to the main home.

34
35 Commissioner Merriam asked if there was language included so the ADU would not be taller than
36 the main structure and if not, she would recommend that language be added.

37
38 Planning Consultant Zweber stated that language does not currently exist.

39
40 Commissioner Severson asked if someone could build an ADU on the top of their attached garage
41 of a one-story home, so just the garage would be a double story.

42
43 Assistant Planner Quarles explained that currently if it were an attached garage and it had an ADU
44 built over it, it would be subject to the same height regulations as the principal structure. She noted
45 that if it were a detached garage, under these regulations, it could be taller than the main house.

1 Commissioner Sorensen stated that he feels there may be an unintentional consequence with a
2 detached ADU being utilized for short-term use, such as VRBO or Airbnb.

3
4 Community Development Director Goellner stated that this was discussed at the ADU information
5 session last week. She stated that the City explored options for regulating short-term rentals in
6 about 2018, but at the time, the Council felt there were not enough short-term rentals that would
7 require regulation. She stated that the Council directed staff, at that time, to just continue
8 responding to complaints if they came in, with police calls for nuisances or property maintenance
9 issues. She noted that it has not been an overwhelming issue, so that approach stands. She stated
10 that she would say that it is a consistent activity that is seen in the City but not necessarily a
11 nuisance. She suggested that staff bring the short-term rental discussion to the Council in tandem
12 with this discussion so they can decide if it has reached a tipping point with the need for adopting
13 short-term rental policies.

14
15 Assistant Planner Quarles gave a brief overview of the previous discussion around the use table
16 that was presented at the last Commission meeting and the proposed change to group all retail into
17 just two categories.

18
19 Commissioner Merriam asked about the location of C-1B zoning in the City.

20
21 Community Development Director Goellner showed the location of the C-1B zoning on the current
22 map.

23
24 Commissioner Merriam stated that the area indicated are single family homes and an apartment
25 building.

26
27 Planning Consultant Zweber stated that this was correct but explained that zoning district allows
28 commercial businesses within what looks like a home and many of the C-4 lots on Barry and
29 Manitoba Avenue are office buildings that look like homes. He stated that it may be that the homes
30 located in the C-1B have chosen not to have businesses within them.

31
32 Commissioner Merriam asked when that area changed to C-1B.

33
34 Planning Consultant Zweber stated that he has been working with the City for about 6 years and
35 he does not remember it changing during that time.

36
37 Commissioner Merriam noted that it appears to be spot zoning.

38
39 Community Development Director Goellner stated that staff can do some more digging on the
40 history of C-1B which would also help them envision where it could or could not work in the
41 future as a zoning tool.

42
43 Assistant Planner Quarles asked if the Commission had an opinion on whether retail should be
44 limited by size or by accessory use for limited retail.

1 Planning Consultant Zweber explained the current limitations for commercial retail activity and
2 explained the way this could be changed to limit by either size or by its purpose.

3
4 Chair Parkhill asked if the proposed changes simplify what is currently in place, and if it 'loosens
5 the reins' from what is there now or makes it tighter and noted that he finds it confusing.

6
7 Commissioner Merriam gave the example of someone wanting to have a yoga studio and if that
8 would be permitted in this district.

9
10 Planning Consultant Zweber stated that a yoga studio would fall into the personal services category
11 and would not be a retail establishment. He clarified that the intent of the proposed language would
12 be that the maximum business size is 2,000 square feet.

13
14 The Commission discussed examples and various scenarios of limiting the retail by size or by its
15 purpose.

16
17 Assistant Planner Quarles suggested that the City move forward with a size limit and a 'can be'
18 accessory use.

19
20 Chair Parkhill stated that he likes that idea because it would give people an option to have an
21 accessory retail business.

22
23 Assistant Planner Quarles stated that it could also be a small business independent of another
24 use. She asked if there was consensus from the Commission to support a 2,000 square foot limit
25 that can either be stand-alone or accessory to another use.

26
27 The Commission discussed the 2,000 square foot limit.

28
29 Commissioner Merriam noted that she could be much more flexible with C-1A and allow larger
30 spaces than C-1B and suggested that perhaps there should be a separate mindset for those two
31 districts.

32
33 Commissioner Stockton noted that she was about to suggest the same thing.

34
35 Planning Consultant Zweber stated that would be completely appropriate because different zoning
36 districts can have different standards.

37
38 Assistant Planner Quarles explained that following the Commission direction tonight, staff will
39 take time to process the feedback and incorporate it into the Code language before presenting it to
40 the Council.

41
42 Chair Parkhill asked for a refresher on what the Commission feedback has already been on this
43 subject.

44
45 Planning Consultant Zweber stated that they can incorporate that information with the report and
46 recommendation that staff will prepare for the next meeting. He stated that he believes the

1 Commission was comfortable with a size limitation in C-1B, but does not need to be additional
2 size limitations for C-1A.

3
4 Commissioner Stockton stated that she would also to see that professional services are not
5 eliminated within C-1B.

6
7 Planning Consultant Zweber assured Commissioner Stockton that those would not be eliminated
8 and would be governed by lot size, lot coverage, and other requirements that limit the size of the
9 building.

10
11 Assistant Planner Quarles asked if staff has adequately addressed the concerns that the
12 Commission raised at the last meeting.

13
14 Chair Parkhill gave the example of someone coming to the City and wanting to buy a 1 acre lot in
15 a C-1 zoning district, and asked if they could easily determine exactly what they could build.

16
17 Planning Consultant Zweber stated that the way the City would communicate is through the
18 minimums or maximums of the regulations, such as lot coverage, floor area ratio, or height
19 requirements. He explained that having the usage table makes it easier to have the conversation
20 that explains here are the uses that are allowed, which have also been updated to remove a lot of
21 the old nomenclature.

22
23 The Commission discussed details of how mixed-use density and usage would be calculated.

24
25 Chair Parkhill explained that when he sees 6-12 units, it confuses him because he doesn't
26 understand how they would know if it is 6 or 12 units.

27
28 Planning Consultant Zweber gave an easy example of a project with 50/50 mixed use, on two
29 floors, with one floor being businesses and one floor for residential. He stated that in order to
30 figure out how much of that land should go toward the residential density, it would be 50%.

31
32 Chair Parkhill explained that he just wanted to ensure that this can be figured out mathematically
33 and would not be subjective.

34
35 Planning Consultant Zweber stated that it can absolutely be worked out mathematically but noted
36 that other things come into play for calculations, such as parking. He noted that it is all empirical
37 and there are formulas in the Code that can be applied to any mixed-use development.

38
39 Community Development Director Goellner stated that she would agree that it is objective how
40 they get to the mix of uses, but the difficulty would be that staff will always remain a bit reactionary
41 because they really need to see a proposal from the developer in order to analyze it.

42
43 Chair Parkhill stated that his experience in other places has been that this can be much more
44 straight forward with what they can do with a lot.

1 Community Development Director Goellner stated that staff could look into this more deeply and
2 questioned whether the other communities Chair Parkhill was referring to had more similar lot
3 sizes for their districts. She stated that there may be a way for them to provide a bit more clarity
4 on what mixture of uses is possible with perhaps a handout or info sheet.

5
6 Commissioner Merriam stated that she really thinks the new use table will be very helpful.

7
8 Assistant Planner Quarles noted that there is also an additional layer of communicating the Code
9 changes. She stated that she would like to have more information available to people on how to
10 interpret code with something like a facts sheet so they have a cursory understanding of what is
11 going on before they have to contact staff or dive into the code.

12
13 There being no additional questions from the Commission for staff, Chair Parkhill returned to the
14 public hearing that was continued from the previous meeting at 7:48 pm.

15
16 Director Goellner stated there were no people that called in to the meeting that have asked to speak
17 at the public hearing.

18
19 Chair Parkhill noted that there was also no one present in the chambers.

20
21 There being no one wishing to comment on the application, Chair Parkhill closed the public
22 hearing at 7:49 pm.

23
24 Chair Parkhill asked for the Commission to share their questions and feedback on the application.

25
26 Commissioner Merriam noted that staff had mentioned R-4A, but that was not shown on the map
27 and asked if it needed to exist.

28
29 Planning Consultant Zweber stated that the R-4 would essentially become compliant with the new
30 R-4A standards. He explained that they are not proposing that these are rezoned, but the existing
31 townhomes in the Bluff District would be the new R-4 and the townhomes that are towards the
32 edge of the City, such as on Hollybrook, would comply with the new R-4A.

33
34 Commissioner Merriam stated that Hollybrook is the only area she sees zoned as R-4 and noted
35 that it appears as though this is excluded from having an ADU and asked if there was a reason for
36 that.

37
38 Planning Consultant Zweber explained that it would be keeping the existing practice.

39
40 Commissioner Merriam stated that she feels that makes sense but would question why it would be
41 allowed in R-5 which is typically more of an apartment building use.

42
43 Planning Consultant Zweber stated that is just because that is the current practice, and staff did not
44 change how the existing R-4, R-4A, and R-5 address ADUs.

1 Commissioner Merriam stated that she thinks it is reasonable to restrict ADUs in R-5. She stated
2 that the corners on Wayzata Boulevard that have R-5 zoning feels a bit high to her because she
3 does not think they are as dense as that currently.

4
5 Assistant Planner Quarles stated that was correct, and explained that part of the revisions for R-5
6 have two scenarios and R-5 does not have to be mixed use.

7
8 Commissioner Merriam stated that she was curious why those locations were R-5 rather than a
9 lower density type of zoning because they abut single family homes.

10
11 Community Development Director Goellner noted that staff could research the lot size and the unit
12 count and see what density they are at, and explained that had been done for the larger properties.
13 She stated that it could be that they are closer in density to R-4 than R-5.

14
15 Commissioner Merriam asked about parking referenced on page 10, where retail requires 3 spaces
16 for every 1,000 square feet of floor area and a shopping center requires 1 space for 150 square feet
17 of floor area.

18
19 Assistant Planner Quarles stated that the parking regulations are a huge policy discussion in and
20 of themselves. She suggested that the Commission have a separate policy discussion on the
21 parking regulations.

22
23 Commissioner Merriam stated that she would agree there should be a discussion about parking.
24 She asked about lighting standards under Food and Beverage Establishments and whether that
25 means they must either be landscaped or covered. She stated that if that is the intent, it is missing
26 the words 'must be'.

27
28 Chair Parkhill asked if the Commission could make a change like this right now and reword it.

29
30 City Attorney Schelzel explained that part of the process between now and when the Commission
31 gets the proposed final planning report and recommendation from staff will be to catch these kinds
32 of things. He explained that he would go through the proposed final text of the amendments to
33 make sure these types of things are caught.

34
35 Commissioner Merriam asked why, for condition #11, they would limit the gross square footage
36 of bakeries, and noted a typographical error where a word should be 'excess' in that statement.
37 She asked how the gross square footage number came about.

38
39 Planning Consultant Zweber stated that he was unsure how this number came about but believes
40 'a' number came when there were more commercial bakeries in the region, and to allow more of
41 a retail bakery than a commercial bakery.

42
43 Commissioner Merriam asked about condition #12, that states that no seating is provided and asked
44 if chairs were outlawed.

1 Assistant Planner Quarles stated that she believes an example would be a Domino's, and stated
2 that she does not think the City would nit-pick seating in take out restaurants. She noted that
3 Domino's is not a sit down restaurant.

4
5 Community Development Director Goellner stated that under the Code language, the seating
6 cannot be provided for customer dining on the premises. So, if the seating was designed for
7 waiting, that would be acceptable.

8
9 Commissioner Merriam stated on this same page, 937.04A, Dwelling Multi-Family, it states that
10 the development does not border or front Lake Street. She stated that there are several buildings
11 on the north side of Lake Street along the west end that are solely residential, and the zoning map
12 does not even show them as PUDs, such as Meyer Place and Ventana.

13
14 Planning Consultant Zweber stated that those are PUDs which allows them to make adjustments.

15
16 Commissioner Merriam apologized, and noted that she had been looking at an old map and sees
17 that they are designated as PUD on the new map.

18
19 Community Development Director Goellner stated that staff is not yet ready to bring forward a
20 policy discussion on bordering or fronting Lake Street, and feels it needs more research to
21 determine if the City is comfortable changing that provision.

22
23 Commissioner Merriam referenced page 27, Recreation Indoor, which states that the use shall not
24 serve alcoholic beverages but noted that she can think of something like a pickleball where they
25 may want to serve alcoholic beverages. She asked if the language was necessary and if it was
26 something that they really wanted.

27
28 Community Development Director Goellner noted that she would prefer not to get too deep into
29 alcohol regulations within the zoning code, and would instead like to keep those regulations in the
30 parts of code that are more closely related to business licensing.

31
32 Planning Consultant Zweber noted that he did not have any reasons to argue to maintain that
33 standard and if the Commission felt it was appropriate to remove it, he would not have any
34 arguments.

35
36 Chair Parkhill noted that he believes it is the only spot that mentions alcohol, and asked if this
37 reference was needed.

38
39 Planning Consultant Zweber stated that normally alcohol is addressed in the business licensing
40 part of code, and not the zoning ordinance, so staff could support its removal.

41
42 Community Development Director Goellner stated that staff will look more closely to see if there
43 are other references, and then discuss it with the City Clerk to see if she sees any concerns or
44 implications this removal may have.

1 Commissioner Merriam noted that on page 28, Storage Outdoor, under Accessory Uses, item D,
2 she questioned if it should just say screened from view of neighboring uses, including residential
3 because she feels there is excess language.

4
5 Assistant Planner Quarles suggested that a simple solution may be to change the word 'and' to 'if'
6 to provide clarity in that section.

7
8 Commissioner Merriam referenced page 47 of 109 and confirmed that the height restriction was
9 decreased for R-4A from 35 feet to 30 feet. She asked if in the shopping center district they are
10 lowering the height of the Lund's quadrant and the strip mall across from the Promenade from 35
11 feet to 30 feet.

12
13 Planning Consultant Zweber stated that this was correct.

14
15 Commissioner Merriam asked what discussion happened at the task force, and the reasoning
16 behind that recommendation.

17
18 Planning Consultant Zweber stated that it was two-fold with one looking at the existing uses, for
19 example there are currently some offices uses on the second floor. He stated that they swapped
20 heights between C-2 and C-3 and were recommending decreasing C-2 and increasing C-3, which
21 he knows Commissioner Merriam had stated she was uncomfortable with.

22
23 Commissioner Merriam stated that she would like to wait before making this change until the City
24 has the results of the Wayzata Boulevard corridor study.

25
26 Chair Parkhill stated that he thought the study was only being done on the corridor.

27
28 Community Development Director Goellner explained that for the corridor study they are planning
29 to focus on Wayzata Boulevard but thinks there is an interesting point being made about the C-3
30 property that exists south of Lake Street that has a big impact on lake views, so this is a relevant
31 discussion. She stated that perhaps there needs to be more discussion with the Commission and
32 Council before action is taken on C-3 knowing that Boatworks is part of that.

33
34 Planning Consultant Zweber shared details from the most recent redevelopment application for the
35 Boatworks site that was for a four-story development, with a 50 foot height, which required a
36 variance and was not approved. He noted that if someone came in and requested that Boatworks
37 be rezoned to a PUD, the existing PUD standard would be 3 story, 35-foot height.

38
39 City Attorney Schelzel stated that this is a good line of inquiry because most of the zone lies along
40 Wayzata Boulevard, but the Boatworks property is an outlier for the district and a unique property
41 in the City. He stated that if the underlying zoning district of C-3 went from 2 stories and 30 feet
42 to 3 stories and 35 feet, it would obviously affect the Boatworks property. He stated that it does
43 change the land use and what could possibly be a permitted use and structure on the property, but
44 not without process. Any change from the current PUD would still have to go through the PUD
45 process to alter or get rid of the PUD/CUP altogether with a new proposal. He stated that if this is

1 a concern, staff can think about different ways of addressing it, including a possible rezoning of
2 the property.

3
4 Community Development Director Goellner suggested that staff do more research on this to
5 provide more clarity, because she senses that there is not comfort from the Commission in
6 increasing the permitted height of that property without a clear description of what that entails.

7
8 Chair Parkhill noted that he felt having properties south of Lake Street at two stories is a good
9 idea.

10
11 City Attorney Schelzel stated that the City could look at something like having a different district
12 for the Wayzata Boulevard corridor properties that are currently C-3. He suggested that staff take
13 a closer look at this and figure out what makes the most sense, and determine if these different
14 areas should be treated differently for land use regulation.

15
16 Community Development Director Goellner noted that one of the action items that will likely come
17 out of the study and visioning process for Wayzata Boulevard is to talk about the height
18 requirement and what the community is comfortable with. She stated that one of the ideas brought
19 up at the workshop was to hold off on the discussion of the upper story housing and height
20 increases in C-3 until the study is completed, but this is likely to take 15 months until it is
21 completed with additional time to update the code. She stated that would result in a pretty long
22 waiting period and should be considered as well.

23
24 Chair Parkhill stated that if the Commission is concerned about three stories on Wayzata
25 Boulevard given that everything has moved so close to the road, so holding off on the change may
26 be the only option.

27
28 Community Development Director Goellner asked if the Commission felt like that was a good
29 move. She noted that in the workshop, there was still a majority of Commissioners that felt there
30 was enough in the Comprehensive Plan that very strongly support upper story housing above the
31 commercial uses on Wayzata Boulevard, so the goal of this language was to implement that.

32
33 Chair Parkhill stated that he is less concerned about it now that he thinks through it a bit more, and
34 felt it would kind of end up looking like the buildings on Lake Street which he feels are
35 proportional, such as Wayzata Blu.

36
37 Community Development Director Goellner asked for a bit more clarification from the
38 Commission if they were comfortable moving forward with the increased height in the C-3 district.

39
40 Commissioner Sorensen stated that he thinks there is enough concern about C-3 on Wayzata
41 Boulevard that waiting for the study to be completed may be appropriate, and that they should hold
42 off on making that change until that time.

43
44 Chair Parkhill stated that he would support the change because he thinks it will end up looking
45 like the buildings along Lake Street, with a third-floor setback.

1 Commissioner Stockton stated that she thinks the Design Standards will be able to address some
2 of the concerns. She stated that she thinks that there may be a subconscious visual of the medical
3 building that is making it difficult for the Commission to think past that situation. She reiterated
4 that she thinks the Design Standards will address many of the concerns with the inclusion of a
5 third-floor setback.

6
7 Commissioner Severson stated that she agreed, and noted that she would expect that every building
8 will not just be right along the sidewalk.

9
10 Commissioner Merriam stated that she hears the points being made that the Design Standards will
11 help address the concerns but reiterated that they do not know the results of the corridor study.
12 She stated that she has heard that there are a lot of concerns about what is going on along Wayzata
13 Boulevard right now. She stated that those concerns may be more involved than just a height issue,
14 and asked why the City would allow 35 feet now when it may possibly be reversed once the study
15 has been completed.

16
17 Assistant Planner Quarles stated that staff can bring both perspectives forward to the Council for
18 discussion.

19
20 Community Development Director Goellner stated that she thinks there is plenty of text within the
21 Comprehensive Plan and the way the land use map is laid out that a third story is very clearly
22 justified in the long-term plan and the policy direction has been laid out.

23
24 City Attorney Schelzel stated that the next step for the Commission on the proposed Zoning
25 Ordinance amendments is to direct staff to prepare a draft report and recommendation on those
26 particular amendments, but noted that the discussion tonight about the amendments will be
27 included in the minutes for Council's review. He stated that the Commission did not need to take
28 a vote on every single item but staff will bring forward a draft report and recommendation that has
29 all of these things outlined one way or another.

30
31 Chair Parkhill suggested that the Commission outline their concerns about ADUs, and asked if
32 staff wanted any additional feedback on the other items.

33
34 Assistant Planner Quarles stated that she would also like to see if there were concerns or questions
35 about the R-5 allowances.

36
37 Planning Consultant Zweber referenced the proposed allowances in Section 959.07, and noted
38 that the private open space was not included in the allowances.

39
40 Assistant Planner Quarles noted that she will ensure that is included for the Council and apologized
41 for the oversight. She asked if the Commission felt good about these particular allowances
42 including renewable energy, affordable housing, open space, and existing parking.

43
44 Commissioner Stockton asked for the definition of affordable housing.

1 Assistant Planner Quarles stated that would be defined and written in as part of a City housing
2 policy which does not yet exist, and explained that it would be written principally with the HRA.

3
4 Community Development Director Goellner stated that there is a long complicated way of
5 describing affordable housing, but the simplest to describe it for the Twin Cities metro area would
6 be as housing that is affordable for a family of four that earns \$50,000 in their household income.

7
8 Chair Parkhill asked if staff was concerned about putting this in the code because the housing
9 policy and affordable housing has not yet been defined.

10
11 Community Development Director Goellner explained that she finds comfort in not overly
12 defining it within the zoning code. She stated that they are hoping to offer a possible incentive for
13 a developer who is looking to increase density on their property and wondering how they may be
14 permitted to do so.

15
16 Chair Parkhill stated that he would have the same question for the renewable energy because that
17 policy also does not yet exist.

18
19 Community Development Director Goellner noted that there is some risk in adopting code
20 language that refers to policies that are not adopted at the exact same time. She stated that they
21 could carry this forward to the Council to ask if they were comfortable with that because those
22 policies will take some time and stakeholder input. She explained that what she thinks lessens the
23 risk is that the policies only come into play with an 'opt in' scenario.

24
25 Commissioner Merriam stated that 1,500 square feet/unit is what it can get down to with
26 allowances and asked how many units that would be per acre.

27
28 Planning Consultant Zweber stated that it would be almost 30 units/acre but shared ways that could
29 get up to 40/units per acre, for example if it was affordable housing or multi-family elderly
30 housing.

31
32 Commissioner Merriam stated that she thinks that the City needs to further explore areas that are
33 zoned R-5, and the new language before there can be a determination made on whether or not this
34 is a good thing to do in the City.

35
36 Chair Parkhill stated that he feels these comments and concerns can be shared with the Council in
37 the report for consideration.

38
39 Assistant Planner Quarles asked if there was a consensus from the Commission on whether it
40 makes sense to blanket ban detached ADUs in R-3 and R-3A, or to consider a minimum lot size
41 of 10,000 square feet.

42
43 Commissioner Merriam stated that she would not like to see it be less than 10,000 square feet.

44
45 Commissioner Stockton asked to see the map that referenced this zoning in relation to the 10,000
46 square foot minimum lot size.

1
2 Chair Parkhill noted that there are a lot of lots that are smaller than 10,000 square feet that may
3 want to build above their garage. He stated that the question becomes should that be allowed and
4 if so, what happens if the house is a one-story home.

5
6 Commissioner Sorensen reiterated that he would encourage the Council to continue to look at the
7 short-term rental situation because he thinks it could come in to play in this situation. He stated
8 that he is quite familiar with lots under 10,000 square feet and he feels the idea of having two
9 separate parcels on those lots would jeopardize the character of the neighborhood. He stated that
10 he would like to not allow detached ADUs in both of the R-3 districts.

11
12 Commissioner Severson stated that she would agree and would prefer the option of no detached
13 ADUs in R-3 and R-3A while still allowing an attached option.

14
15 Commissioner Merriam asked if they were saying that if someone had a detached garage that they
16 would not want them to be able to build an ADU above the garage even if it was no higher than
17 the house.

18
19 Commissioner Severson agreed that was her feeling on that situation.

20
21 Chair Parkhill stated that he comes from a place that has a lot of coach houses and, in his view,
22 they add a lot of character. He stated that he feels they are nice looking and create some density,
23 and noted that as long as there is parking, he does not see it causing problems. He stated that he
24 is not sure having a unit above a garage implies a lack of character. He stated that his concern
25 with 25 feet versus 20 feet is if it is limited to the current height of the house, what would happen
26 if the house is torn down and rebuilt, and whether that meant the garage would also have to be torn
27 down and rebuilt. He noted that he is not overly concerned about the additional five feet above
28 the garage.

29
30 Assistant Planner Quarles asked for Chair Parkhill's opinion on any limitations on ADUs in the
31 R-3 districts.

32
33 Chair Parkhill noted that he was not thinking there would be any restrictions on ADUs in the R-3
34 districts.

35
36 Commissioner Merriam stated that she feels the lot coverage regulations will solve many of the
37 issues being raised by the Commission.

38
39 Commissioner Sorensen stated that he believes lot coverage would help but remains concerned
40 about the unintended consequence on lots that are less than 10,000 square feet and the intent in
41 building an ADU on a small lot, because it does change the character of that immediate
42 neighborhood. He stated that he did not think any of the ADUs in the R-3 districts will be anything
43 like a coach home would be in R-1 or R-2.

44
45 Commissioner Merriam stated that she understands what he is saying, but she lived in one of those
46 homes on a small lot, and she does not know if they could have even added on because they had

1 already reached their maximum lot coverage. She reiterated that was why she wasn't as concerned
2 about something being built because most of the lots are already maxed out.

3
4 Planning Consultant Zweber reminded the Commission that in R-3 and R-3A, the limit is 30% lot
5 coverage.

6
7 Commissioner Stockton asked if there was a way to understand how many of the lots that have the
8 required 10,000 square feet already, have a separate structure on the lot. She stated that she would
9 also like to know how many properties would be affected if the minimum square footage was
10 raised, for example, to 11,000 square feet.

11
12 Assistant Planner Quarles displayed a map that highlighted which properties in the R-3 which had
13 detached garage, attached, and no garage.

14
15 Commissioner Sorensen stated that it appears that many of the lots who have detached garages are
16 lots that are less than 10,000 square feet.

17
18 Commissioner Severson asked if there was any information on the make-up of the people who
19 lived in an attached ADU versus a detached ADU. She stated that she is assuming that an attached
20 ADU would only have one or possibly two additional people, and a detached structure would
21 perhaps be more likely to be for a family or more people. She stated that her concern on the R-3
22 properties is the number of people that could be added to the properties related to parking and
23 overall disruption.

24
25 Assistant Planner Quarles explained that from a cursory search of the State building code and
26 occupancy limitations she does not believe more than two people can share a bedroom. She stated
27 that based on the City's size limitations, she does not envision a lot of multi-bedroom ADUs and
28 thinks they could plan for an average of 2-3 people.

29
30 Community Development Director Goellner noted that she did not think they would be able to find
31 much research on preferences for attached or detached based on the family make-up but believes
32 that the City's ADUs would be for a lot of single living situations.

33
34 Commissioner Severson asked if anything came out of the public meeting that was held on ADUs
35 last week.

36
37 Community Development Director Goellner explained that the majority of the people present at
38 the meeting were interested in doing an ADU.

39
40 Chair Parkhill stated that there has not really been a consensus of the Commission but they have
41 given staff a lot of feedback and suggested moving the conversation onto the height restrictions.

42
43 Planning Consultant Zweber noted that he had taken a lot of notes on all comments but didn't
44 record Commissioner Stockton's view on detached ADUs.

1 Commissioner Stockton explained that she was still on the fence regarding this issue. She
2 explained that on one hand she can see that there is a benefit to these structures, but on the other
3 hand, she is concerned about the impact to the neighborhood overall. She stated that it is hard to
4 envision which was why she made the suggestion to perhaps push the limit up to 11,000 square
5 feet because that will change it a bit and break it up so there is less availability.

6
7 Commissioner Merriam stated that she does not want to see an ADU as a rental unit, such as having
8 an Airbnb on the property because she feels that is an inappropriate use.

9
10 Chair Parkhill asked why the City couldn't just say no VRBO or Airbnb's for the ADUs so they
11 are not rented nightly.

12
13 Community Development Director Goellner stated that what they know from other communities
14 that have decided to allow these, it is preparing the City for a future trend of more people living
15 alone. She explained that this is an attempt at providing more options for people to live alone at
16 an affordable rate but noted that staff does not believe there will be a large influx of permits for
17 this type of thing, because it is a big financial investment. She stated that they could bring forward
18 a recommendation that the Commission is comfortable with detached ADUs, but not in a short-
19 term rental capacity.

20
21 Assistant Planner Quarles stated that the short-term rental situation may become more of a problem
22 once they get into the second generation of ownership with ADUs after there have been one or two
23 house sales. She explained that it would take someone a long time to make their investment money
24 back utilizing the short-term rental income. She stated that she does not see detached ADUs being
25 a huge use in the City.

26
27 Chair Parkhill noted that theoretically you could make more with the nightly rentals than with
28 monthly rentals, especially in the summer months. He stated that good feedback to give the
29 Council is that the Commission's biggest concern with the ADUs is the VRBO potential because
30 that could disrupt people quickly with transient, nightly renters.

31
32 There was a consensus of the Commission to bring forward a minimum lot size of 10,000 square
33 feet for an ADU.

34
35 City Attorney Schelzel stated that staff will attempt to address all of their comments and
36 incorporate the consensus as they have been directed into the draft report and recommendation,
37 and that proposed amendment will move on to Council.

38
39 There being no further discussion, Chair Parkhill asked for a motion on the application.

- 40
41 **b)** Commissioner Merriam made a motion, seconded by Commissioner Sorensen, to direct
42 staff to prepare a draft Planning Commission Report and Recommendation with
43 appropriate findings reflecting a recommendation of approval for Zoning Ordinance
44 text amendments for residential and commercial zoning, for review and adoption at an
45 upcoming Planning Commission meeting.
46

1 The motion carried unanimously.

2
3 **AGENDA ITEM 6. Other Items:**

4
5 **a) Review of Development Activities**

6
7 Community Development Director Goellner stated that on March 21, 2022, three Public Hearings
8 are scheduled: for 1022 Wayzata Boulevard; 150 Broadway Avenue S; and for ordinance
9 amendments related to the Shoreland Overlay District.

10
11 **b) Planning Commissioner Meeting Schedule**

12
13 Community Development Director Goellner noted that the City had released Request for Proposals
14 for the Wayzata Boulevard corridor study that will be open for 5 weeks. She noted that the
15 Planning Commission will be involved in the study in joint workshops with the City Council and
16 the Housing and Redevelopment Authority.

17
18 **AGENDA ITEM 7. Adjournment.**

19
20 There being no further business on the agenda, Chair Parkhill asked for a motion to adjourn.

21
22 Commissioner Severson made a motion, seconded by Commissioner Stockton, to adjourn the
23 Planning Commission meeting.

24
25 The motion carried unanimously.

26
27 The Planning Commission meeting was adjourned at 9:22 p.m.

28
29 Respectfully submitted,
30 Kayla Atkins Rokosz
31 *TimeSaver Off Site Secretarial, Inc.*
32



City of Wayzata Planning Commission Agenda Report

MEETING DATE: March 21, 2022	AGENDA ITEM: 5.a
TITLE: Consider Planned Unit Development Concept Plan at 150 Broadway Avenue South	
PREPARED BY: Valerie Quarles, Assistant Planner	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: April 9, 2022	

BACKGROUND:

The applicant, Langdon View LLC, has submitted a development application requesting review of a Planned Unit Development Concept Plan for 150 Broadway Avenue South. The applicant is proposing to replace the current two-story commercial office building with a three-story building containing five residential units, one guest suite, and one office space. The applicant is requesting a PUD Concept Plan in order to include one residential unit and one guest suite on the ground floor instead of completely dedicating the ground floor to office/service commercial use as required in the C-1 Office and Limited Commercial Zoning District.

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. 150 Broadway Ave S Staff Report - Planning Commission
2. 150 Broadway Ave Attachments
3. 150 Broadway Public Comment - Cooley - 1.13.22



**Staff Report
Wayzata Planning Commission
March 21, 2022**

Project Name: 150 Broadway Ave S
Approval Request: Planned Unit Development Concept Plan
Applicant: Langdon View, LLC
Applicant's Representative: Brian Benson
Addresses of Request: 150 Broadway Ave S
Prepared by: Valerie Quarles, Assistant Planner
"60 Day" Decision Deadline: April 9, 2022

Development Application Introduction

The applicant, Langdon View LLC, has submitted a development application requesting a Planned Unit Development (PUD) Concept Plan to construct a three-story, mixed-use building at 150 Broadway Avenue South.

Property Information

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

Address	PID	Owner
150 Broadway Ave S	06-117-22-13-0040	Langdon View, LLC

The current zoning and comprehensive plan land use designation for the property are as follows:

Current Zoning:	C-1 Office and Limited Commercial District
Comprehensive Plan Designation:	Mixed-Use – Commercial/Residential
Overlay Districts:	None
Design District:	Bluff District

Project Location

The property is located on the northeast corner of Broadway Ave S and Rice St E.

Map 1: Project Location



Source: Hennepin County

Application Requests

As part of the submitted development application, the applicant is requesting approval of the following items:

- A. PUD Concept Plan § 933.05: The applicant is proposing to construct a 5-unit mixed-use building with 1 residential unit and 1 office unit, and 1 guest suite located on the ground floor. The applicant is requesting a PUD Concept Plan in order to include 1 residential unit and 1 guest suite on the ground floor instead of completely dedicating the ground floor to office/service commercial use.

Public Hearing Notice

Notice of the public hearing on the Application was published in the *Sun Sailor* on March 3, 2022. The public hearing notice was also mailed to all property owners and renters located within 500 feet of the subject property on March 9, 2022.

Neighborhood Meeting

The applicant hosted a neighborhood meeting on February 24, 2022. There were 3 people in attendance. Topics of discussion included building size, lot coverage, and the proposal's impact on current commercial street parking in the area.

Public Comments

One public comment is attached to this report. The letter notes concerns about the difference between a PUD and a re-zoning, the Rice St setback, and the project's impact on neighborhood architectural character.

Existing Conditions

The existing developed lot is 10,937 square feet and 0.25 acres in area. The existing building, which Sathre-Bergquist, Inc. vacated in 2021, was built in 1988. The City approved a parking variance in 1988 for the original building, reducing the requirement of 15.3 parking spaces to 13.8 spaces in line with a pending parking ordinance change at the time.

Langdon View, LLC now owns the site. The site is relatively flat with few trees. The site fronts public streets to the west and south, but most frontage is on the west (Broadway Ave S) side. The current two-story building is 100% commercial office and 32' tall.

Land Use and Building Height

Direction	Address	Use	Height at closest façade
North	120 Broadway Ave S	Office/Upper-story residential	3 stories
East	715 Rice St E	Single-family home	2 stories
South	Multiple addresses (Widsten)	Townhomes	3 stories
Southwest	620 Rice St E	Wayzata Library	1 story
West	630 Wayzata Blvd E	St. Bartholomew's Catholic Church & School	2.5 stories

Trees

There are currently two trees on the site (an 18" hackberry and a 16" locust) and five trees on the adjacent Broadway right of way (3ash trees of varying sizes, an 18" hackberry and a 26" maple).

Zoning District

The site is currently zoned C-1, Office and Limited Commercial. The C-1 district is intended to provide a district which is related to and may reasonably adjoin high density

or other residential districts for the location and development of administrative office buildings and related office uses which are subject to more restrictive controls. The office uses allowed in this district are those in which there is limited contact with the public and no manufacture, exterior display or selling of merchandise to the general public. The relevant permitted uses to this application are:

- Residential use as a principal use subject to the density standards of the R-3 District.
- Mixed-use buildings with upper story residential and ground floor office/service commercial use.
- All new residential buildings with a footprint of 3,000 square feet or more shall be developed with more than one use.

Land Use Designation

The 2040 Comprehensive Plan land use designation for the site is Mixed-Use – Commercial/Residential. The intent of this category is to encourage development that responds to the characteristics and locality of the property, while encouraging a mixture of development types to serve residents. The category has been designated in areas that are traditionally commercial uses. This designation allows for the continued use of commercial development, but encourages the inclusion of residential uses. Mixed-use can be achieved on the individual property level or the block level, where individual lot sizes and property characteristics would make multiple uses difficult to implement. In this case, a mixture of uses should be achieved at the block level where, for example, a lot with residential units may be situated next to a lot with commercial uses. Development within this category is anticipated to be approximately 50 percent commercial and office uses and 50 percent residential. Residential uses within the category shall be comprised of multi-family units at a density of at least 10 units per acre.

Proposed Changes

The applicant proposes to build a three-story, 35' tall building. The building is proposed to have two condominium units per floor in the upper stories, with one condominium and a small office space and one small guest suite on the ground floor. Despite being relatively similar to the existing zoning, the applicant is requesting a PUD Concept Plan in order to include 1 residential unit and 1 guest suite on the ground floor instead of completely dedicating the ground floor to office/service commercial use.

Analysis of Application

City staff has reviewed the pertinent information and City Code requirements for the proposed project, and provides the following analysis and information:

Zoning

The property is zoned C-1. The PUD General Standards require that the residential portions of the proposal (except usage) comply with the R-5 Zoning District (§933.03) and the non-residential portions of the project comply with the C-1 Zoning District (§933.04) regarding density. Setbacks and FAR are regulated under the standards of the previous zoning district (§933.02.A.13). Building height is regulated by the PUD General Standards

(§933.02.A.14). The following table outlines the relevant standards compared with the proposal and bolds those which are applicable to this project.

Regulation	PUD General Standards	C-1 (previous zoning district)	R-5	Proposal
Lot Area (min.)	Same as C-1	9,000 sf	20,000 SF	10,904 SF
Lot Width (min.)	No minimum	No minimum	N/A (see density)	66 ft
Lot Depth (min.)	No minimum	No minimum	N/A (see density)	165 ft
Setbacks (min.)	Same as C-1	Front: 10 ft Rear: 10 ft Side: 10 ft	Multiple Family: None	Front (south): 18' 3" Front (west): 10' (varies) Side (north): 29' Side (east): 10'
Height (max.)	35 ft or 3 stories, whichever is less	35 ft or 3 stories, whichever is less	35 ft or 3 stories, whichever is less	35 ft and 3 stories
Lot Coverage (max.)	No minimum	50%	30%	50%
Impervious Surface (max.)	No minimum	None	35%	62%
Floor Area Ratio (FAR)	No minimum	2.0	N/A	Residential: 1.33 Commercial: 0.03 Combined: 1.36
Density	Consistent with Comprehensive Plan (10-30 units/acre)	N/A	One unit per 2,500 SF (excluding allowances)	20 residential units/acre

The R-5 standards apply to residential area and C-1 standards apply to the nonresidential area except:

- As determined by the City Council; or
- As provided within Section 933.02.A. (General Standards for Approving PUD Permits)

Since the General Standards have density, height, setback, and lot area standards, those PUD standards apply.

Proposed Density

The proposal includes 5 residential units on a 10,904 SF (0.25 acre) lot. The project achieves a residential density of 20 dwelling units/acre. The proposal also includes one 330 SF office. The combined density is within the Mixed-Use Commercial/Residential land use designation density of 10 to 30 dwelling units/acre including the office use.

Unit Types and Sizes

The proposal includes five condominium units ranging from 2,170 SF to 2,500 SF in size. The proposal also includes one 330 SF office unit and a 370 SF “guest suite”. Additional information about unit sizes can be found on the attached floor plans.

Site Plan and Setbacks

The proposed building is set back 18' 3" from Rice St not including landscaping, which is approximately 8' more than the minimum 10' setback required by the underlying C-1 zoning district. Parking is accessed from the northwest corner of the property. There is one surface parking stall for the office use and 10 underground stalls for the residential use.

The most relevant building setbacks for comparison are those of the immediate neighbors. The proposed building is set back 18' from Rice St while the home at 715 Rice St is set back 35', creating a difference of approximately 17'. (The current building at 150 Broadway is set back 55' from Rice St.) The proposed building and the building at 120 Broadway Ave to the north would have similar setbacks from Broadway Ave.

Building Height

The height of the proposed building is 35', measured from average grade. The height limit in PUD districts is 35'.

For a building height comparison with neighboring structures, refer to the table on page 3 as well as the applicant's building height exhibit. The proposed building could exceed the height of structures to the east, southwest, and west, but would likely be comparable to structures to the north and south.

Lot Coverage

The proposed building has a lot coverage of 50%, which meets the lot coverage limit for the C-1 district. There is no lot coverage limit for PUDs.

Impervious Surface

The proposed project has an impervious surface impact of 62%. There is no impervious surface limit for PUDs or for projects in the C-1 district.

Floor Area Ratio (FAR)

The C-1 FAR limit of 2.0 is applicable to the project. The proposed building has a FAR of 1.36.

Parking

The building includes 10 underground parking stalls and 1 surface stall. The parking requirement for this project is 2 stalls per residential unit and 1 stall for the 330 SF office. The project meets parking requirements.

Trees and Landscaping

The applicant is not required to provide a detailed landscape plan until the General Plan phase of the entitlement process. However, the proposal includes an early tree inventory and a preliminary landscaping plan. The preliminary plan eliminates two existing trees (an 18" hackberry and a 16" locust) and proposes to replace them with 3 trees of an unspecified type. Staff has confirmed that most of the existing street trees outside the property line will be replaced by the City in the coming years as emerald ash borer (EAB) continues to be an issue for Wayzata and other cities across the state. The applicant will be required to provide a detailed Tree Preservation Plan in the General Plan phase.

Engineering Comments

The site plan as depicted is satisfactory to Engineering staff at the Concept Plan phase of this project. Additional information will be required at the General Plan phase, including details on proposed grading changes, average grade, and stormwater management.

Public Benefits

The applicant has identified three principal benefits to the public. The applicant claims that commercial street parking will be reduced as a result of the smaller office space as compared to the existing building, which is 100% commercial. The proposal also brings 10 of 11 required parking spaces underground while reducing impervious surface coverage, which has the effect of increasing green space to 38%. The applicant also states that a proposed underground filtration system would better control and treat stormwater before release.

Future Requests Required

Following the review and approval of the proposed PUD Concept Plan, the Applicant would need to submit an additional application for approval of:

- PUD General Plan
- Design Review and Approval, with one deviation likely for third story setbacks

Design Adjustments Anticipated

Staff has noted two potential adjustments to the site and building plan between Concept Plan and General Plan phases. First, the driveway curb cut should be adjusted to adhere to §920.05.E.8. Second, certain portions of the Broadway Avenue façade should be shifted behind the 10-foot setback line. If this change cannot be accommodated in the design, the applicant would need to ask for a variance as part of the General Plan application.

Anticipated Design Standard Deviation

The applicant has identified one deviation that will be requested in the next phase of applications if a PUD Concept Plan is approved. The attached renderings show the buildings as if this deviation is approved.

Upper Story Setbacks

The applicant notes that this standard is not met on the third floor of the building.

- In this proposal, the third level is set back varying amounts ranging from approximately 3' to approximately 10' instead of the required 12'.

Standards of Planning Commission Review of Application Requests

Primary Questions to Consider:

PUD Concept Plan:

1. Purpose of PUD
 - a. Does the PUD encourage innovations in development for the growing demands of all styles of economic expansion?
 - b. Does the PUD encourage higher standards of site and building design through the use of trained and experienced land planners, architects, landscape architects and engineers?
 - c. Does the PUD encourage a creative use of land and related physical development which allows a phased and orderly development and use pattern?
2. PUD General Standards
 - a. Is the proposed PUD consistent with the City Comprehensive Plan?
 - b. Does the proposed PUD provide adequate common open space?
 - c. Does the proposed PUD meet landscaping standards in consideration to the natural features of the site, architectural characteristic of the proposed structure and the overall scheme of the PUD plan?
 - d. Is the proposed PUD consistent with the applicable height standards?

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 PUD Concept Plan requested in the application, for review and adoption at the next Planning Commission meeting.

Attachments

Development Application Form (4 pages)
Narrative (4 pages)
Current Survey (1 page)
Floor Plans (4 pages)
Elevations (1 page)

Elevations and Materials (1 pages)
Building Renderings (2 pages)
Adjacent Building Perspective (1 page)
Section View (1 page)
Axonometric View (1 page)
Tree Removal Exhibit (1 page)
Average Grade Exhibit (1 page)
Preliminary Landscaping Plan (1 page)
Adjacent Building Photos (1 page)
Lake View Perspective (1 page)
Existing Building Height Exhibit (1 page)

Applicable Code Provisions for Review

Staff has analyzed the facts provided by the applicant in comparison with the criteria for approval. While several 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: Maintain and enhance the character, diversity and livability of all residential neighborhoods.

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

Policy: Consider opportunities to ensure that all new housing, including rental housing and housing for persons of low and moderate income, adheres to high standards of planning, design, and construction.

Policy: Encourage and promote a balanced housing supply.

Commercial Goals and Policies (page 3-7)

Goal: 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.

Goal: Provide connectivity within new developments and between existing neighborhoods to promote a sense of community and encourage mobility of all types.

Policy: Consider opportunities to plan for proper transitional uses and buffers between commercial and residential uses.

Policy: Contemplate opportunities to consolidate access to streets and off-street parking from commercial development wherever possible.

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.

Purpose of PUDs: Section 933.01 of the Zoning Ordinance provides for the establishment of Planned Unit Developments to allow greater flexibility in the development of neighborhoods and/or non-residential areas by incorporating design modifications as part of a PUD conditional use permit or a mixture of uses when applied to a PUD District. The PUD process, by allowing deviation from the strict provisions of the Zoning Ordinance related to setbacks, lot area, width and depth, yards, etc., is intended to encourage:

- A. Innovations in development to the end that the growing demands for all styles of economic expansion may be met by greater variety in type, design, and placement of structures and by the conservation and more efficient use of land in such developments.**
- B. Higher standards of site and building design through the use of trained and experienced land planners, architects, landscape architects, and engineers.**

- C. More convenience in location and design of development and service facilities.
- D. The preservation and enhancement of desirable site characteristics such as natural topography and geologic features and the prevention of soil erosion.
- E. A creative use of land and related physical development which allows a phased and orderly development and use pattern.
- F. An efficient use of land resulting in smaller networks of utilities and streets thereby lower development costs and public investments.
- G. A development pattern in harmony with the objectives of the Wayzata Comprehensive Plan. (PUD is not intended as a means to vary applicable planning and zoning principles.)**
- H. A more desirable and creative environment than might be possible through the strict application on zoning and subdivision regulations of the City.**

PUD General Standards.

Section 933.02 sets forth the general standards for review of a PUD application. The standards that are especially relevant to this review are shown in bold:

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 condition use permit, or the previous zoning district, if a PUD District.

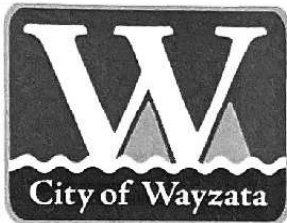
b)No building shall be located less than 15 feet from the back of the curb line along those roadways which are part of the internal street pattern.

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.



City of Wayzata
600 Rice Street East
Wayzata, MN 55391
952-404-5300

2022 Development Application

Project Address(s): 150 Broadway Ave S
Project Name: TBD-150 Broadway Date Filed: 1-18-22
Property Owner: Langdon View LLC
Property Owner Address: 315 Lake St E, Suite 101, Wayzata, MN 55391
Applicant (if different than owner): _____
Address (if different than owner): _____
Contact Person: Brian Benson
Phone: 612-227-8629 E-Mail: brian.benson@compass.com
Property Identification Number(s): 0611722130040
Legal Description (Attach if Necessary): Lot 004 Block 011 Wayzata Revised
Tax and Assessment Status:
Current ☒ Delinquent _____ Amount \$ _____

Type of Request:

- ☐ Conditional Use Permit
- ☐ Comprehensive Plan Amendment (Re-guiding)
- ☐ Design Review
- ☐ Extension of Development Approvals
- ☒ Planned Unit Development Concept Plan
- ☐ Planned Unit Development General Plan
- ☐ Shoreland Impact Plan/Conditional Use Permit
- ☐ Subdivision (Lot Combination, Plat)
- ☐ Telecommunications Facility
- ☐ Vacation (Street or Easement)
- ☐ Variance
- ☐ Zoning Map Amendment (Rezoning)
- ☐ Zoning Ordinance Amendment (Text)

Brief Description of Project: Proposal for Mixed Use C-1

Development of 5 Residential Condos and 350 square feet Commercial Office space.

Required Documents

The Wayzata City Code includes the list of required documents for each type of application. Please refer to each relevant Section of City Code or contact City staff for assistance.

Document Format Requirements:

Digital Submission with USB

- PDF format
- 11 x 17 size for plan sheets
- 8 ½ x 11 size for narratives and letters
- Compressed file size for easy download

Paper Submission is not required unless later requested by City staff.

Payment of Fees

The undersigned acknowledges that before this request can be considered, all required information and fees (including all up front escrow deposits) must be paid to the City. If additional fees are required to cover costs incurred by the City, the City Manager has the right to require additional payment from one or more of the undersigned, who shall be jointly liable for such fees. Such expenses may include (but are not limited to) personnel costs, fees for consultants, legal assistance and other professionals, recording fees, along with other overhead costs. The amount of escrow is determined by the City of Wayzata fee schedule in effect at the time of the application submittal. A current fee schedule is attached to this application form.

The undersigned also acknowledges that it may be required to file, at his or her expense, appropriate resolutions, agreements or other documents evidencing approval of the application.

The undersigned agrees that the City may withhold the issuance of a building permit until all financial matters are resolved. If need be, the City reserves the right to pass outstanding balances from this application to Hennepin County to be assessed with next year's property taxes for the property involved as indicated on page one of this application and the Property Owner agrees to such assessment.

Complete / Incomplete Applications

Placement of any Application on City agendas is at the discretion of the City, including the time of consideration. An application will not be placed on any agenda until City staff has received the appropriate materials and financial matters are in order. The application approval time commences and an application is considered officially filed when City staff has received and examined the application and determined that the application is complete. The application shall be determined by City staff to be complete or incomplete within fifteen (15) business days following submittal of the application. When the application is deemed to be "complete" it shall be placed on the agenda of the first possible Planning Commission business meeting subject to the agenda deadline discussed below.

Agenda Deadline

The deadline for submittal of land use applications is generally 30 days prior to the anticipated date of the Planning Commission's review. For example, to be on the Planning Commission agenda for November 1 meeting, a *complete* application would need to be submitted by October 1. **The application is required to be deemed complete by the deadline in order to be scheduled on the agenda.** Since applications are typically missing information at the first submittal, City staff recommends that the application material be submitted **two weeks prior to the application deadline to allow time for City staff to determine if any additional materials are needed before the application can be deemed complete.** This also allows a few days for the applicant to gather the additional information required for the submittal. Please note applications submitted outside of regular City Hall hours will not be received until the following business day. For example, applications submitted after 11:00 a.m. on Fridays will be considered submitted on the following Monday. Regular City Offices business hours are as follows, Monday through Thursday, 7:00 a.m. to 4:30 p.m., Friday 7:00 a.m. to 11:00 a.m. The phone number for City Hall is 952-404-5300.

Notice of Meeting Attendance

In order for the Planning Commission and City Council to consider any application, the applicant or a representative designated in writing before the meeting must be present at the scheduled meeting. If not, the matter will be tabled until the next available agenda.

Accessibility to Property for Site Review

The signature of the Property Owner on this form hereby grants City staff and City officials access on to the subject property for the purpose of conducting a site visit as part of the project review and consents to the review of such records of the Owner, Applicant or otherwise relating to the development as are necessary.

Certified List of Property Owners

The City will provide the Applicant with a certified list from Hennepin County of the names and addresses of the property owners located within at least 350-500 feet of the subject Property if requested for a Neighborhood Meeting. The City will mail all required notices to adjacent property owners in accordance with State Statutes.

Regular Meeting Schedule

Planning Commission	First and Third Monday of every month at 6:30 PM
City Council	First and Third Tuesday of every month at 7:00 PM

Applicants are advised that additional meetings are scheduled when necessary upon approval of the Planning Commission and are usually held on the first and third Monday of every month.

Acknowledgment and Signature of Owner and Applicant

I acknowledge that I have read all of the information discussed in the City of Wayzata Development Application and fully understand that I am responsible for all costs incurred by the City related to the processing of this application and agree with all items above.



Property Owner as indicated on page one

1-18-22

Date

Applicant (if different than Owner)

Date

*The applicant shall not change or alter this form in any way.
Alteration is grounds for rejection.*

FOR CITY USE ONLY

Date of Receipt: _____ Receipt No: _____ Recorded by: _____

Date accepted as complete: _____ Accepted by: _____

CONCEPT PUD - NARRATIVE
150 Broadway Ave South
January 18, 2022

City Staff, City Planners and City Council,

I am pleased to submit a CONCEPT Planned Urban Development (PUD) proposal for the property located at 150 Broadway Avenue South. My name is Brian Benson and my company Langdon View LLC is the developer and owner of this property.

I have special interest in this location with my long time connection to Wayzata. I know many people in the community as I had lived in Wayzata for thirteen years, our kids attended St. Bartholomew School where my wife is currently a substitute teacher, and I have been working in Wayzata the past twenty years. Our family also has a special dedication to my father on one of the new Panoway benches near the fountains.

Summary

150 Broadway Avenue South is currently a commercial office known as the Sathre Bergquist Building and was built in 1989. The structure is in need of substantial remodeling or redevelopment. Unfortunately the current structure is non-compliant with ADA requirements and such modifications are most likely not feasible. The property is zoned C-1 Mixed Use.

For a redevelopment, the C1 Mixed Use zoning allows for up to five residential condo units on floors two and three with commercial zoning on the main floor. Such a new structure would be restricted to 35' in height and 50% building coverage along with other requirements such as parking, design standards, etc.

While a development plan could be submitted meeting existing code that does not require a PUD, we are proposing a more suitable mixed use building with a slight modification to the current zoning and design standards. This Concept PUD is requesting that the main floor be allowed one residential condo rather than being entirely designed as commercial office space. We have included four additional owned condo units on floors two and three matching the current zoning allowance for five units total. We are requesting a slight variation to the Standard Design guideline on the third level to be appropriate for the narrow site and deliver a higher level of architecture. The building height, building footprint, residential condo unit count, and setbacks are all being proposed to the existing code.

Clearly submitting a conforming plan is a much simpler and less time consuming process than a PUD. Such a submittal would not require a public hearing or elected public official approvals. Ironically such a design would be very similar to our current plan. However, we believe having a main floor residential unit and less commercial space would be more beneficial to the Wayzata community. The basis for applying and strongly considering this PUD Concept Plan is outlined as follows.

Significantly Reduced Commercial Street Parking & Traffic on a Residential Block

The subject property is surrounded by mostly residential homes, townhomes and condos along with the public library and St. Bartholomew Church. Reducing the amount of commercial space would be beneficial for this location. The previous tenants had received numerous complaints about street parking from the surrounding community. They had thirty employees and approximately fifteen on site parking spots which required significant street parking.

The present zoning requiring exclusive main floor commercial space would continue the need for significant street parking. Such demand could even compound considering the new shared workspace model where one desk can accommodate two to three employees. The use of public street parking is especially challenging with school traffic on Broadway and Rice during the week.

Redeveloping this property as proposed will significantly reduce future street parking needs as the five condos would each have two underground parking spots. In addition there would be less flow of traffic to the site and less transiency of people in and out of the building compared to having more commercial space.

Interesting to note for this and other upcoming residential proposals, LinkedIn estimates that 1 in 7 jobs are now remote versus 1 in 67 before the pandemic. We expect this trend to continue for the foreseeable future and this will dictate considerable changes to the commercial landscape. Many commercial offices are being converted to the new hybrid work model.

While this Concept PUD does not allow for any new public open space, we believe reducing the parking and traffic flow, especially near St. Bartholomew's School, is a significant public benefit for those who live nearby, attend the school or are simply walking or driving on Broadway and Rice.

Less Exterior Parking Needed = More Green Space

The existing redevelopment code with the entire main floor commercial zoning would necessitate substantial outdoor paved on-site parking. The current zoning does allow for 100% hardcover which may be needed such parking requirements. We believe having significantly more green space and an extensive landscape plan with newly planted trees and perennial gardens would be much better for Wayzata. This proposal preserves approximately 38% of the site as green space.

Environmental Benefits.....Rain Water Collection

The current structure and parking lots comprise over 73% of the site and does not collect or treat any water runoff. This redevelopment proposal would have an underground filtration system that collects and treats rain water which is released slowly into the ground. Such a system significantly reduces run off and protects the lake and wetlands by treating and eliminating harmful chemicals such as phosphorous, which promotes green algae. This infiltration system would also collect suspended solids, control rate and volume of water runoff. This proposed development plan would also reduce the existing hardcover 15% to approximately 62%.

Transitional Architectural Design

The subject property is located at a highly visible intersection and we believe our transitional design satisfies the city's design guideline intentions and would be well received by the community. The use of traditional forms and materials for a high quality exterior design would blend well with the existing neighborhood and provide updated floor plans for today's lifestyle preferences.

The structure was designed to visually appear as two separate structures and has a number of design features to reduce massing and create architectural interest and appeal. The main residential entrance is set back sixteen feet providing a recess in the facade and a welcoming entry point. The facade features lots of glass and good breadth of quality materials as presented. The colors help distinguish the spaces and highlight interests. Some of the

architectural materials include a cut grey stone base, real brick, a black metal canopy and handrails, decorative and shade providing trellis's, cement board panels with trim details, and crown molding around the roof line.

Third Story Setback

On the Broadway street side we are requesting a deviation from the third floor Design Standards to be appropriate for the narrow site and to improve architectural design. We believe our design and the building setbacks meet the Design Standards intention for appropriate scale on this site.

Technically the Design Standard sets the third floor setback at a linear 12 feet. We believe this would be fitting on a site where the structure closely abuts the sidewalk and street. However our proposed building is nearly 40 feet off the street and over 21 feet off the sidewalk providing a lengthy setback which reduces scale. Moreover, our design is 8 feet narrower on the Rice Street side than permitted and 6 feet lower than the adjacent building at 120 Broadway Avenue South. All of these factors reduce building scale.

Rather than a having straight slice setback on the third level, which leans more towards modern architecture, we varied the setbacks to improve the design. Our plan reflects many areas setback at 8 feet and some others at 3 feet and 4 feet. Our proposed building is limited to a width of 46 feet which is a hardship to be required to step back the 3rd Level by 12 feet.

A similar third level variance request, yet more significant, was approved on the admired Garrison Landings project. Unlike our building, Garrison Landings is set just 12 feet from the street and just 6 feet from the sidewalk. Even though Garrison Landings did not meet the 3rd Level setback requirement it has been touted as a positive example including an image in the Upper Level Building Step Backs section of the Design Standards. Interesting to note, the Garrison Landings building is 66 feet wide yet variances will still given.

Our design includes numerous facade breaks along the Broadway side with a large recess, numerous balconies and other breaks that are highlighted in the yellow 3D exhibit. There is also an exhibit depicting the lengthy setback off Broadway. This Design Standard deviation request is very important to make our project work.

Landscape Plan & Trees

As noted in the submitted plans, an older 16" Locust Tree and a 18" Hackberry Tree would be removed. There will be plenty of newly planted trees to offset the removal of these trees. The newly planted trees will be a good variety of to-be determined preferred species as shown on the preliminary landscape / site plan. There will be an extensive landscape plan as part of the project.

Conclusion

Rather redeveloping 150 Broadway Ave S with the current code requiring more exterior parking, less green space, and more parking on city streets, we believe this proposed development benefits the community of Wayzata and would be architecturally admired. Throughout the design process we continually referenced and followed the objectives set forth in the design standards' to "minimize the impact of building scale, relate buildings to and reference existing context; incorporate quality materials; and provide the level of detail necessary to support the walkable main-street culture of a vibrant small town." We believe our proposal satisfies this objective.

Like other city approved mixed use PUD projects such as Waypoint, Wayzata Blu, and Beacon Five (approved but later withdrawn), we hope this proposal with a main floor residential condo and a small commercial office component is well received by the city. We certainly admire the architecture of Garrison's Landing and hope the community likes our timeless design as well.

We look forward to receiving your feedback and hopefully being granted approval to proceed to the next step. Thank you for your time and efforts in considering this proposal.



DESCRIPTION OF PROPERTY SURVEYED

Lot 4, Block 11, WAYZATA "REVISED", according to the recorded plat thereof, Hennepin County, Minnesota

- Site Address:** 150 Broadway Avenue South, Wayzata, Minnesota 55391
- Flood Zone Information:** This property appears to lie in Zone X (areas determined to be outside the 0.2% annual chance floodplain) per Flood Insurance Rate Map, Community Panel No. 27053C0307E, effective date of November 4th, 2016.
- Parcel Area Information:** Gross Area: 10,904 s.f. ~ 0.250 acres
- Benchmark:** Elevations are based on TNH at NW corner of Wayzata Blvd. and Broadway Ave. which has an elevation of: 991.432 feet (NAVD88).
- Zoning Information:** The current Zoning for the subject property is C-1 Office and Limited Commercial District per the City of Wayzata's zoning map dated January 21, 2020. The setback, height, and floor space area restrictions for said zoning designation were obtained from the City of Wayzata found on their web site on the date of November 1, 2021 and are as follows:
Principal Structure Setbacks - Front: 10 feet (Rice Street)
Side: 10 feet
Rear: 10 feet
Height: 35 feet or 3 stories, whichever is less
Coverage: 50 percent of lot area
Floor Area Ratio: The maximum shall be 2.0.

Please note that the general restrictions for the subject property may have been amended through a city process. We could be unaware of such amendments if they are not in a recorded document provided to us. We recommend that a zoning letter be obtained from the Zoning Administrator for the current restrictions for this site.

- Utilities:** We have shown the location of utilities on the surveyed property by observed evidence only. There may be underground utilities encumbering the subject property we are unaware. Please note that we have not placed a Gopher State One Call for this survey. There may or may not be underground utilities in the mapped area, therefore extreme caution must be exercised before any 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 651/454-0002.

Existing Hardcover

Lot Area	= 10,904 S.F.
House Area	= 1,674 S.F.
Concrete Area	= 6,219 S.F.
Shed Area	= 86 S.F.
Column Area	= 25 S.F.
Sign Area	= 5 S.F.
Total Area	= 8,004 S.F.
Coverage	= 73.4%

VICINITY MAP

Bearings are based on the Hennepin County Coordinate System (NAD 83 - 1986 adj.)

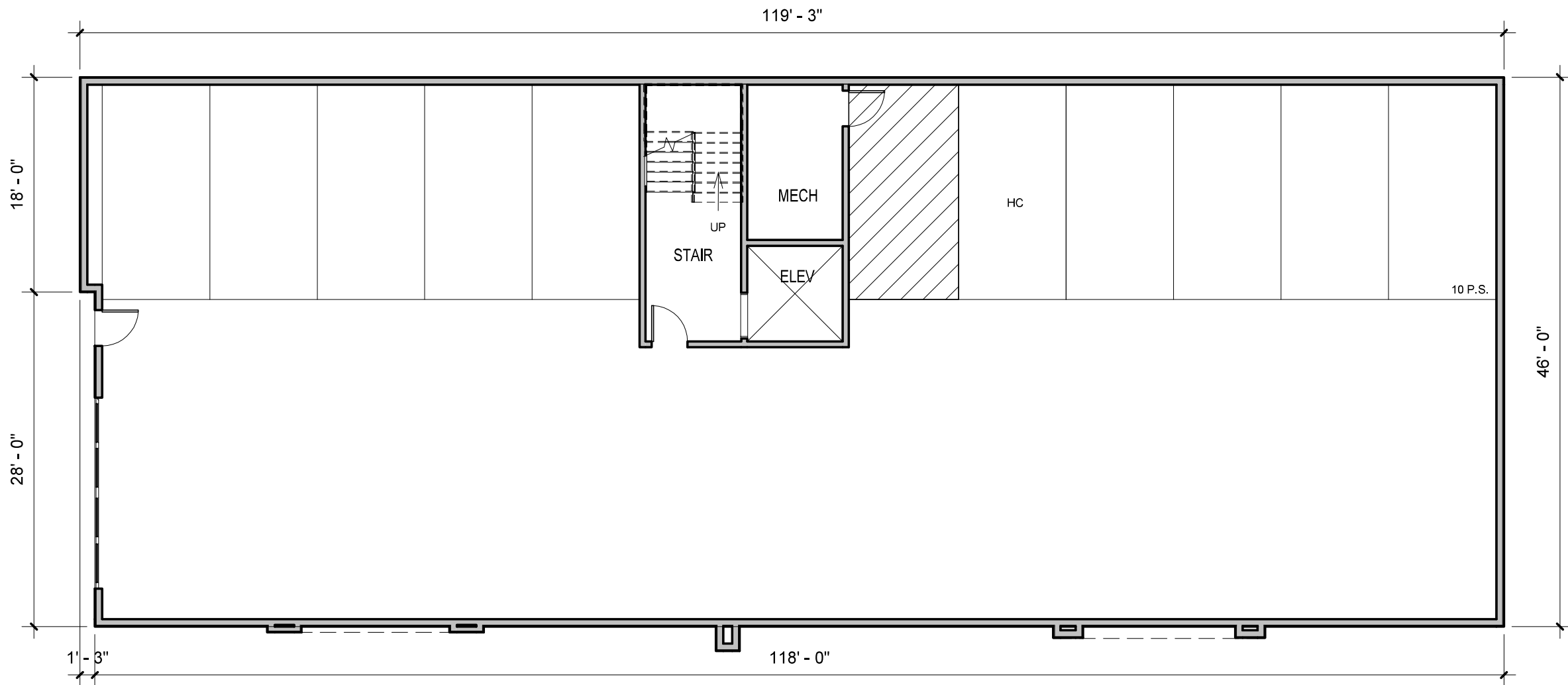
SCALE IN FEET

0 5 10 20

SURVEY LEGEND

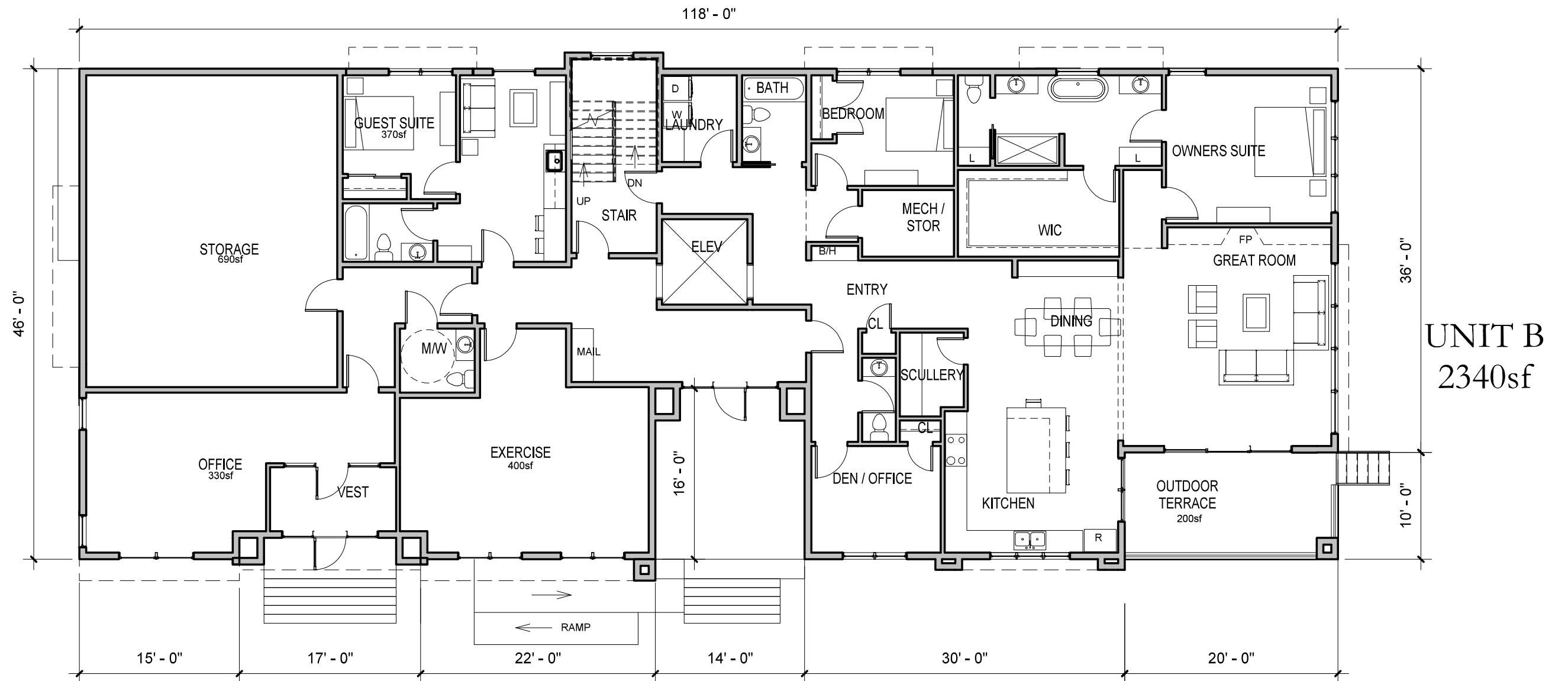
● CAST IRON MONUMENT	WOE WALKOUT ELEVATION	BITUMINOUS
⊠ CATCH BASIN	FFE FIRST FLOOR ELEVATION	BUILDING SETBACK LINE
⊠ FLARED END SECTION	GFE GARAGE FLOOR ELEVATION	CABLE TV
⊠ GATE VALVE	TOF TOP OF FOUNDATION ELEV.	CONCRETE CURB
< GUY WIRE	LOE LOWEST OPENING ELEV.	CONCRETE
⊠ HYDRANT	⊠ CABLE TV PEDESTAL	CONTOUR EXISTING
⊠ SURVEY MONUMENT SET	⊠ ELECTRIC TRANSFORMER	CONTOUR PROPOSED
● SURVEY MONUMENT FOUND	⊠ ELECTRIC MANHOLE	GUARD RAIL
⊠ SURVEY CONTROL POINT	⊠ ELECTRIC METER	⊠ DRAIN TILE
⊠ LIGHT POLE	⊠ GAS METER	⊠ ELECTRIC UNDERGROUND
⊠ POWER POLE	⊠ GAS VALVE	⊠ FENCE
⊠ SANITARY MANHOLE	⊠ HAND HOLE	⊠ FIBER OPTIC UNDERGROUND
⊠ SANITARY CLEANOUT	⊠ SOIL BORING	⊠ GAS UNDERGROUND
⊠ SIGN	⊠ TREE CONIFEROUS	⊠ OVERHEAD UTILITY
⊠ GROUND ELEVATION	⊠ TRFF. CONIFEROUS	⊠ RAILROAD TRACKS
⊠ STORM DRAIN	⊠ TELEPHONE MANHOLE	⊠ SANITARY SEWER
⊠ STORM MANHOLE	⊠ TELEPHONE PEDESTAL	⊠ STORM SEWER
⊠ YARD LIGHT	⊠ TRAFFIC SIGNAL	⊠ TELEPHONE UNDERGROUND
⊠ A/C UNIT	⊠ UTILITY MANHOLE	⊠ UTILITY UNDERGROUND
⊠ WELL	⊠ UTILITY PEDESTAL	⊠ WATERMAIN

FIELD CREW	NO.	BY	DATE	REVISION	USE (INCLUDING COPYING DISTRIBUTION, AND/OR CONVEYANCE OF INFORMATION) OF THIS PRODUCT IS STRICTLY PROHIBITED WITHOUT SATHRE-BERGQUIST, INC.'S EXPRESS WRITTEN AUTHORIZATION. USE WITHOUT SAID AUTHORIZATION CONSTITUTES AN ILLEGITIMATE USE AND SHALL THEREBY INDEMNIFY SATHRE-BERGQUIST, INC. OF ALL RESPONSIBILITY. SATHRE-BERGQUIST, INC. RESERVES THE RIGHT TO HOLD ANY ILLEGITIMATE USER OR PARTY LEGALLY RESPONSIBLE FOR DAMAGES OR LOSSES RESULTING FROM ILLEGITIMATE USE.	I hereby certify that this survey, plan or report 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. Dated this 27th day of October, 2021. <i>Donal L. Schmidt</i> Daniel L. Schmidt, PLS schmidt@sathre.com Minnesota License No. 26147	TWP:117-RGE:22-SEC.06 Hennepin County	WAYZATA, MINNESOTA	CERTIFICATE OF SURVEY PREPARED FOR: RIM Partnership	FILE NO. 7500-001 1 1
CT AT	1	JPR	10/20/2021	REF. JOB # 56795-001 & 9415-002						
DRAWN	2	DLS	11/11/2021	CORRECTED ZONING AND SETBACK INFO						
JPR										
CHECKED										
DLS										
DATE										
10/20/21										



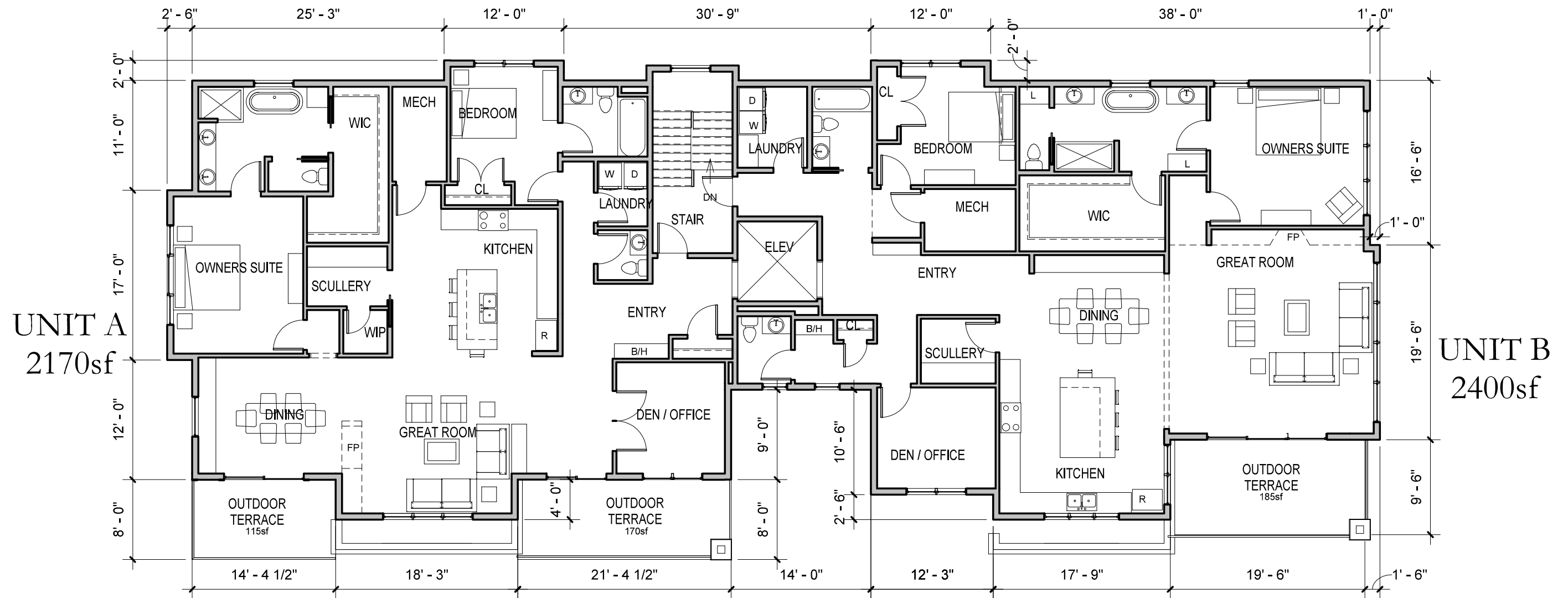
GARAGE LEVEL BUILDING PLAN
 SCALE: 3/32"=1'-0" 5450 GSF

2.8.22



MAIN LEVEL BUILDING PLAN
 SCALE: 3/32"=1'-0" 4970 GSF

2.8.22



THIRD LEVEL BUILDING PLAN
 SCALE: 3/32"=1'-0" 4785 GSF

2.8.22



BROADWAY AVE. ELEVATION
SCALE: 1/16"=1'-0"



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



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



RICE ST. ELEVATION
SCALE: 1/16"=1'-0"

1.12.22



BROADWAY AVE. ELEVATION
SCALE: 1/16"=1'-0"



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

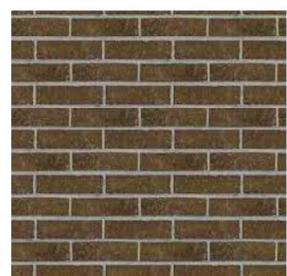


EAST ELEVATION
SCALE: 1/16"=1'-0"

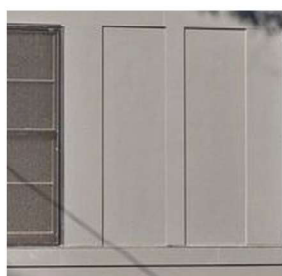


RICE ST. ELEVATION
SCALE: 1/16"=1'-0"

MATERIAL KEY



BRICK



CEMENT BD.
PANEL SIDING



CUT STONE



BLACK METAL
TRELLIS



BLACK MTL. ROOF
LIGHT MEMBRANE

2.21.22



PERSPECTIVE VIEW

NO SCALE



PERSPECTIVE VIEW

NO SCALE

1.12.22



PERSPECTIVE VIEW

NO SCALE



PERSPECTIVE VIEW

NO SCALE

1.12.22



PERSPECTIVE VIEW
NO SCALE

3.1.22



2.18.22

WHITTEN ASSOCIATES, INC.

CONDO, WAYZATA, MN

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2.18.22

WHITTEN ASSOCIATES, INC.

CONDO, WAYZATA, MN

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Shed Area	= 86 S.F.
Column Area	= 25 S.F.
Sign Area	= 5 S.F.
Total Area	= 8,004 S.F.
Coverage	= 73.4%

VICINITY MAP

NO SCALE

2"

4"

Fence ties are shown on the side of the boundary line that the fence is located on.

North

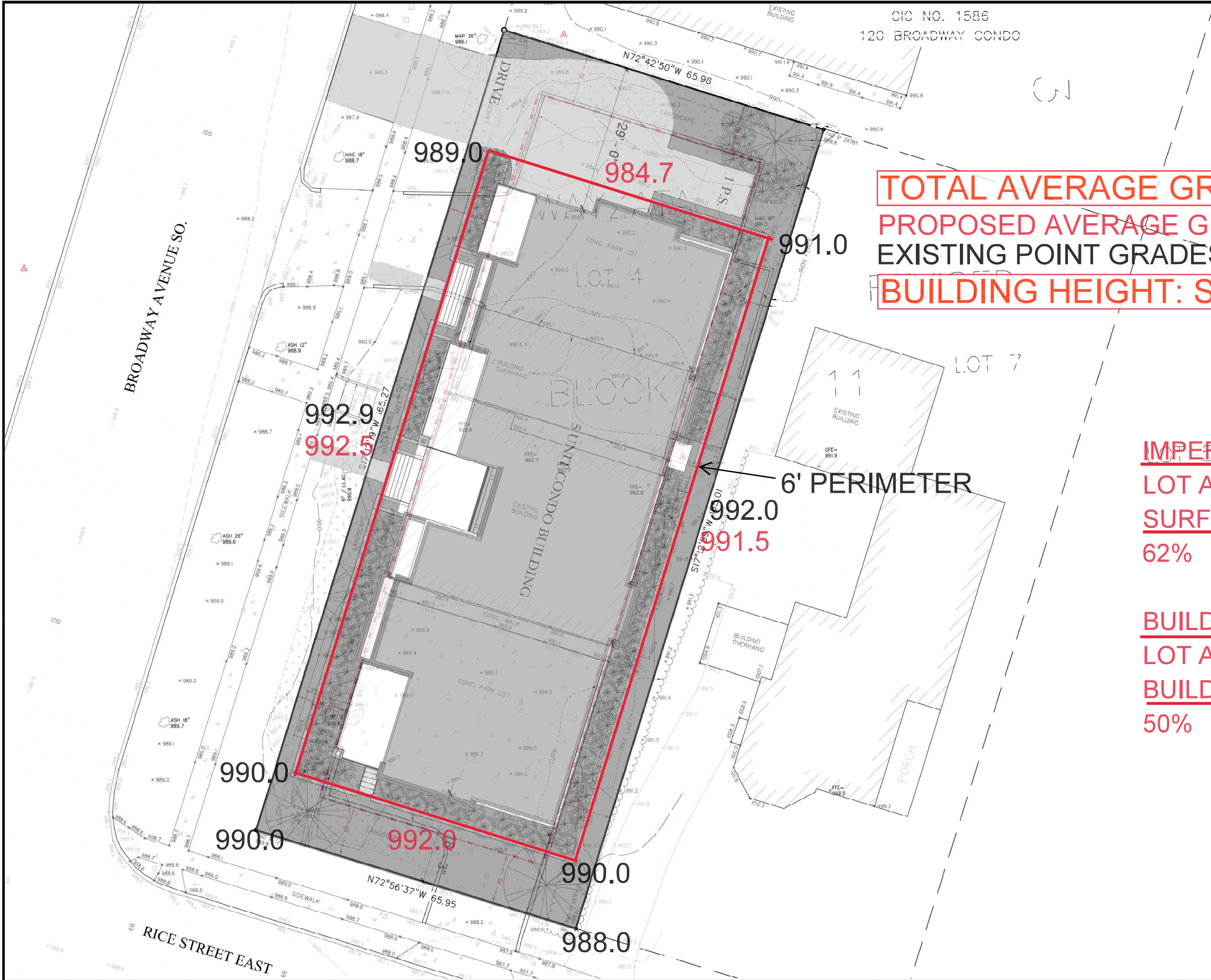
Bearings are based on the Hennepin County Coordinate System (NAD 83 - 1986 adj.)

10 5 0 5 10 20

SCALE IN FEET

SURVEY LEGEND			
	CAST IRON MONUMENT		WOE WALKOUT ELEVATION
	CATCH BASIN		FFE FIRST FLOOR ELEVATION
	FLARED END SECTION		GFE GARAGE FLOOR ELEVATION
	GATE VALVE		TOF TOP OF FOUNDATION ELEV.
	GUY WIRE		LOE LOWEST OPENING ELEV.
	HYDRANT		CABLE TV PEDESTAL
	SURVEY MONUMENT SET		ELECTRIC TRANSFORMER
	SURVEY MONUMENT FOUND		ELECTRIC MANHOLE
	SURVEY CONTROL POINT		ELECTRIC METER
	LIGHT POLE		GAS METER
	POWER POLE		GAS VALVE
	SANITARY MANHOLE		HAND HOLE
	SANITARY CLEANOUT		SOIL BORING
	SIGN		TREE CONIFEROUS
	GROUND ELEVATION		TREE DECIDUOUS
	STORM DRAIN		TELEPHONE MANHOLE
	STORM MANHOLE		TELEPHONE PEDESTAL
	YARD LIGHT		TRAFFIC SIGNAL
	A/C UNIT		UTILITY MANHOLE
	WELL		UTILITY PEDESTAL
	BITUMINOUS		BUILDING SETBACK LINE
	CABLE TV		CONCRETE CURB
	CONCRETE		CONTOUR EXISTING
	CONTOUR PROPOSED		GUARD RAIL
	DRAIN TILE		ELECTRIC UNDERGROUND
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	TELEPHONE UNDERGROUND		UTILITY UNDERGROUND
	WATERMAIN		

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CT AT	1	JPR	10/20/2021	REF. JOB # 56795-001 & 9415-002										
DRAWN	2	DLS	11/11/2021	CORRECTED ZONING AND SETBACK INFO										
JPR														
CHECKED														
DLS														
DATE														
10/20/21														



CIC NO. 1586
120 BROADWAY CONDO

DESCRIPTION OF PROPERTY SURVEYED

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Side: 10 feet
Rear: 10 feet

TOTAL AVERAGE GRADE: 991.0
PROPOSED AVERAGE GRADES
EXISTING POINT GRADES
BUILDING HEIGHT: SEE PG. 6

ones, whichever is less
of lot area
maximum shall be 2.0.

Please note that the general restrictions for the subject property may have been amended through a city process. We could be unaware of such amendments if they are not in a recorded document provided to us. We recommend that a zoning letter be obtained from the Zoning Administrator for the current restrictions for this site.

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Existing Hardcover

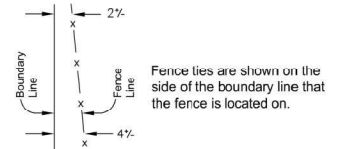
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Column Area	= 25 S.F.
Sign Area	= 5 S.F.
Total Area	= 8,004 S.F.
Coverage	= 73.4%

IMPERVIOUS SURFACE COVERAGE

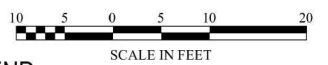
LOT AREA: 10,904sf
SURFACE COVERAGE 6,786sf
62%

BUILDING COVERAGE

LOT AREA: 10,904sf
BUILDING AREA: 5,450sf
50%



Bearings are based on the Hennepin County Coordinate System (NAD 83 - 1986 adj.)



SURVEY LEGEND

- | | | |
|-------------------------|-----------------------------|---------------------------|
| ● CAST IRON MONUMENT | WOE WALKOUT ELEVATION | — RITIMINOLIS |
| □ CATCH BASIN | FFE FIRST FLOOR ELEVATION | — BUILDING SETBACK LINE |
| △ FLARED END SECTION | GFE GARAGE FLOOR ELEVATION | — CTV CABLE TV |
| ⊗ GATE VALVE | TOP TOP OF FOUNDATION ELEV. | — CONCRETE CURB |
| — GUY WIRE | LOE LOWEST OPENING ELEV. | — CONCRETE |
| ⊕ HYDRANT | — CABLE TV PEDESTAL | — CONTOUR EXISTING |
| ○ SURVEY MONUMENT SET | ⊕ ELECTRIC TRANSFORMER | — CONTOUR PROPOSED |
| ● SURVEY MONUMENT FOUND | ⊕ ELECTRIC MANHOLE | — GUARD RAIL |
| △ SURVEY CONTROL POINT | ⊕ ELECTRIC METER | — DRAIN TILE |
| ⊕ LIGHT POLE | ⊕ GAS METER | — ELECTRIC UNDERGROUND |
| ⊕ POWER POLE | ⊕ GAS VALVE | — FENCE |
| ⊕ SANITARY MANHOLE | ⊕ HAND HOLE | — FIBER OPTIC UNDERGROUND |
| ⊕ SANITARY CLEANOUT | ⊕ SOIL BORING | — GAS UNDERGROUND |
| — SIGN | ⊕ TREE CONIFEROUS | — OVERHEAD UTILITY |
| 972.5 GROUND ELEVATION | ⊕ TREE DECIDUOUS | — RAILROAD TRACKS |
| ⊕ STORM DRAIN | ⊕ TELEPHONE MANHOLE | — SANITARY SEWER |
| ⊕ STORM MANHOLE | ⊕ TELEPHONE PEDESTAL | — STORM SEWER |
| ⊕ YARD LIGHT | ⊕ TRAFFIC SIGNAL | — TELEPHONE UNDERGROUND |
| ⊕ A/C UNIT | ⊕ UTILITY MANHOLE | — UTILITY UNDERGROUND |
| ⊕ WELL | ⊕ UTILITY PEDESTAL | — WATERMAIN |

FIELD CREW	NO.	BY	DATE	REVISION
CT AT	1	JPR	10/20/2021	REF. JOB # 56795-001 & 9416-002
DRAWN	2	DLS	11/1/2021	CORRECTED ZONING AND SETBACK INFO
JPR				
CHECKED				
DLS				
DATE				
10/20/21				

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I hereby certify that this survey, plan or report 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.

Dated this 27th day of October, 2021.

Daniel L. Schmidt

Daniel L. Schmidt, PLS
schmidt@sathre.com
Minnesota License No. 26147

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TWP:117-RGE 22-SEC.06
Hennepin County

**WAYZATA,
MINNESOTA**

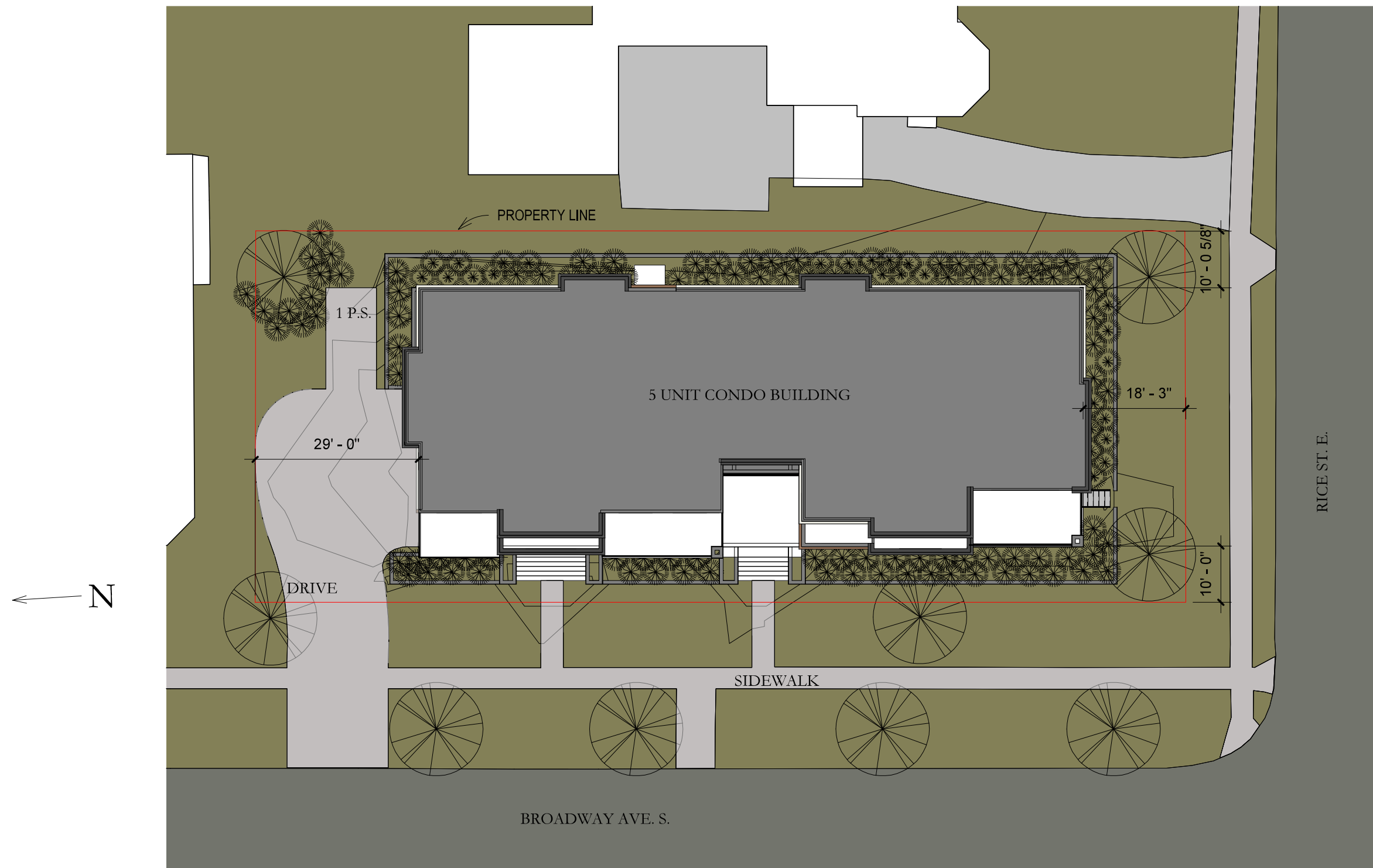
CERTIFICATE OF SURVEY

PREPARED FOR:
RIM Partnership

FILE NO.
7500-001

1

1



SITE PLAN / PRELIM. LANDSCAPE PLAN

SCALE: 1"=20'-0"

1.18.22

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CONDO, WAYZATA, MN

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630 WAYZATA BLVD E



600 RICE ST E



712 WIDSTEN CIR



120 BOARDWAY AVE. S



106 BROADWAY AVE S
ADJACENT BUILDINGS



715 RICE ST. E

2.21.22

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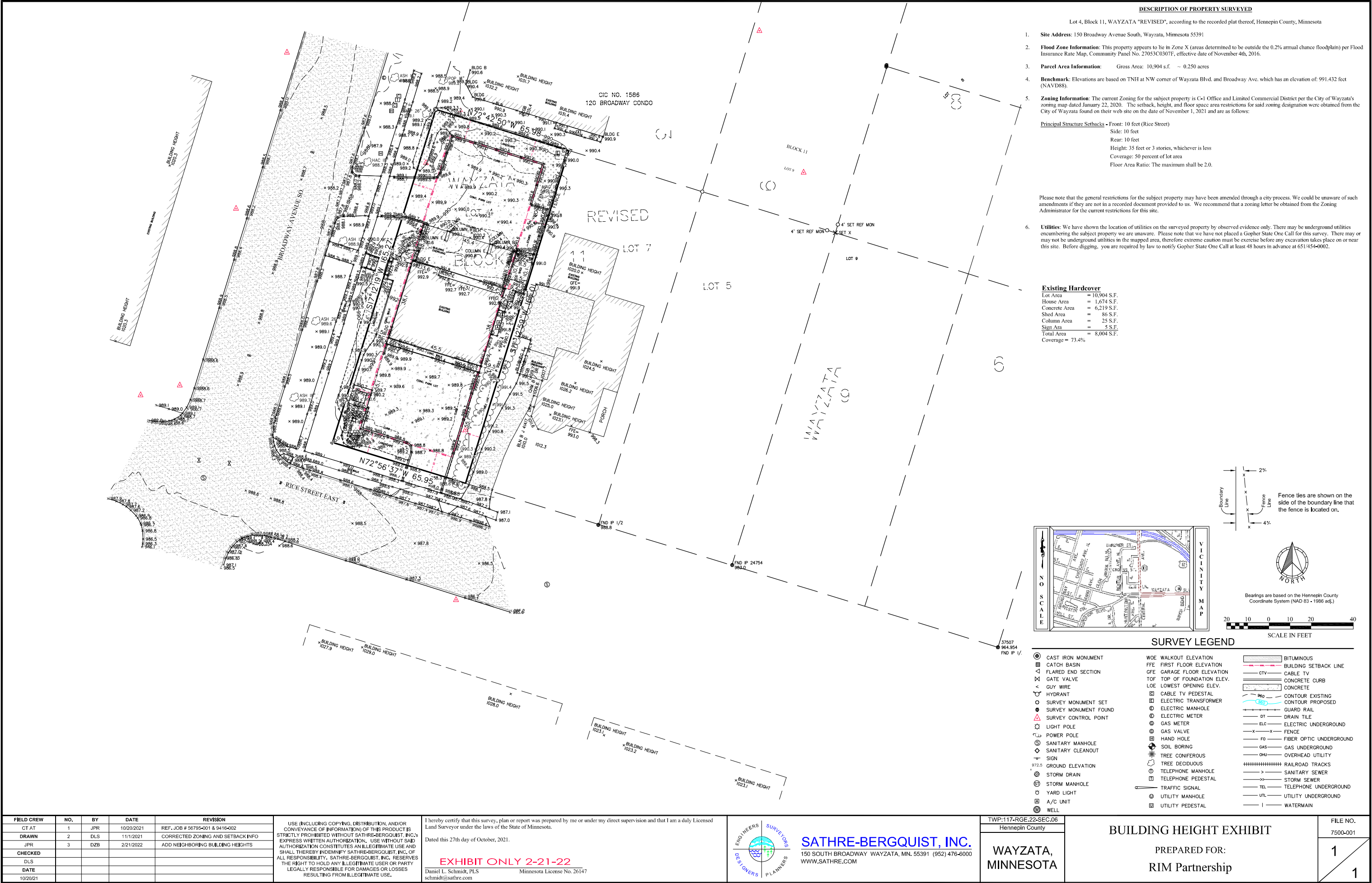
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William and Judith Cooley

715 Rice Street E.
Wayzata, MN 55391

Valerie Quarles, Asst. City Planner
City of Wayzata
600 Rice Street East
Wayzata, MN 55391

January 13, 2022

RE: PUD at 150 Broadway Avenue South

Dear Ms. Quarles,

Thank you for taking time to talk with me on Monday, I appreciate your patience.

You had asked me if I was familiar with a PUD, and I answered yes; let me fill you in on my background in development. About half-century ago I was the Mayor and City Councilman of the City of Minnetonka and became familiar with many building ordinances. I'm not sure if the PUD was used much back then but I have used it as a developer.

In my sixty years as a developer, I have used various PUD ordinances in several projects and, in fact, am considering using it now on a development I have going in Virginia. More specifically I have used the PUD ordinance in a 29 acre commercial project in Coon Rapids, Minnesota.

I started my development career at the age of 23 when I built my first 6-unit apartment at Bryant and Lake Street in Minneapolis. Over the years I have developed quite a bit of the Twin-Cities area, including; 125 acres in the Northeast quadrant of I-494 and 62 in Minnetonka; 140 acres on I-35 and CSAH 70 in Lakeville, Minnesota; Ridgedale Office Center, 13911 Ridgedale Drive, Minnetonka; the before mentioned 29 acres in Coon Rapids; the Mall of Americas (formerly Met Stadium site); to name a few. I presently have six projects underway in three states, plus two hundred thousand feet of shopping centers in Blaine, Minnesota.

The reason I bring all this up is to explain how and why I am familiar with the PUD ordinance. Having said that, in all my years of developing I have never abused that ordinance, or a neighbor, with a development such as 150 Broadway Avenue South.

As a neighbor to this project, I am going to broadly list a few of the objections I have to this development. I do not think I will be able to attend the public hearing on this but I will distribute this letter to the Planning Commission and City Council and will ask my attorney, Bryan J. Huntington, Esq, from the firm of Larkin-Hoffman, to represent us at the hearings. Being in my 82nd year and waiting for Covid to end so I can have a hip replaced, I don't travel much. I hope my absence at hearings isn't confused with lack-of-interest, it is not, if I can, I'll be there.

This property is zoned C-1 and the City Council and Planning Commission is under no obligation to change that or approve a Conditional Use Permit to allow a PUD. It should remain C-1.

OBJECTIONS TO PROJECT AS PROPOSED AT 150 BROADWAY AVENUE SOUTH.

975.02 Permitted Uses under C-1 zoning.

Under the existing ordinance, residential as a principal use is subject to density standards of the R-3 district. The subject project is principally residential and cannot meet the requirements of the R-3 district. Therefore, the PUD is being requested.

975.05 Conditional Uses, Paragraph E. If the City Council and Planning Commission grant a Conditional Use Permit and allow the PUD to proceed, there are problems with the current proposal.

This PUD proposal, with .09 % of the building being office and 91% of the building being residential, is merely using the PUD ordinance to skirt the zoning code. This is not a planned unit development, **but merely a rezoning of this property from C-1 to R-5.** The R-5 zoning doesn't work for this project as it doesn't meet the minimum lot area and minimum lot depth in the R-5 district.

933.01 Paragraph G. "PUD is not intended as a means to very applicable planning and zoning principals,"

This project fails to meet that test as it clearly is designed to change this zoning from C-1 to R-5.

933.02 Paragraph A1. Review.

This project fails to "...conform to the overall intent and purpose of this section..." To wit: Rice Street East and Broadway is a dangerous intersection. The present structure allows for a clear line of site from Rice Street to the north on Broadway. The proposed structure, with only an 18' 3" setback from the Rice Street lot line, would increase problems at this intersection.

933.02 Paragraph A, 8, b. Density.

This project fails to meet 8, b, wherein it states "...no density variation from the standards applied in the applicable zoning district..." The residential density of the C-1 zoning district is that which is allowed in the R-3 district (see 975.02 Permitted Uses, Paragraph I).

933.02 Paragraph A, 13, c. Setbacks.

This project fails to meet the building setback requirement as set forth in 933.02, 13, c, to wit: "No building within the project shall be nearer to another building than one-half the sum of the building heights of the two buildings." The proposed subject building is to be 35 feet, our house at 715 Rice Street is 30 feet. $30 + 35 = 65$ divided by 2 = 32.5 feet. The proposed building is 10 feet from the rear property line; 715 Rice Street is 10 feet from the property line; in order to conform this building would have to move 12.5 feet to the west.

General conformity to the neighborhood.

The proposed building does not conform to the neighborhood. The setbacks for the four houses on Rice Street are all at 35 feet. Because the subject building faces Broadway, it uses Rice Street as a side yard and has a setback of 18' 3". It should be required to have a 35 foot setback from Rice Street.

Page 3.

General Conformity to the neighborhood (continued).

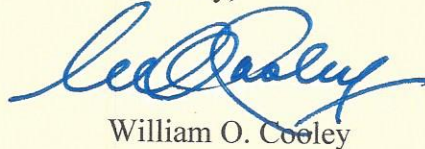
The four homes on the 700 block of Rice Street and the two buildings north of the subject building were all built by the same builder and have a uniformity in style and material. The two buildings north of the subject building and 715 Rice Street are all brick with outstanding craftsmanship. The architecture of the subject building does not fit in harmony with this neighborhood.

Summary.

In summary, the subject building does not comply with the ordinances as to zoning/use, setbacks, appearance, and uses a PUD to achieve multi-family zoning. In order to comply, the setback off Rice Street should be 35 feet, the ordinance on rear setback should be followed, and the 3rd floor should be removed or the entire first floor should be commercial/office as the code anticipated.

Please advise me of the hearing dates. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "William O. Cooley", is written over a horizontal line.

William O. Cooley

Cc: Wayzata Mayor and City Council Members
Wayzata Planning Commission Members
Bryan J. Huntington, Esq.



City of Wayzata Planning Commission Agenda Report

MEETING DATE: March 21, 2022	AGENDA ITEM: 5.b
TITLE: Consider Development Application for 1022 Wayzata Boulevard East	
PREPARED BY: Eric Zweber, Planning Consultant	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: April 16, 2022	

BACKGROUND:

The applicant, Reprise Design, has submitted a development application requesting approval of a lot combination of two parcels through a preliminary and final plat, a Comprehensive Plan Amendment for the southern parcel, Zoning Map Amendment for the southern parcel, and a Conditional Use Permit (CUP) for the demolition existing building and construction of a two-tenant retail building containing two convenience food restaurants and one drive-through located at 1022 Wayzata Boulevard.

ACTION REQUESTED:

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:

1. PC Staff Report - 1022 Wayzata Blvd
2. Attachments - 1022 Wayzata Blvd
3. Public Comments - 1022 Wayzata Blvd



**Staff Report
Wayzata Planning Commission
March 21, 2022**

Project Name: Wayzata Retail (Caribou Cabin & Urban Wok)

Requests: Lot Combination through Preliminary and Final Plat
Comprehensive Plan Amendment
Zoning Map Amendment
Conditional Use Permit

Applicant: Reprise Design (on behalf of M & Z Holdings)

Addresses of Request: 1022 Wayzata Boulevard E

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

“60 Day” Deadline: April 19, 2022

Development Application Introduction

The applicant, Reprise Design, has submitted a development application requesting approval of a lot combination of two parcels through a preliminary and final plat, a Comprehensive Plan Amendment for the southern parcel, Zoning Map Amendment for the southern parcel, and a Conditional Use Permit (CUP) for the demolition existing building and construction of a two-tenant retail building containing two convenience food restaurants and one drive-through located at 1022 Wayzata Boulevard.

Property Information

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

Address	PID	Owner
1022 Wayzata Boulevard E	06-117-22-41-0015 06-117-22-41-0016	M & Z Holdings

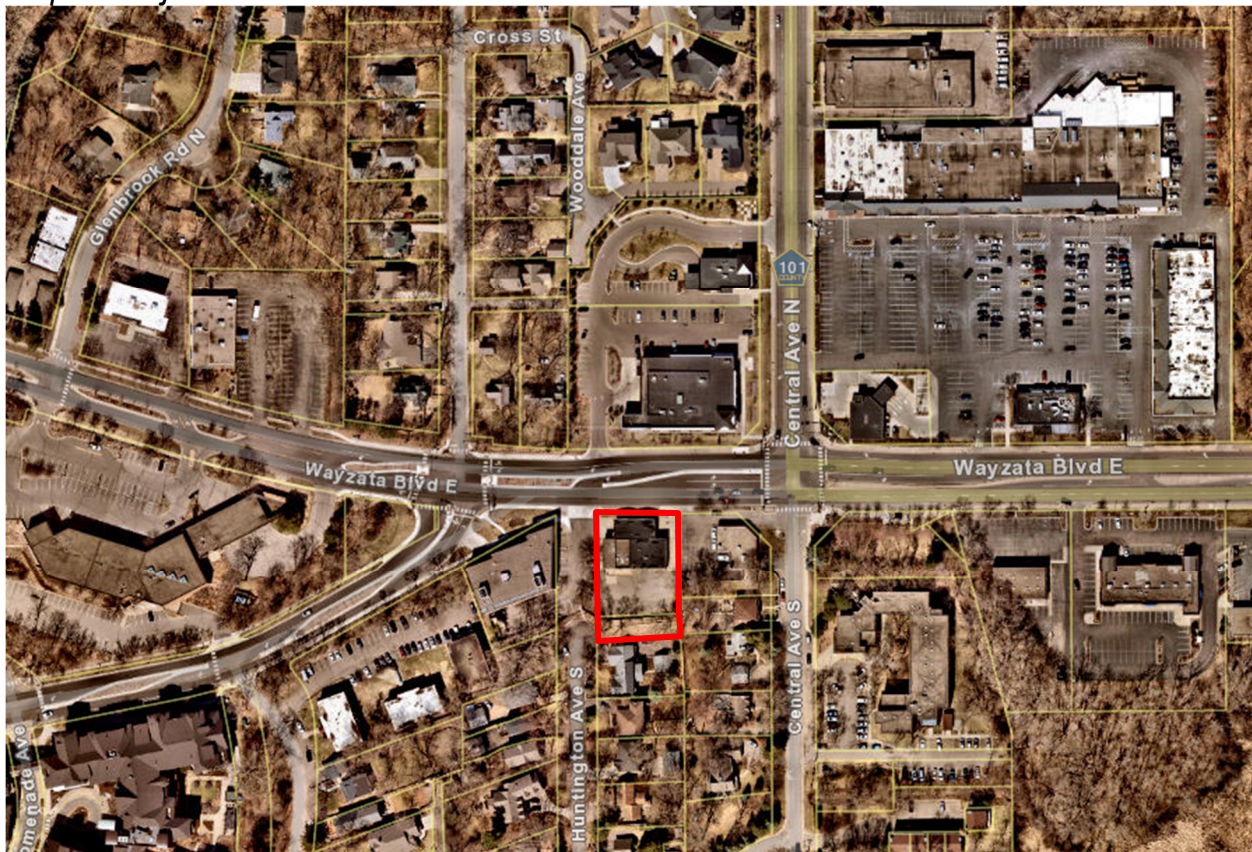
The current zoning and comprehensive plan land use designation for the property are as follows:

	1022 Wayzata Boulevard E
Current Zoning:	PID 0015: C-3 Service District PID 0016: R3-A Single and Two Family Residential
Comprehensive Plan Designation:	PID 0015: Mixed Use Commercial/Residential PID 0016: Central Core Residential

Project Location

The property is located on the south side of Wayzata Boulevard in between Central Avenue and Huntington Avenue.

Map 1: Project Location



Application Requests

As part of the submitted development application, the applicant is requesting approval of the following items:

- A. Lot Combination through Preliminary and Final Plat (§ 1003.02 & 1003.03): The applicant has proposed to combine the smaller southern parcel with the larger parcel that fronts Wayzata Boulevard.

- B. Comprehensive Plan Amendment: The applicant has proposed to change the smaller southern parcel (PID: 0611722410016) from Central Core Residential to Mixed Use Commercial to align with the larger parcel.
- C. Zoning Map Amendment (§ 903.02.F): The applicant has proposed to change the smaller southern parcel (PID: 0611722410016) from R3-A Single and Two Family Residential to C-3 Service District to align with the larger parcel.
- D. Conditional Use Permit (§ 904.02.F & 977.05.G): The applicant has requested a Conditional Use Permit for a drive-through restaurant/convenience food establishment for a “Caribou Cabin” coffee shop in the C-3 Service District.

Public Hearing Notice

Notice of the public hearing on the Application was published in the *Sun Sailor* on March 10, 2022. The public hearing notice was also mailed to all property owners located within 500 feet of the subject property on March 9, 2022.

Neighborhood Notification

The applicant held a neighborhood meeting on March 3, 2022, to discuss their proposed plans. The meeting was attended by ten residents/owners of nearby properties. The following primary concerns were discussed:

- Noise from the drive-through
- Site lighting
- Increased traffic
- Drive-through stacking
- Fencing and retaining walls along the south property line
- Combining both lots

Existing Conditions

The existing site is split between two parcels that total 0.52 acres. The larger parcel fronts Wayzata Boulevard and the Huntington Avenue right-of-way and contains a vacant gas station. The smaller parcel to the south is undeveloped and abuts the unimproved Huntington Avenue right-of-way and a residential neighborhood. The larger parcel is relatively flat while the southern parcel contains steep slopes as the elevation drops down nearly 15 feet from north to south.

Huntington Avenue right-of-way abuts the properties to the west and is used as a parking lot for the neighboring office building. Huntington Avenue was disconnected from the Hunting Avenue road to the south with the construction of the Edina Realty office building (1000 Superior Blvd) and created the elevation change that occurs adjacent to the smaller parcel. Huntington Avenue road ends in a cul-de-sac southwest of the property and there are stairs from the cul-de-sac up to the parking lot.

There is a parking lot abutting the east of the property that serves a multi-tenant building (1042 Wayzata Boulevard).

As mentioned above, the property abuts Wayzata Boulevard to the north. Walgreens sits directly across from the property on the north side of Wayzata Boulevard.

The smaller parcel is 4,368 square-feet which does not meet the minimum lot area and width standards of the R3-A zoning district. City Code 915.B.6 establishes this parcel as legal non-conforming. The requested lot combination will remove the non-conforming status of the parcel.

Proposed Changes

The applicant proposes to combine the two parcels into one and demolish the existing gas station in order to build a new multi-tenant building.

Caribou Coffee would occupy 799 square feet of the east side of the building with a drive-through lane. This specific proposed Caribou Coffee shop is called a “Caribou Cabin”. This type of coffee shop does not include any inside seating and is designed for pickup or drive-through use only. Plans show a walk-up window, and a drive-through lane along the east side of the building.

Urban Wok, a local takeout restaurant focused on Asian cuisine, would occupy 1,052 square feet of the west side of the building. The proposal includes 16 interior seats, service area, and kitchen space.

There is a 792 square-foot indoor strip of common space between the two tenants where bathrooms and building utilities would be accessed. Caribou Coffee would have an indoor walk-up window located to the south side of the common space. Two entrances/exits would be at the north and south end of the common space. Customers of both tenants would have access to a patio space on the north side of the building fronting Wayzata Boulevard. The patio space is proposed to have four tables with a total of 16 seats that will be available for customer would either purchase food from Urban Wok or items from the Caribou Coffee walk up window. There would be an additional access door to Urban Wok along the northwest side of the building abutting the parking lot.

Plans also show a trash enclosure, retaining walls, and a privacy fence located to the south of the property abutting the residential neighborhood.

Analysis of Application

City staff has reviewed the pertinent information and City Code requirements for the proposed project, and provides the following analysis and information:

Comprehensive Plan Amendment

The Comprehensive Plan land use designation for the subject property is Mixed Use Commercial for the larger northern parcel and Central Core Residential for the smaller southern parcel. The applicant would like to change the southern parcel from Central Core Residential designation to Mixed Use Commercial/Residential so that the proposed combined lot is designated for Mixed Use Commercial/Residential use.

The Mixed-Use Commercial/Residential designation represents a broad range of retail, service, office, and multi-family uses. The proposed multi-tenant building would be a retail use. Central Core Residential allows for smaller lot sizes with densities of 3-6 units per acre with single-family home being the primary use in the district. It should be kept in mind that the parcel is non-conforming for its designated use due to its small size.

Changing the designation of the smaller parcel in order to construct a multi-tenant retail building must be evaluated with applicable principles and goals of the Comprehensive Plan and make sure the Comprehensive Plan amendment would not negatively affect these goals:

Land Use:

- *Wayzata's residential neighborhoods are generally strong. Wayzata neighborhoods are desirable for families young and old. A wide variety of single and multiple family housing exists. Housing development over the last 10 years has made multifamily units the predominate housing type within the community. **As the community continues to support a variety of housing types, access to amenities and services throughout the community should also be monitored.***
- ***Although viewed as primarily a residential community, the working day population welcomes a large number to the community. This commercial tax base helps offset the large percentage of residential land uses. Commercial areas are generally well defined along Lake Street and Wayzata Boulevard. Smaller pockets of mixed neighborhood commercial and residential uses exist north of downtown.***
- ***Throughout the visioning process of the Comprehensive Plan update, the community emphasized the need for a connected community. Mixed-use nodes were identified as a way to strengthen the sense of community and increase walkability throughout the City and provide enhanced connections between the residential neighborhoods and the commercial and recreational areas.***

Land Use Goals:

- ***Create connected neighborhoods that provide access to services, housing and recreation for all ages and mobility types.***
- ***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.***
- ***Support the existing commercial core within the community, and encourage business retention and reinvestment.***

Future Land Use:

- *The Mixed-Use Commercial/Residential category provides for a combination of commercial and residential uses. This mixture of uses can be achieved in many ways, including traditional vertical or horizontal mixed-use on a single lot. Additionally, mixed-use can be achieved on a block level, where individual lot sizes and property characteristics would make multiple uses difficult to implement. **In this case, a mixture of uses should be achieved at the block level where, for example, a lot with residential units may be situated next to a lot with commercial uses.** Development within this category is anticipated to be approximately 50 percent commercial and office uses and 50 percent residential. Residential uses within the category shall be comprised of multi-family units at a density of at least 10 units per acre. Residential densities of up to 30 units per acre may be considered.*
- **1022 Wayzata Boulevard is considered a redevelopment opportunity on Figure 3-5. It is also a part of Stage 2 (2020-2030) to be redeveloped on Figure 3-6.**

Housing:

- ***Protect and maintain the character of the existing established neighborhoods within the City, while recognizing that certain areas of the community are more suitable for infill developments.***

Zoning Amendment

The larger northern parcel is zoned C-3 Service District, and the smaller southern parcel is zoned R3-A Single and Two Family Residential. The applicant is requesting a zoning map amendment to change the smaller southern parcel to C-3 Service District and then combining the lots through a preliminary and final plat. The following table outlines the standards compared with the proposal (both lots combined):

Regulation	C-3 District	Proposed
Building Height (max.)	No building shall be erected or structurally altered to exceed two stories and 30 feet in height, whichever is lesser.	1 story: 18 feet
Lot Area	Minimum of 15,000 square-feet	22,825 square-feet
Lot Coverage (max.)	50%	11.4%

Regulation	C-3 District	Proposed
Building Setbacks (min.)	Front: 10 ft Rear: 50 ft Sides: 10 ft	North (front): 10.82 ft. South (rear): 123 ft. East (side): 10.62 ft. West (side): 57 ft.
Parking Setbacks (min.)	Front: 10 ft Sides: 10 ft Rear: 10 ft Street: 15 ft	Wayzata Boulevard (front): 17 ft. Huntington Avenue (west side): 24 ft. East (side): 19 ft. South (rear): 48 ft.
Floor Area Ratio (max.)	1.0	0.12

Lot Combination – Preliminary and Final Plats

The applicant is requesting to combine both parcels due to site layout issues. Combining the lots into one allows more space for site design and eliminates the non-conforming status of the smaller southern parcel. The combination of the parcels allows site design elements such as parking requirements and drive-through lanes to be more flexible and adhere to zoning regulations.

City Code § 1002.01.B outlines the qualifications for combining two existing platted lots. The smaller parcel is non-conforming, but the combined lot cannot be greater than 125% of the minimum lot size in the C-3 Service district. The minimum lot size in the C-3 Service District is 15,000 square-feet and 125% of 15,000 square-feet is 18,750 square-feet. The combined lot is 22,825 square-feet and does not meet the criteria for a basic lot combination. Therefore, the lots must be combined through the preliminary and final plat process.

As seen above in the zoning table, the combined lot meets the lot area standards of the C-3 Service zoning district.

The smaller parcel has a different zoning and comprehensive plan designation than the larger parcel and needs both the zoning map amendment and a comprehensive plan amendment.

Parking

The applicant has proposed a combination of 20 parking stalls:

- 18 parking stalls
- 2 accessible stalls

City Code requires 15.2 spaces for each 1,000 square-feet of floor area for restaurants.

Since the proposed Caribou does not have indoor dining space, staff considered the maximum number of employees per shift in order to determine the amount of parking Caribou needs. The applicant stated there will be a maximum of three employees per shift, therefore the staff requires three parking stalls for Caribou.

Urban Wok is 1,052 square-feet and contains indoor dining. City Code requires at least 16 spaces.

Nineteen parking stalls are required, and 20 total parking stalls are proposed. Eight stalls along the west of the building and 12 stalls to the south of the building.

The proposed plan meets parking requirements and design standards for parking lots.

Loading

The site plan has adequate space for loading. City Code requires at least one loading berth being 50 feet in length. The parking lot allows for proper movement of trucks using the Huntington Avenue right-of-way. Unloading of a truck 50 feet in length would interfere in parking lot and drive-through access and vehicular movement within the site. The applicant has stated that Urban Wok and Caribou Coffee would use cargo vans for deliveries and would not need a full 50-foot-long loading area. The Planning Commission should consider if the site design allows for proper loading of trucks without restricting vehicular movement in the site or if conditions should be attached to the CUP to address size and timing of truck loading.

Drive-Through Stacking

The applicant is proposing a drive-through for the Caribou Coffee. City Code requires a lane of at least 180 feet of segregated automobile stacking. The proposed site design allows for roughly 300 feet for stacking through a partial-double drive-through lane.

Plans show 17 drive-through stalls available for queued drivers. The traffic study observed peaked queuing of 13.5 vehicles based off a similar “Caribou Cabin” constructed in Burnsville. City Code does not allow stacking of vehicles onto public rights-of-way (in this case Huntington Avenue or Wayzata Boulevard). Extra queuing spaces proposed with the site design allows drivers to stack on site as much as possible without backing up onto Huntington Avenue. The Planning Commission should consider a condition that prohibits stacking of vehicles into the Huntington Avenue right-of-way.

As mentioned above, plans show a partial-double lane for stacking as customers circle around at the back of the lot. There would be a buffer area between the drive-through lane and the parking lot south of the building. The two-lane stacking stops right before the menu board where drivers will need to merge into one lane to order and to exit the site.

Drive-Through Noise

The speaker board is shown to be facing the southeast corner of the site. There is a menu board right before the speaker box that would face the south. The drive-through window

faces completely east. The Planning Commission should discuss possible effects of the menu board and speaker location on nearby properties.

Drive-Through Hours of Operation

The current Caribou Cabin in Burnsville has operating hours from 5 am to 8 pm. Similar operating hours for this location would occur. The Planning Commission should discuss any impacts of the operating hours for Caribou Cabin on nearby properties.

Access and Circulation

Customers would access the site from Wayzata Boulevard via Huntington Avenue right-of-way. Drivers would immediately turn into the site where plans show two-way circulation arrows, and parking spots along the west side of the building and a larger parking lot to the south of the building. Drivers would either enter the drive-through or park on the west or south side of the building. When exiting the site, employees and customers would be required to take a right-turn only going eastbound on Wayzata Boulevard. No left turns would be permitted out of the site.

Design Standards Review

Staff has reviewed the submitted plans for conformance with all design standards. No deviations are needed.

The north side of the building, fronting Wayzata Boulevard, has a combination of complimentary materials. This side is mostly glazed with windows which provide a buffer between a black stone base and a top of light blue/gray hardie plank lap siding. There is a glazed double door entry also on this side.

The other three sides are made of the same materials. The east side contains the drive-through window and is mostly hardie plank lap siding. The south side contains another double door glazed entrance and is also mostly hardie plank lap siding. The west side, facing Huntington Avenue right-of-way, contains the main door to Urban Wok and is the side with the most glazing.

<u>Standard</u>	<u>Required</u>	<u>Proposed</u>
Window Glazing	• Min. 50% along Wayzata Boulevard • Min. 25% along Huntington Avenue	• 55% along Wayzata Boulevard • 56% along Huntington Avenue
Defined Base	• 2 – 3 foot defined masonry base for the entire length of the building	• 2-foot stone (black) base

Building Materials	• Masonry (Stone) • Board Siding (prohibited materials: vinyl, plastic, sheet fiberglass, rolled metal sheet, rolled residential, aluminum siding, and extruded aluminum siding)	• Stone (Black) • Hardie Plank Lap Siding (Light Blue/Gray) • Board and Batten Siding (Light Blue/Gray) • Hardie Trim Board (White) • Metal Roof Flashing • Clear Anodized Aluminum Storefront Doors and Window • Satin Aluminum Light Fixtures
Building Color	• Traditional color palette complimenting the defined materials (no florescent or highly saturated colors allowed)	• Traditional color palette including black stone, light blue/gray siding, and white trim
Roof Materials	• Sheet roofing	• Metal sheet roofing
Trash Enclosure	• Similar materials used in principal building	• Hardie Plank Lap Siding (Light Blue/Gray) • Hardie Trim Board (White) • Stone (Black)

Landscape Plan

The proposed landscape plan meets the designs standards review. The applicant has proposed five trees along the frontage of Wayzata Boulevard and two trees on the south side of the building. City Code requires street trees be a minimum of three (3) caliper inches placed no more than 26 feet apart. The site has 123.63 feet of street frontage which requires at least five trees. The proposed five trees fronting Wayzata Boulevard are three (3) caliper inches.

There are internal sidewalks that connect with the sidewalk along Wayzata Boulevard. The existing five-foot-wide sidewalk within Wayzata Boulevard will be replaced with a seven-foot-wide sidewalk that complies with the design standards. Plans show a six-foot landscaped buffer along the southwest side of the building that includes various shrubs. There is also a landscape buffer around the drive-through lane and trash enclosure that provides a defined edge between the drive-through lane and parking areas.

Plans show a landscaped, concrete patio fronting Wayzata Boulevard where customers can enjoy coffee/food outside. The trees and shrubs provide a natural barrier between Wayzata Boulevard and the patio. Other notable aspects include a public bench and a bike rack.

Fencing/Retaining Wall

City Code requires a six-foot privacy fence be installed where any non-residential lots abut a residential lot. Plans show a six-foot composite fence to be installed along the rear of the lot to screen from neighboring residential uses.

City design standards require an ornamental iron rod fence between three (3) – four (4) feet in height with a landscaped buffer between the parking lot and Wayzata Boulevard. The applicant is proposing a three (3) foot ornamental fence with a 10-foot landscaped buffer between the parking lot and the sidewalk fronting Wayzata Boulevard.

A new retaining wall is also proposed parallel to the privacy fence to alleviate the steep slopes at the rear end of the lot.

Tree Preservation Plan

There are currently eight significant trees and one heritage tree on the site with a cumulative total of 167 diameter inches. No trees are recommended for removal due to construction activities. As mentioned above, the landscape plan provides five trees along the Wayzata Boulevard frontage for a total of 15 caliper inches that would qualify for tree replacement if needed. The landscape plan provides two additional trees that are too small to qualify as replacement.

Lighting

Three lighting posts are proposed on the site. One at the southwest corner of the building, one on the southern end of the lot for the drive-through, and one on the east side of the lot between the drive-through lane and the parking lot. The lighting plan meets all design standards and are designed for minimal impact on neighboring properties.

Signage Plan

The applicant has submitted a signage plan for Caribou and Urban Wok. All proposed signage meets all City Code requirements, including required design standards. Proposed signage includes a two-tenant monument sign, two wall signs on the north side facing Wayzata Boulevard, two on the south side facing the parking lot, and one above the drive-through window on the east side.

The two-tenant, LED illuminated pylon monument sign would be located at the Huntington Avenue entrance. The sign area is 34.7 square-feet with a 44.5 square-foot stone base.

Two Urban Wok wall signs would be located on the northwest side of the building with one facing west and the other facing north along Wayzata Boulevard. An additional one is proposed on the south side of the building.

Three Caribou wall signs would be located along the north side facing Wayzata Boulevard, one on the east side, and one on the south side of the building.

Standards of Planning Commission Review of Application Requests

The applicant's Comprehensive Plan Amendment and Zoning Map Amendment requests are legislative reviews and decisions, meaning that the Planning Commission acts like a legislative body and has wide discretion on whether to recommend approval or denial if it has a rational basis for its decision.

The application's subdivision and CUP requests are quasi-judicial reviews and decisions, meaning that the Planning Commission acts similar to a judge in a courtroom and applies the relevant rules of the Zoning Ordinance to this particular property and proposed development.

The Planning Commission should recommend approval of the Comprehensive Plan amendment if the Commission determines the amendment set appropriate policy to enforce, amend, and administrate the Zoning Ordinance in City Code § 901.04.

The Planning Commission should recommend approval of the zoning map amendment if the Commission determines that there are no substantial adverse effects of the amendment in City Code § 903.02.F

The Planning Commission should recommend approval of the preliminary and final plat requested by the applicant if the Commission determines that they meet all criteria for platting standards in City Code § 1003.

The Planning Commission should recommend approval of the conditional use permit for a drive-through restaurant/convenience food establishment requested by the applicant if the Commission determines that it meets all the Conditional Use Permit standards and requirements in City Codes § 904.02 and 977.05.G.11.

Primary Questions to Consider

- Would the comprehensive plan amendment allow the proposed development to create access to services for the community?
- Would the comprehensive plan amendment help diversify the tax base by creating additional commercial land?
- Will the comprehensive plan amendment create better connections between residential neighborhoods and the proposed commercial building?
- Will the comprehensive plan amendment allow a high quality designed commercial building?
- Will the comprehensive plan amendment help support the existing commercial core?
- Will the comprehensive plan amendment allow for redevelopment of the property?
- Will the comprehensive plan amendment support the existing residential areas while recognizing that some areas of the city are more suitable for infill development?
- Is the zoning amendment consistent with the comprehensive plan?
- Is the proposed lot combination consistent with the comprehensive plan?

- Will the CUP have an effect on the area in which the project is proposed?
- Will the loading area restrict the proper movement of vehicles?
- Will the site have an adverse impact on the surrounding area when it comes to drive-through noise, hours of operation, and site lighting?

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

Applicant's Narrative Dated February 18, 2022

Existing Survey

Preliminary and Final Plats

Civil Plans

Landscape Plan

Photometric Plan

Architectural Plans

Privacy Fence Detail Sheet

Traffic Study

Tree Preservation Plan

Summary of March 8, 2022 Neighborhood Meeting

Applicable Code Provisions for Review

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

2040 Comprehensive Plan Amendment

Land Use:

- *Wayzata's residential neighborhoods are generally strong. Wayzata neighborhoods are desirable for families young and old. A wide variety of single and multiple family housing exists. Housing development over the last 10 years has made multifamily units the predominate housing type within the community. **As the community continues to support a variety of housing types, access to amenities and services throughout the community should also be monitored.***
- ***Although viewed as primarily a residential community, the working day population welcomes a large number to the community. This commercial tax base helps offset the large percentage of residential land uses. Commercial areas are generally well defined along Lake Street and Wayzata Boulevard. Smaller pockets of mixed neighborhood commercial and residential uses exist north of downtown.***
- ***Throughout the visioning process of the Comprehensive Plan update, the community emphasized the need for a connected community. Mixed-use nodes were identified as a way to strengthen the sense of community and increase walkability throughout the City and provide enhanced connections between the residential neighborhoods and the commercial and recreational areas.***
- ***The Central Core Residential category represents the single-family residential development located in the central core of Wayzata. These homes include smaller lot sizes, with densities of 3 to 6 units per acre. Single-family units are the primary uses within this district.***

Land Use Goals:

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

- ***Support the existing commercial core within the community and encourage business retention and reinvestment.***

Future Land Use:

- ***There are no new areas of Central Core Residential identified within the plan; therefore, any development activity within this category will be the result of redevelopment.***
- ***The Mixed-Use Commercial/Residential category provides for a combination of commercial and residential uses. This mixture of uses can be achieved in many ways, including traditional vertical or horizontal mixed-use on a single lot. Additionally, mixed-use can be achieved on a block level, where individual lot sizes and property characteristics would make multiple uses difficult to implement. In this case, a mixture of uses should be achieved at the block level where, for example, a lot with residential units may be situated next to a lot with commercial uses. Development within this category is anticipated to be approximately 50 percent commercial and office uses and 50 percent residential. Residential uses within the category shall be comprised of multi-family units at a density of at least 10 units per acre. Residential densities of up to 30 units per acre may be considered.***
- ***1022 Wayzata Boulevard is considered a redevelopment opportunity on Figure 3-5. It is also a part of Stage 2 (2020-2030) to be redeveloped on Figure 3-6.***

Housing:

- ***Protect and maintain the character of the existing established neighborhoods within the City, while recognizing that certain areas of the community are more suitable for infill developments.***

Lot Combination through Preliminary and Final Plat (1003.02 & 1003.03)

The City may agree to review the preliminary and final plat simultaneously. The Planning Commission shall consider possible adverse effects of the preliminary plat. Its judgment shall be based upon, but not limited to, the following factors:

1. The proposed subdivision or lot combination shall be consistent with the Wayzata Comprehensive Plan.

2. Building pads that result from a subdivision or lot combination shall preserve sensitive areas such as lakes, streams, wetlands, wildlife habitat, trees and vegetation, scenic points, historical locations, or similar community assets.

3. Building pads that result from subdivision or lot combination shall be selected and located with respect to natural topography to minimize filing or grading.

4. Existing stands of significant trees shall be retained where possible. Building pads that result from a subdivision or lot combination shall be sensitively integrated into existing trees.

5. The creation of a lot or lots shall not adversely impact the scale, pattern or character of the City, its neighborhoods, or its commercial areas.
6. The design of a lot, the building pad, and the site layout shall respond to and be reflective of the surrounding lots and neighborhood character.
7. The lot size that results from a subdivision or lot combination shall not be dissimilar from adjacent lots or lots found in the surrounding neighborhood or commercial area.
8. The architectural appearance, scale, mass, construction materials, proportion and scale of roof line and functional plan of a building proposed on a lot to be divided or combined shall be similar to the characteristics and quality of existing development in the City, a neighborhood or commercial area.
9. The design, scale and massing of buildings proposed on a subdivided or combined lot shall be subject to the architectural guidelines and criteria for the Downtown Architectural District, Commercial and Institutional Architectural Districts, and Residential Architectural Districts and the Design Review Board/City Council review process outline in Chapter 909 of the Wayzata Zoning Ordinance.
10. The proposed lot layout and building pads shall conform with all performance standards contained herein.
11. The proposed subdivision or lot combination shall not tend to or actually depreciate the values of neighboring properties in the area in which the subdivision or lot combination is proposed.
12. The proposed subdivision or lot combination shall be accommodated with existing public services, primarily related to transportation and utility systems, and will not overburden the City's service capacity.

Zoning Map Amendment (903.02)

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:

- 1. The proposed action in relation to the specific policies and provisions of the official City Comprehensive Plan.**
- 2. The proposed use's conformity with present and future land 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 value in the area in which it is proposed.
- 6. Traffic generation 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.

Conditional Use Permit Standards (§ 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.

The following additional standards apply for conditional use permit for drive-through restaurant/convenience food establishment (§ 977.05.G):

1. **Compatibility. The architectural appearance, scale, construction materials, and functional plan of the building and site shall not be dissimilar to the existing nearby commercial buildings, and shall not cause impairment in property values, or constitute a blighting influence within a reasonable distance of the site.**
2. **Green Strip.** At any common boundary shared with a residential district, a strip of not less than five feet shall be landscaped and screened so as to create an effective visual and sound buffer and separation of uses.
3. **Lighting.** Each light standard base island and all islands in the parking lot landscaped or covered. The light source is hooded to prevent glare onto adjoining property and the public right-of-way.
4. **Curbing.** Parking areas and driveways shall be curbed with continuous concrete curbs not less than six inches high above the parking lot or driveway grade.
5. **Vehicle Access.** Vehicular access points shall be limited and shall create a minimum of conflict with through traffic movements.
6. **Drainage.** The entire area shall have a drainage system which is subject to the approval of the City Engineer.
7. **Surfacing.** The entire area other than that portion occupied by buildings or structures or plantings shall be surfaced with a material which will control dust and drainage and which is subject to the approval of the City.
8. **Loading Berth.** Adequate space shall be provided on the site for a loading berth to accommodate the parking and maneuvering of semi-tractor trailers.
9. **Refuse Storage.** All refuse shall be stored in containers as specified by City Code. Said containers are to be screened and enclosed by a fence or similar structure.
10. **Litter Control.** The operation shall be responsible for litter control within 500 feet of the property line and is to occur on a daily basis.

11. Drive-Through Windows. Service windows shall be allowed if the following additional criteria are satisfied:

- a) Stacking. Not less than 180 feet of segregated automobile stacking lane must be provided for the service window.
- b) Traffic Control. The stacking lane and its access must be designed to control traffic in a manner to protect the pedestrians, buildings and green area on the site.
- c) Use of Street. No part of the public street or boulevard may be used for stacking of automobiles.
- d) Noise. The stacking lane, order board intercom, and service window shall be designed and located in such a manner as to minimize automobile and communication noises, emissions, and headlight glare upon adjacent premises, particularly residential premises, and to maximize maneuverability of vehicles on the site. Levels of noise, light, and air quality shall be measured at property lines and shall satisfy established state regulations.
- e) Hours. Hours of operation shall be limited as necessary to minimize the effect of nuisance factors such as traffic, noise and glare upon any existing neighboring residential uses.

12. The provisions of Section 904.02.F of this Ordinance are considered and satisfactorily met.

February 18, 2022

Mr. Eric Zweber
City of Wayzata
Planning Department
600 Rice St. East
Wayzata, MN 55391
planning@wayzata.org

Re: **Project Narrative**
1022 E. Wayzata Blvd.

Mr. Zweber:

Please accept these revised documents for the proposed project at 1022 East Wayzata Boulevard. We are requesting Design Review approval for the demolition of the existing building, construction of a new building conforming to design standards, and related site work. In addition to the Design Review we are submitting for the following actions:

1. Conditional Use Permit for a drive-through restaurant / convenience food establishment in the C-3 district.
2. A lot combination of parcels #0611722410015 and #0611722410016 through a Preliminary and final Plat process.
3. A Comprehensive Plan Amendment to re-guide parcel #0611722410016 from Central Core Residential to Mixed-use Commercial / Residential.
4. Zoning Map Amendment of parcel #0611722410016 from R-3A to C-3.

The revised parking lot design has allowed all parking stalls to comply with required setbacks, and a variance is no longer required for parking stalls along the west property line.

In support of these application requests and in response to the Incomplete Letter dated February 14, 2022 we are submitting the following revised documentation:

- Civil Engineering
- Landscape Plan
- Photometric Plan
- Architectural
- Revised Project Narrative with Urban Wok description
- Revised Application removing variance request

Previously submitted documents from January 24 without changes include:

- Privacy fence detail sheet
- Traffic Study
- Tree Preservation Report
- Preliminary Plat and Final Plat

PROJECT DESCRIPTION:

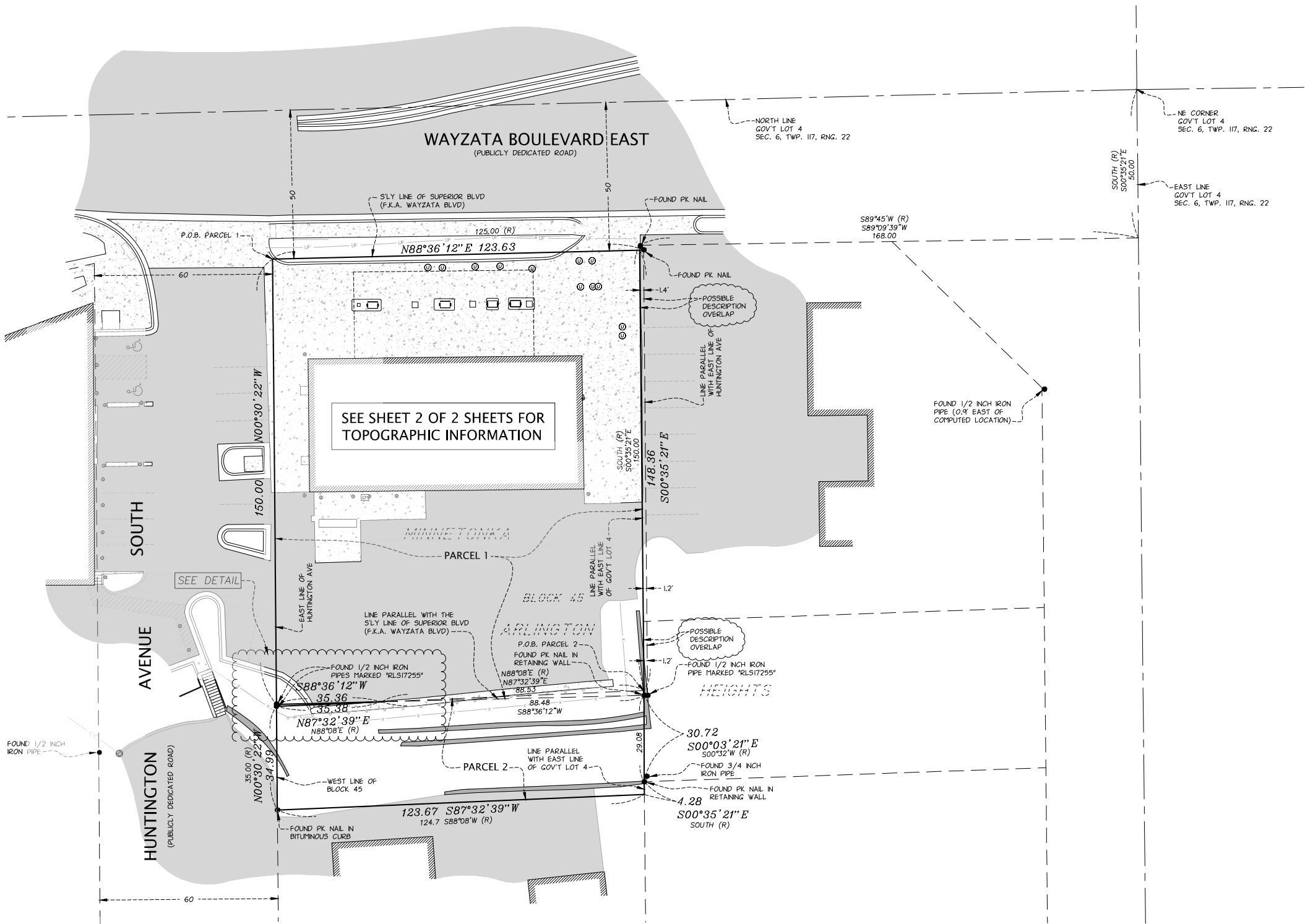
The total area of the two combined lots will be 22,301.44 square feet or 0.524 acre. The total existing building area to be demolished is 4,139 SF and the proposed new building will have 2,643 SF. There is a reduction of impervious surface on the site of 608 SF (3.4%). The building will include two tenants. A Caribou Coffee, drive-thru only (no interior seating) facility with a maximum of (3) three employees on a shift and Urban Wok, a locally owned take out focused restaurant with 16 interior seats. Urban Wok has (3) three employees maximum per shift. The site work includes landscaped building entry and patio fronting Wayzata Blvd with the entry to the parking lot and drive-thru window off of Huntington Avenue South. There are 20 on-site parking stalls. There is a fully dedicated (partial double) drive-thru lane that is a total of 300 feet long with room for 17 cars of stacking from the drive-thru window to the end of the dedicated aisle. There will be a 6 foot high solid privacy fence on the south that will completely screen the entire site from the residential property to the south of the building. This fence will be constructed from the Trex Seclusions system which uses overlapping panels for complete screening. We are showing a new retaining wall on the south side of the site which will replace the existing compromised walls as part of this project and which will alleviate the current issue.

Thank you for your consideration of this application. Please let me know if you have any questions or if you need additional information. We look forward to working with you to make this project an asset to everyone involved!

Respectfully,

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

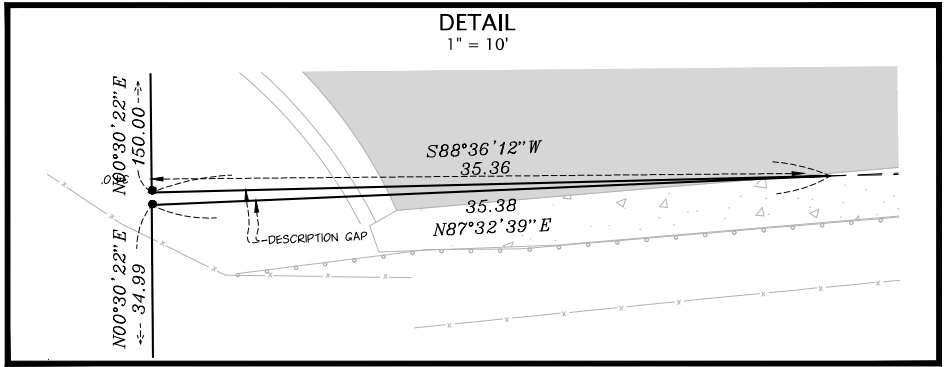
Corey Englund
Project Manager
Reprise Design



LEGEND

● FOUND MONUMENT	⚡ FIRE DEPT. CONNECTION	— UE — UNDERGROUND ELECTRIC
○ SET 1/2" IRON PIPE MARKED RLS NO. 25718	⚡ HYDRANT	— UTV — UNDERGROUND CABLE TV
— CABLE TV PEDESTAL	⚡ CURB STOP	— UTO — UNDERGROUND FIBER OPTIC
— AIR CONDITIONER	⚡ WATER WELL	— UT — UNDERGROUND TELEPHONE
— ELECTRIC MANHOLE	⚡ WATER MANHOLE	— OU — OVERHEAD UTILITY
— ELECTRIC METER	⚡ WATER METER	— UC — UNDERGROUND GAS
— ELECTRIC PEDESTAL	⚡ POST INDICATOR VALVE	— SS — SANITARY SEWER
— ELECTRIC TRANSFORMER	⚡ WATER VALVE	— S — STORM SEWER
— LIGHT POLE	⚡ BOLLARD	— W — WATERMAIN
— COV WIRE	⚡ FLAG POLE	— F — FENCE
— POWER POLE	⚡ MAIL BOX	— C — CURB [TYPICAL]
— GAS MANHOLE	⚡ TRAFFIC SIGN	— CO — CONTOURS
— GAS METER	⚡ UNKNOWN MANHOLE	
— TELEPHONE MANHOLE	⚡ SOIL BORING	BT BITUMINOUS SURFACE
— TELEPHONE PEDESTAL	⚡ 100.00 SPOT ELEVATION	CS CONCRETE SURFACE
— SANITARY CLEANOUT	⚡ TRAFFIC SIGNAL	GS GRAVEL SURFACE
— SANITARY MANHOLE	☀ CONIFEROUS TREE	
— CATCH BASIN	☀ DECIDUOUS TREE	
— STORM DRAIN		
— FLARED END SECTION		
— STORM MANHOLE		

(R) DENOTES A BEARING OR DISTANCE OF RECORD



LEGAL DESCRIPTION:

PARCEL 1: (PID:0611722410015)
The following legal description appears on the the Hennepin County Limited Warranty Deed as Document Number A10560653:

That part of Block 45, MINNETONKA ARLINGTON HEIGHTS, Wayzata, Minnesota, bounded and described as follows: COMMENCING at a point where the easterly line of Huntington Avenue intersects the present southerly line of Superior Boulevard (formerly known as Wayzata Boulevard); thence in an easterly direction along the southerly line of said Superior Boulevard a distance of 125 feet; thence in a southerly direction on a line parallel with the easterly line of said Huntington Avenue a distance of 150 feet; thence westerly on a line parallel with the southerly line of said Superior Boulevard to a point on the easterly line of Huntington Avenue 150 feet southerly of the POINT OF BEGINNING; thence northerly along the easterly line of said Huntington Avenue to the place of beginning.
(Abstract)

PARCEL 2: (PID:0611722410016)
The following legal description appears on the Hennepin County Certificate of Title, Certificate Number 1464787:

That part of Block 45, "Minnetonka Arlington Heights", described as commencing at the Northeast corner of Government Lot 4, Section 6, Township 117, Range 22; thence South along the East line of said Government Lot 4, a distance of 50 feet; thence South 89 degrees 45 minutes West (assuming said East line as bearing North and South) a distance of 168 feet; thence South, parallel to the East line of said Government Lot 4, a distance of 150 feet to the actual point of beginning; thence South 0 degrees 32 minutes West a distance of 30.72 feet; thence South parallel to the East line of Said Government Lot 4, a distance of 4.28 feet; thence South 88 degrees 08 minutes West a distance of 124.7 feet, more or less, to the West line of said Block 45; thence North along the West line of said Block 45 a distance of 35 feet to an intersection with a line bearing South 88 degrees 08 minutes West from the actual point of beginning, thence North 88 degrees 08 minutes East to the actual point of beginning.
(Torrens)

*NOTE: MULTIPLE DESCRIPTION GAPS AND OVERLAPS APPEAR TO BE CREATED FROM THE ABOVE LISTED PROPERTY DESCRIPTIONS. CONSULT WITH A QUALIFIED TITLE OR REAL ESTATE ATTORNEY TO RECTIFY THIS ISSUE IF NECESSARY.

TITLE NOTES:

NO TITLE WORK WAS PROVIDED FOR THE BENEFIT OF THIS SURVEY. EASEMENTS OF WHICH WE ARE UNAWARE MAY EXIST.

AREAS:

TOTAL AREA = 22,815 SQ.FT., BEING 0.524 ACRES, MORE OR LESS

BENCHMARKS

ELEVATIONS BASED ON INFORMATION AS SHOWN ON THE MNDOT GEODETIC WEBSITE. SURVEY DISK T117 WITH AN ELEVATION OF 940.28 WAS USED TO ESTABLISH VERTICAL CONTROL FOR THIS SURVEY (NAVD 88)

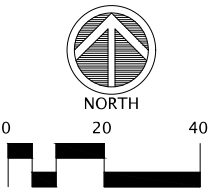
LOCAL PROJECT BENCHMARK SHOWN GRAPHICALLY

SURVEY NOTES:

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2. UNDERGROUND UTILITIES SHOWN PER GOPHER ONE LOCATES AND AS-BUILTS PLANS PROVIDED BY THE CITY OF WAYZATA.
3. THERE MAY SOME UNDERGROUND UTILITIES, GAS, ELECTRIC, ETC. NOT SHOWN OR LOCATED.

UNDERGROUND UTILITIES NOTES:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THIS SURVEY HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. GOPHER STATE ONE CALL LOCATE TICKET NUMBER(S) 201883877. SOME MAPS WERE RECEIVED, WHILE OTHER UTILITIES DID NOT RESPOND TO THE LOCATE REQUEST. ADDITIONAL UTILITIES OF WHICH WE ARE UNAWARE MAY EXIST.



1022 WAYZATA BLVD

WAYZATA, MN

CONTACT:

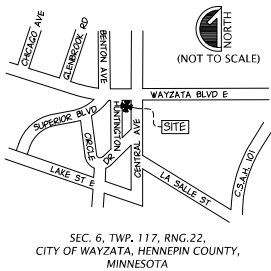
REPRISE DESIGN
Charles Schatz, LEED AP BD+C
Senior Project Architect
12400 Portland Ave South
Suite 100
Burnsville, MN 55337
952-252-4042
cschatz@reprisedesign.com

COUNTY/CITY:

HENNEPIN COUNTY

CITY OF WAYZATA

VICINITY MAP



SEC. 6, TWP. 117, RNG. 22,
CITY OF WAYZATA, HENNEPIN COUNTY,
MINNESOTA

REVISIONS:

DATE	REVISION
07-20-20	PRELIMINARY ISSUE

CERTIFICATION:

I hereby certify that this plan 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.

Daniel L. Thurnes, Registration Number: 25718

Date: 07-29-20

PROJECT LOCATION:

1022
WAYZATA BLVD. E.
PID#0611722410015
PID#0611722410016

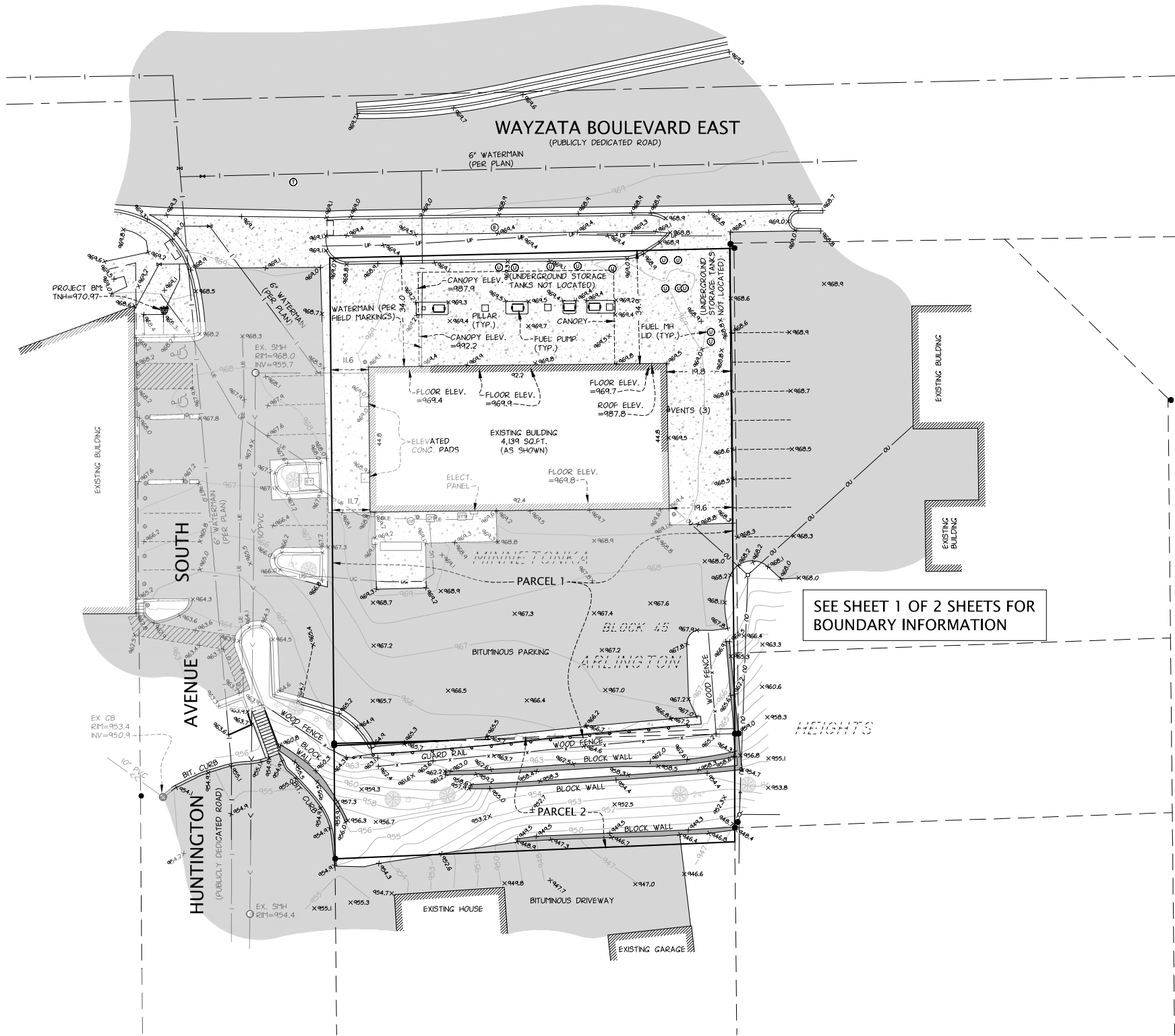
Suite #200
1970 Northwestern Ave
Stillwater, MN 55082
Phone 651.275.8969
Fax 651.275.8976
dan@cssurvey.net

CORNERSTONE
LAND SURVEYING, INC.

FILE NAME PROJECT NO. SURVREP03 REP20003

BOUNDARY AND
TOPOGRAPHIC
SURVEY

SHEET 1 OF 2
Page 105 of 177



LEGEND

	FOUND MONUMENT		FIRE DEPT. CONNECTION		UNDERGROUND ELECTRIC
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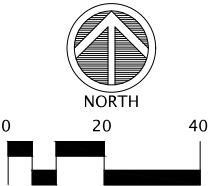
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3. THERE MAY SOME UNDERGROUND UTILITIES, GAS, ELECTRIC, ETC. NOT SHOWN OR LOCATED.

UNDERGROUND UTILITIES NOTES:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THIS SURVEY HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. GOPHER STATE ONE CALL LOCATE TICKET NUMBER(S) 201883877. SOME MAPS WERE RECEIVED, WHILE OTHER UTILITIES DID NOT RESPOND TO THE LOCATE REQUEST. ADDITIONAL UTILITIES OF WHICH WE ARE UNAWARE MAY EXIST.



1022 WAYZATA BLVD

WAYZATA, MN

CONTACT:

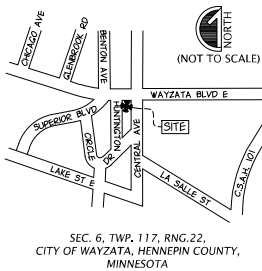
REPRISE DESIGN
Charles Schatz, LEED AP BD+C
Senior Project Architect
12400 Portland Ave South
Suite 100
Burnsville, MN 55337
952-252-4042
cschatz@reprisedesign.com

COUNTY/CITY:

HENNEPIN COUNTY

CITY OF WAYZATA

VICINITY MAP



REVISIONS:

DATE	REVISION
07-20-20	PRELIMINARY ISSUE

CERTIFICATION:

I hereby certify that this plan 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.

Daniel L. Turmes, Registration Number: 25718
Date: 07-20-20

PROJECT LOCATION:

1022
WAYZATA BLVD. E.
PID#0611722410015
PID#0611722410016

Suite #200
1970 Northwestern Ave
Stillwater, MN 55082
Phone 651.275.8969
Fax 651.275.8976
dan@cssurvey.net

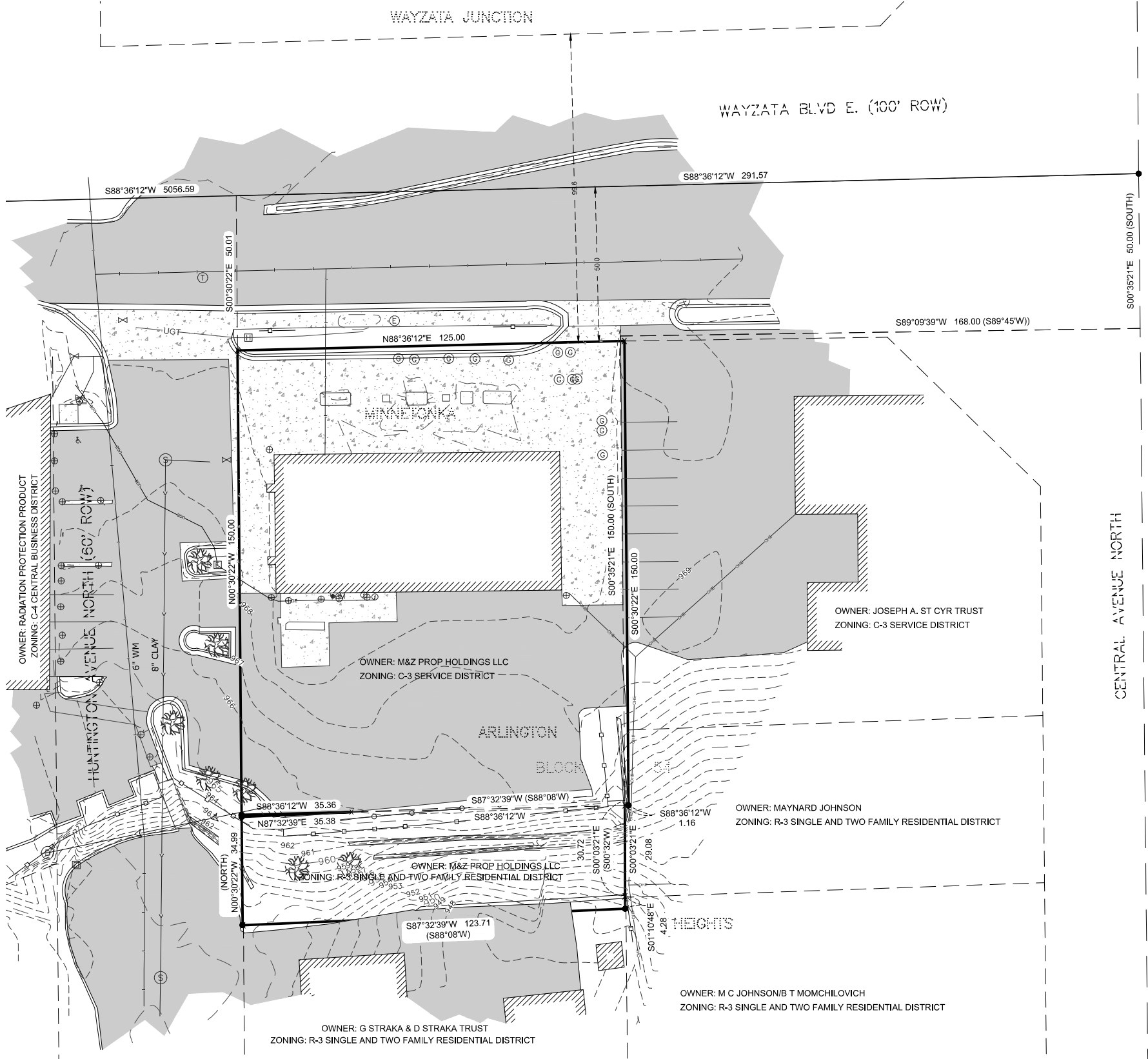
CORNERSTONE
LAND SURVEYING, INC.

FILE NAME SURVREP03
PROJECT NO. REP20003

BOUNDARY AND
TOPOGRAPHIC
SURVEY

SHEET 2 OF 2
Page 106 of 177

PRELIMINARY PLAT OF
WAYZATA BOULEVARD COFFEE



LEGEND			
	PLATTED & EXISTING LOT LINES		HYDRANT
	EXISTING RIGHT OF WAY		GATE VALVE WELL
	EASEMENT LINES		SANITARY MANHOLE
	CENTERLINE		SANITARY SEWER CLEANOUT
	BOUNDARY LINE		STORM MANHOLE
	WOOD FENCE		CATCH BASIN
	CHAINLINK FENCE		APRON
	WIRE FENCE		SHRUB
	STORM SEWER LINE		POWER POLE
	SANITARY SEWER LINE		LIGHT POLE
	WATERMAIN		GUY WIRE
	OVERHEAD ELECTRIC		POWER BOX
	UNDERGROUND TELEPHONE		ELECTRIC METER
	UNDERGROUND FIBER		COMMUNICATION PEDESTAL
	UNDERGROUND ELECTRIC		HAND HOLE
	UNDERGROUND GAS LINE		GAS METER
	EDGE OF WETLAND		SIGN
	BUILDING		BOLLARD
	EDGE OF TREE LINE OR WOODS		SOIL BORING
	CONCRETE PAVEMENT		AIR CONDITIONER
	BITUMINOUS PAVEMENT		DECIDUOUS TREE
	AGGREGATE SURFACING		CONIFEROUS TREE
	LANDSCAPING		

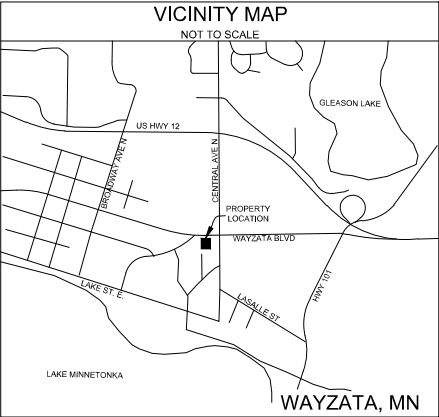
SURVEYOR'S NOTES:

1. TOTAL ACREAGE: 0.53± ACRES OR 23,004 SQ. FT.

LEGAL DESCRIPTIONS

Parcel: 1 (Abstract)
That part of Block 45, "Minnetonka Arlington Heights", Wayzata, Minn., bounded and described as follows: Commencing at a point where the Easterly line of Huntington Avenue intersects the present Southerly line of Superior Boulevard (formerly known as Wayzata Boulevard); thence in an Easterly direction along the Southerly line of said Superior Boulevard a distance of 125 feet; thence in a Southerly direction on a line parallel with the Easterly line of said Huntington Ave. a distance of 150 feet; thence Westerly on a line parallel with the Southerly line of said Superior Boulevard to a point on the Easterly line of Huntington Ave. 150 feet Southerly of point of beginning; thence Northerly along the Easterly line of said Huntington Ave. to the place of beginning, Hennepin County, Minnesota.

Parcel: 2 (Torrens)
That part of Block 45, "Minnetonka Arlington Heights", described as commencing at the Northeast corner of Government Lot 4, Section 6, Township 117, Range 22; thence South along the East line of said Government Lot 4, a distance of 50 feet; thence South 89 degrees 45 minutes West (assuming said East line as bearing North and South) a distance of 168 feet; thence South, parallel to the East line of said Government Lot 4, a distance of 150 feet to the actual point of beginning; thence South 0 degrees 32 minutes West a distance of 30.72 feet; thence South parallel to the East line of said Government Lot 4, a distance of 4.28 feet; thence South 88 degrees 08 minutes West a distance of 124.7 feet, more or less, to the West line of said Block 45; thence North along the West line of said Block 45 a distance of 35 feet to an intersection with a line bearing South 88 degrees 08 minutes West from the actual point of beginning, thence North 88 degrees 08 minutes East to the actual point of beginning, Hennepin County, Minnesota.



DESIGN TREE
engineering + land surveying
St. Cloud | Alexandria | Rogers
320-217-5557

I HEREBY CERTIFY THAT THIS SURVEY, PLAN, OR REPORT 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.

Jonathan D. Schuette
PRINTED NAME: Jonathan D. Schuette
DATE: 1/21/22 LICENSE #: 45352

PREPARED FOR:
**WAYZATA BLVD
RETAIL**

1022 WAYZATA
BLVD. E.,
WAYZATA, MN
55391

THIS DRAWING AND THE INFORMATION THEREIN IS THE PROPERTY OF DESIGN TREE ENGINEERING INC. USE BY THE HOLDER OR DISCLOSURE TO OTHERS WITHOUT THE PERMISSION OF DESIGN TREE ENGINEERING INC. IS PROHIBITED. IT CONTAINS PROPRIETARY AND CONFIDENTIAL INFORMATION OF DESIGN TREE ENGINEERING INC. REPRODUCTION OF THE MATERIAL HEREIN WITHOUT WRITTEN PERMISSION OF DESIGN TREE ENGINEERING INC. VIOLATES THE COPYRIGHT LAWS OF THE UNITED STATES AND WILL SUBJECT THE VIOLATORS TO LEGAL PROSECUTION.

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DRAWN BY:	NK	
CHECKED BY:	JDS	
PROJECT NO.:	10521003	
NO.	DATE	DESCRIPTION

PRELIMINARY PLAT

1 of 1

WAYZATA BOULEVARD COFFEE

R.T. DOC. NO. _____

C.R. DOC. NO. _____

KNOW ALL PERSONS BY THESE PRESENTS: That M & Z Property Holdings, LLC, a Minnesota limited liability company and LN REI, LLC, a Minnesota limited liability company, owners of the following described property:

That part of Block 45, Minnetonka Arlington Heights, Wayzata, Minn., bounded and described as follows: Commencing at a point where the Easterly line of Huntington Avenue intersects the present Southerly line of Superior Boulevard (formerly known as Wayzata Boulevard); thence in an Easterly direction along the Southerly line of said Superior Boulevard a distance of 125 feet; thence in a Southerly direction on a line parallel with the Easterly line of said Huntington Ave. a distance of 150 feet; thence Westerly on a line parallel with the Southerly line of said Superior Boulevard to a point on the Easterly line of Huntington Ave. 150 feet Southerly of point of beginning; thence Northerly along the Easterly line of said Huntington Ave. to the place of beginning, Hennepin County, Minnesota.
(Abstract)

And

That part of Block 45, "Minnetonka Arlington Heights", described as commencing at the Northeast corner of Government Lot 4, Section 6, Township 117, Range 22; thence South along the East line of said Government Lot 4, a distance of 50 feet; thence South 89 degrees 45 minutes West (assuming said East line as bearing North and South) a distance of 168 feet; thence South, parallel to the East line of said Government Lot 4, a distance of 150 feet to the actual point of beginning; thence South 0 degrees 32 minutes West a distance of 30.72 feet; thence South parallel to the East line of Said Government Lot 4, a distance of 4.28 feet; thence South 88 degrees 08 minutes West a distance of 124.7 feet, more or less, to the West line of said Block 45; thence North along the West line of said Block 45 a distance of 35 feet to an intersection with a line bearing South 88 degrees 08 minutes West from the actual point of beginning, thence North 88 degrees 08 minutes East to the actual point of beginning, Hennepin County, Minnesota.
(Torrens)

Has caused the same to be surveyed and platted as WAYZATA BOULEVARD COFFEE.

In witness, whereof, said M & Z Property Holdings, LLC, a Minnesota limited liability company and LN REI, LLC, a Minnesota limited liability company, has cause these presents to be signed by its proper officer this _____ day of _____, 20____.

Signed: M & Z Property Holding, LLC

By _____, Its _____

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me on this _____ day of _____, 2022 by _____, its _____ of M & Z Property Holdings, a Minnesota limited liability company, on behalf of the corporation.

signature

print

Notary Public, _____ County, Minnesota

My commission expires _____

Signed: LN REI, LLC

By _____, Its _____

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me on this _____ day of _____, 2022 by _____, its _____ of LN REI, a Minnesota limited liability company, on behalf of the corporation.

signature

print

Notary Public, _____ County, Minnesota

My commission expires _____

I Jonathan D. Schuette do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 20____.

Jonathan D. Schuette, Licensed Land Surveyor
Minnesota License No. 45352

STATE OF _____

COUNTY OF _____

The instrument was acknowledged before me on _____ by Jonathan D. Schuette

signature

print

Notary Public, _____ County, Minnesota

My commission expires _____

WAYZATA, MINNESOTA

This plat of WAYZATA BOULEVARD COFFEE was approved and accepted by the City Council of Wayzata, Minnesota at a regular meeting thereof held this _____ day of _____, 20____.

CITY COUNCIL OF WAYZATA, MINNESOTA

Mayor City Manager

RESIDENT AND REAL ESTATE SERVICES, Hennepin County, Minnesota

I hereby certify taxes payable in 20____ and prior years have been paid for land described on this plat, dated this _____ day of _____, 20____.

Mark V. Chapin, County Auditor by _____ Deputy

SURVEY DEVISION, Hennepin County, Minnesota
Pursuant to MN. STAT. Sec. 383B.565 (1969), this plat has been approved this _____ day of _____, 20____.

Chris F. Mavis, County Surveyor by _____

REGISTRAR OF TITLES, Hennepin County, Minnesota

I hereby certify that the within plat of WAYZATA BOULEVARD COFFEE was filed in this office this _____ day of _____, 20____ at _____ o'clock ____M.

Amber Bougie, Registrar of Titles by _____ Deputy

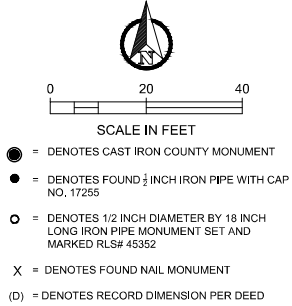
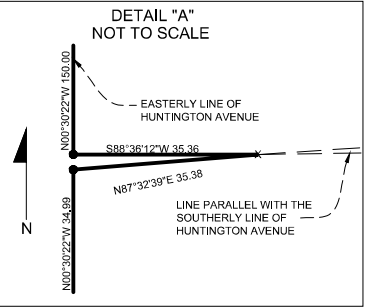
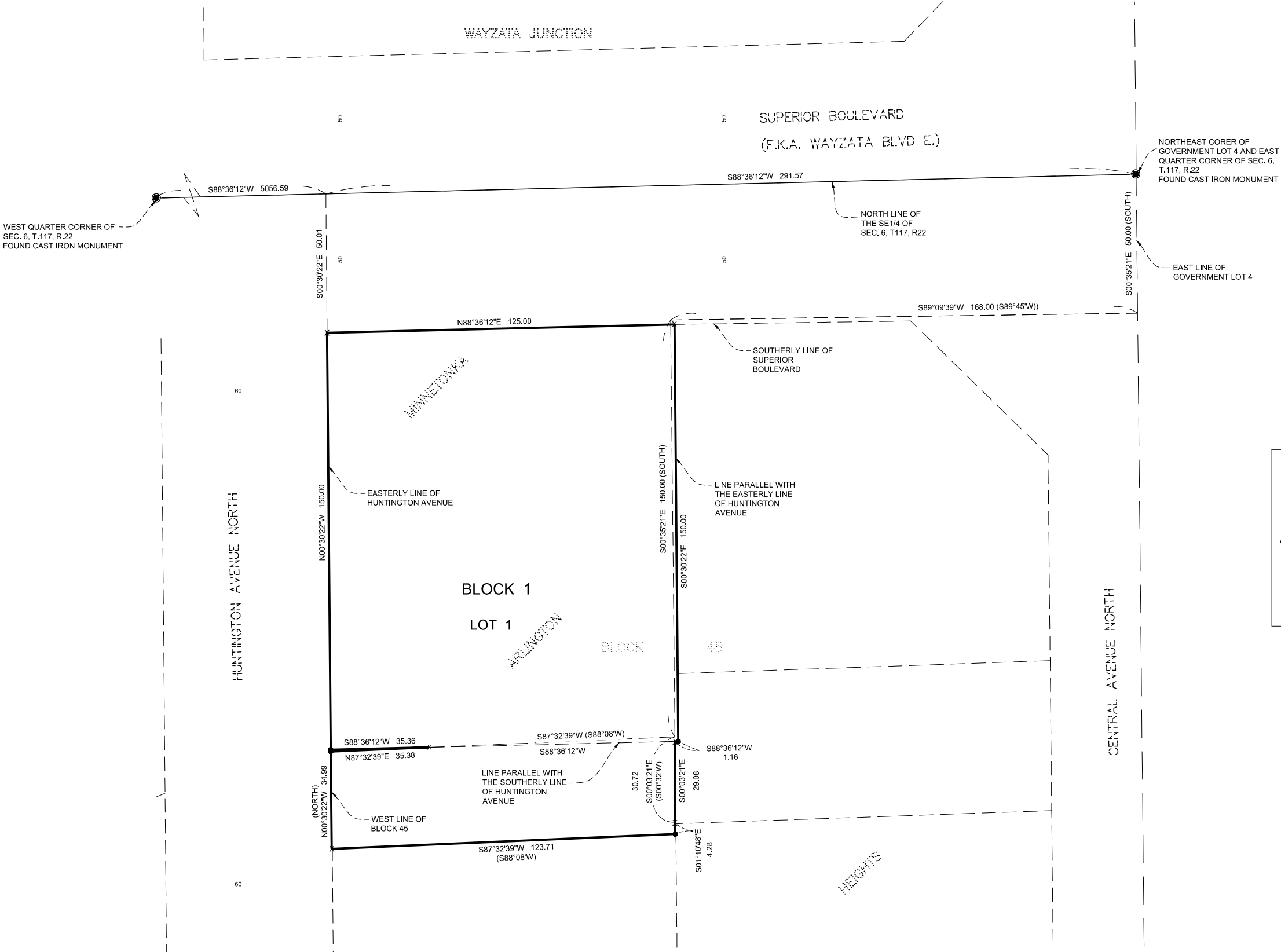
COUNTY RECORDER, Hennepin County, Minnesota

I hereby certify that the within plat of WAYZATA BOULEVARD COFFEE was recorded in this office this _____ day of _____, 20____ at _____ o'clock ____M.

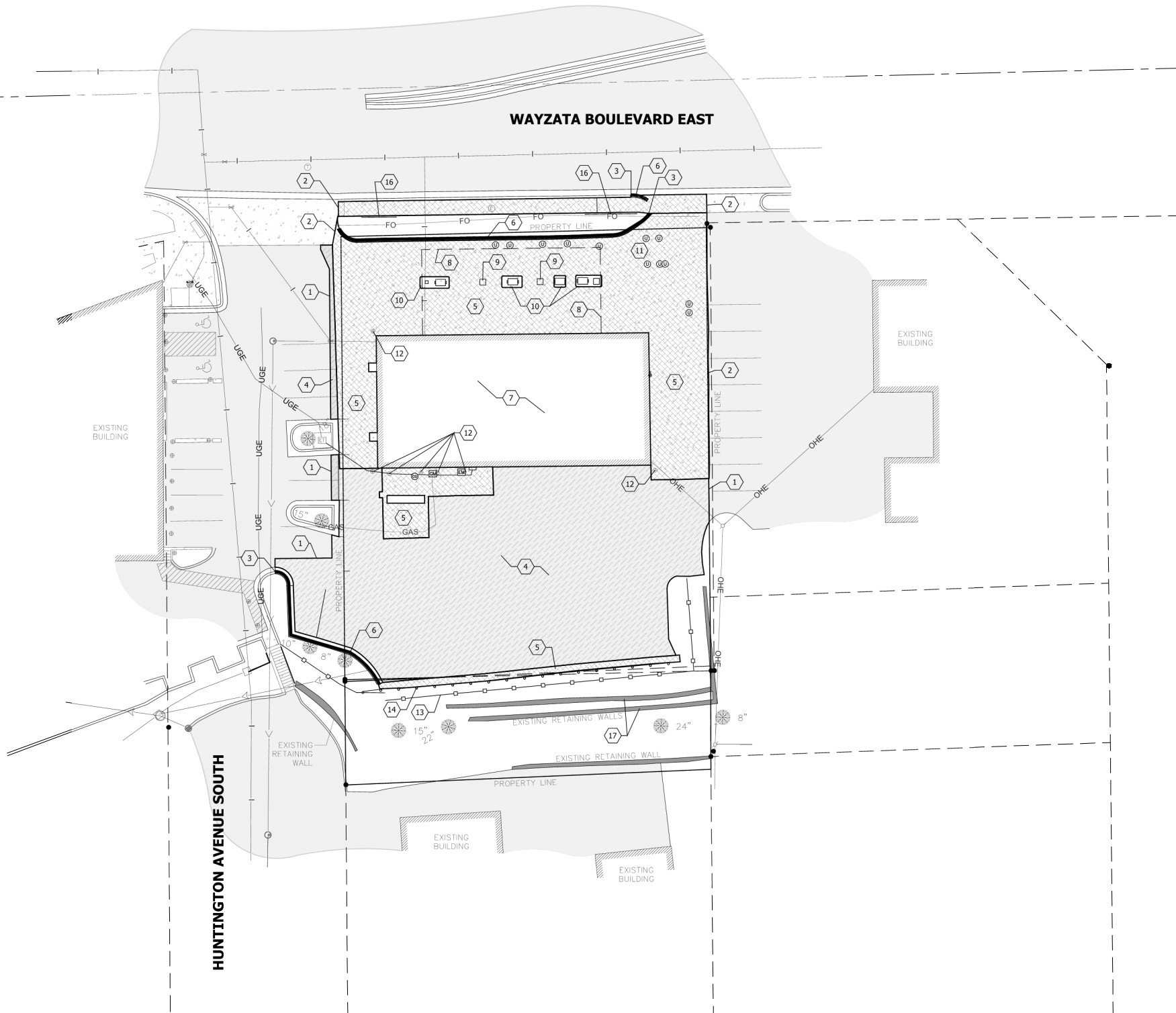
Amber Bougie, County Recorder by _____ Deputy

WAYZATA BOULEVARD COFFEE

R.T. DOC. NO. _____
C.R. DOC. NO. _____



ORIENTATION OF THIS BEARING SYSTEM IS BASED ON SOUTH LINE OF WAYZATA BOULEVARD, HAVING AN ASSUMED BEARING OF SOUTH 01°23'30" WEST



- NOTES:**
- EXISTING CONDITIONS & TOPOGRAPHIC INFORMATION PROVIDED BY:
CORNERSTONE LAND SURVEYING, INC.
1970 NORTHWESTERN AVE
STILLWATER, MN 55082
PHONE: 651-275-8969
 - CONTRACTOR SHALL FIELD VERIFY ALL BUILDING DIMENSIONS AND REMOVAL LIMITS PRIOR TO ANY CONSTRUCTION.
 - SAWCUT CURB AND GUTTER AND SIDEWALK, OR REMOVE AT NEAREST EXPANSION JOINTS.
 - SAWCUT BITUMINOUS PAVEMENT FULL DEPTH AT ALL TIE-IN LOCATIONS.
 - CONTRACTOR SHALL PLACE ALL NECESSARY EROSION CONTROL MEASURES REQUIRED TO MAINTAIN SITE STABILITY PRIOR TO EXECUTING ANY SITE REMOVALS.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH UTILITY PROVIDERS FOR REMOVAL AND/OR RELOCATION OF EXISTING UTILITIES AFFECTED BY SITE DEVELOPMENT. ALL PERMITS, APPLICATIONS, AND FEES ARE THE RESPONSIBILITY OF THE CONTRACTOR.
 - ALL EXCESS OR WASTE MATERIAL GENERATED AS PART OF CONSTRUCTION SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN ACCORDANCE WITH STATE AND LOCAL REQUIREMENTS.
 - CONTRACTOR SHALL MAINTAIN FULL ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION AND TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES.
 - THE LOCATIONS AND ELEVATIONS OF THE EXISTING UTILITIES SHOWN HEREIN ARE APPROXIMATE. THEY HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND/OR RECORDS. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING LOCATION AND ELEVATION TO ENSURE THAT ANY EXISTING UTILITIES (SHOWN OR NOT SHOWN) ARE NOT DAMAGED DURING CONSTRUCTION.
 - GOPHER STATE ONE CALL DAMAGE PREVENTION SYSTEM FOR BURIED UTILITIES. 1-800-252-1166.

- REMOVALS LEGEND**
- [Solid black line] = CURB REMOVAL
 - [Hatched pattern] = BITUMINOUS PAVEMENT REMOVAL
 - [Cross-hatched pattern] = CONCRETE REMOVAL
 - [Wavy line] = REMOVAL ITEM

- KEY NOTES:**
- 1 SAWCUT EXISTING BITUMINOUS PAVEMENT
 - 2 SAWCUT EXISTING CONCRETE OR REMOVE AT NEAREST EXPANSION JOINT/BIT. EDGE
 - 3 SAWCUT EXISTING CURB & GUTTER OR REMOVE AT NEAREST EXPANSION JOINT
 - 4 REMOVE EXISTING BITUMINOUS PAVEMENT
 - 5 REMOVE EXISTING CONCRETE
 - 6 REMOVE EXISTING CURB & GUTTER
 - 7 EXISTING BUILDING TO BE REMOVED
 - 8 REMOVE EXISTING BUILDING CANOPY
 - 9 REMOVE EXISTING CANOPY POST/COLUMN
 - 10 REMOVE FUEL ISLAND, PUMP, PIPING, AND APPURTENANCES
 - 11 REMOVE FUEL TANKS, PIPING, AND APPURTENANCES
 - 12 REMOVE BOLLARD
 - 13 REMOVE EXISTING FENCE
 - 14 REMOVE GUARD RAIL
 - 15 REMOVE TREE AND LANDSCAPING
 - 16 REMOVE DECORATIVE FENCING
 - 17 REMOVE RETAINING WALLS



PROPERTY INFORMATION

TOTAL PROPERTY AREA	0.524 AC
DISTURBED AREA	0.5 ±AC
EXISTING IMPERVIOUS AREA	17,922 SF (0.411 AC)
PROPOSED IMPERVIOUS AREA	17,314 SF (0.397 AC)
NET REDUCTION IMPERVIOUS AREA	608 SF (3.40%)

PARKING INFORMATION

PARKING STALLS	18 STALLS
ACCESSIBLE STALLS	2 STALL
DRIVE THRU STALLS	17 STALLS
TOTAL STALLS	37 STALLS

*ALL STALLS COUNTED FOR ARE WITHIN SUBJECT PROPERTY LINES.

NOTES:

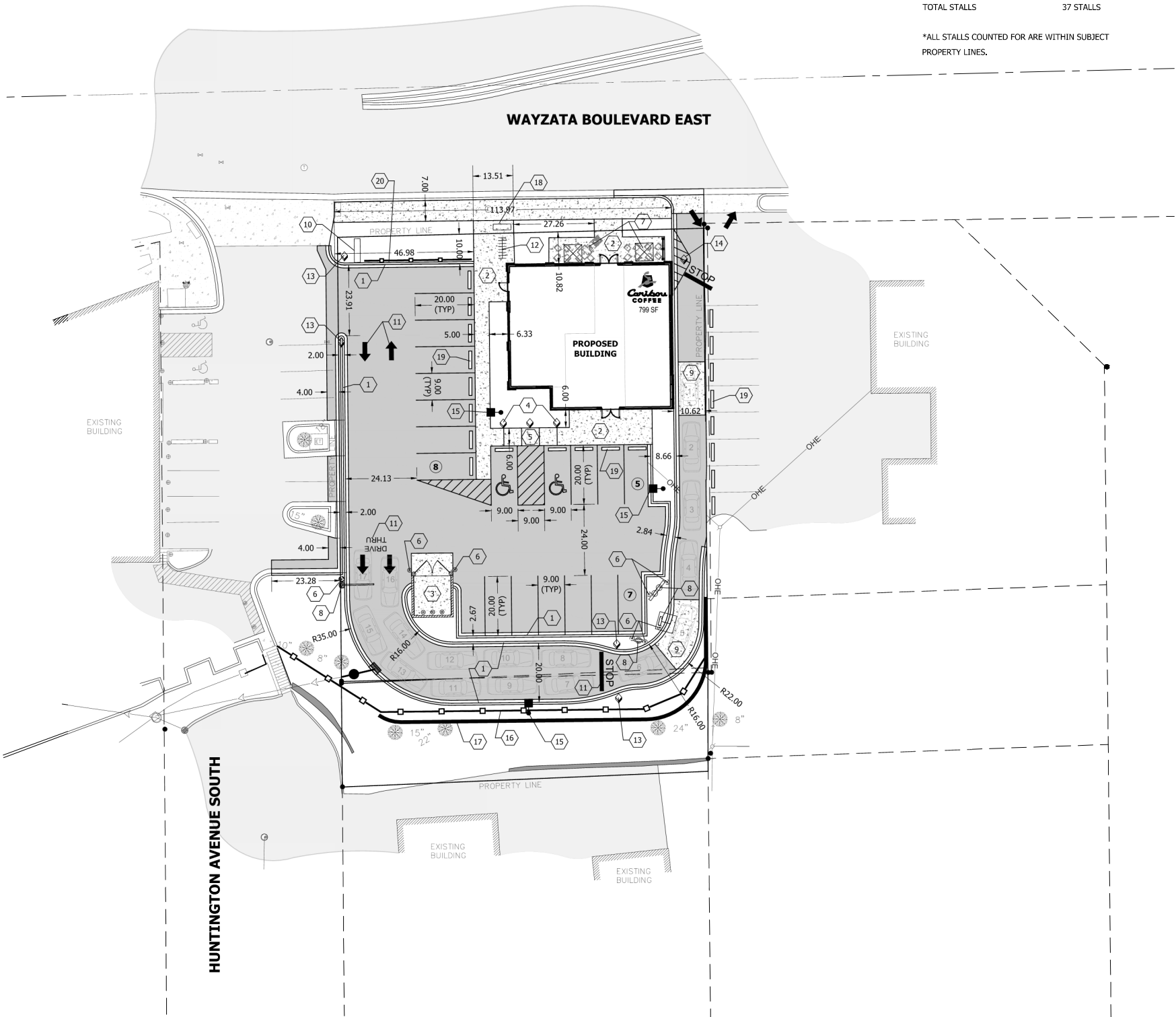
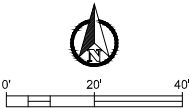
- ALL DIMENSIONS SHOWN ARE TO FLOW LINE, CENTERLINE OF FENCE, EDGE OF PAVEMENT, OR EXTERIOR FACE OF BUILDING, UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL VERIFY ALL PLAN AND DETAIL DIMENSIONS PRIOR TO CONSTRUCTION.
- ALL INTERIOR PARKING STALL STRIPING SHALL BE 4" AND YELLOW IN COLOR.
- ACCESSIBLE PARKING STALL STRIPING, ACCESS AISLE, AND SYMBOL SHALL BE PAINTED IN ACCORDANCE WITH LOCAL AUTHORITY REQUIREMENTS.
- CONTRACTOR SHALL MAINTAIN FULL ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION AND TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES.
- GOPHER STATE ONE CALL DAMAGE PREVENTION SYSTEM FOR BURIED UTILITIES. 1-800-252-1166.

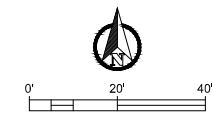
PROPOSED SITE LEGEND

- BITUMINOUS PAVEMENT
- CONCRETE SIDEWALK
- CURB AND GUTTER
- TIPPED CURB AND GUTTER
- TRAFFIC CONTROL SIGNAGE
- PAINTED DIRECTIONAL ARROW
- PAINTED ACCESSIBLE PARKING SYMBOL

KEY NOTES:

- B612 CURB & GUTTER
- CONCRETE INTEGRAL SIDEWALK/PATIO/SLAB (SEE CIVIL DETAILS)
- TRASH ENCLOSURE (SEE ARCHITECTURAL)
- ACCESSIBLE PARKING SIGN AND POST
- ACCESSIBLE PEDESTRIAN RAMP
- BOLLARD (SEE ARCHITECTURAL)
- PATIO FURNITURE (BY OTHERS)
- SPEAKER BOX, MENU BOARD, AND CLEARANCE ARM SIGN (SEE ARCHITECTURAL)
- CONCRETE PAD WITH SENSOR LOOPS (SEE ARCHITECTURAL)
- MONUMENT SIGN (SEE ARCHITECTURAL)
- PAINTED MESSAGE, STOP BAR, AND DIRECTIONAL ARROWS
- BIKE RACK (SEE ARCHITECTURAL)
- DIRECTIONAL SIGNAGE (SEE ARCHITECTURAL)
- STOP SIGN AND "CROSS TRAFFIC DOES NOT STOP" PLACARD ("DO NOT ENTER" SIGN ON BACK SIDE OF POST)
- LIGHT POLE (SEE ELECTRICAL)
- 6' TALL PRIVACY FENCE
- PROPOSED RETAINING WALL
- PUBLIC BENCH (SEE ARCHITECTURAL)
- CONCRETE WHEEL STOP
- 3' ORNAMENTAL FENCE (SEE ARCHITECTURAL)





1. ALL DIMENSIONS SHOWN ARE TO FLOW LINE, CENTERLINE OF FENCE, EDGE OF PAVEMENT, OR EXTERIOR FACE OF BUILDING, UNLESS OTHERWISE NOTED.
2. CONTRACTOR SHALL VERIFY ALL PLAN AND DETAIL DIMENSIONS PRIOR TO CONSTRUCTION.
3. ALL INTERIOR PARKING STALL STRIPING SHALL BE 4" AND YELLOW IN COLOR.
4. ACCESSIBLE PARKING STALL STRIPING, ACCESS AISLE, AND SYMBOL SHALL BE PAINTED IN ACCORDANCE WITH LOCAL AUTHORITY REQUIREMENTS.
5. CONTRACTOR SHALL MAINTAIN FULL ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION AND TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES.
6. GOPHER STATE ONE CALL DAMAGE PREVENTION SYSTEM FOR BURIED UTILITIES. 1-800-252-1166.

PROPOSED SITE LEGEND

- | | |
|---|-----------------------------------|
|  | BITUMINOUS PAVEMENT |
|  | CONCRETE SIDEWALK |
|  | CURB AND GUTTER |
|  | TIPPED CURB AND GUTTER |
|  | TRAFFIC CONTROL SIGNAGE |
|  | PAINTED DIRECTIONAL ARROW |
|  | PAINTED ACCESSIBLE PARKING SYMBOL |

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



PRINTED NAME: JEREMY E. ANDERSON

DATE: 02/18/02 LICENSE #: 44223

WAYZATA BLVD MULTI-TENANT

NEW CONSTRUCTION MULTI-TENANT COMMERCIAL BUILDING
1022 WAYZATA BLVD E, WAYZATA, MN 55391

CIVIL TURNING MOVEMENTS

DATE ISSUED

SITE PLAN APPROVAL 02-18-2022

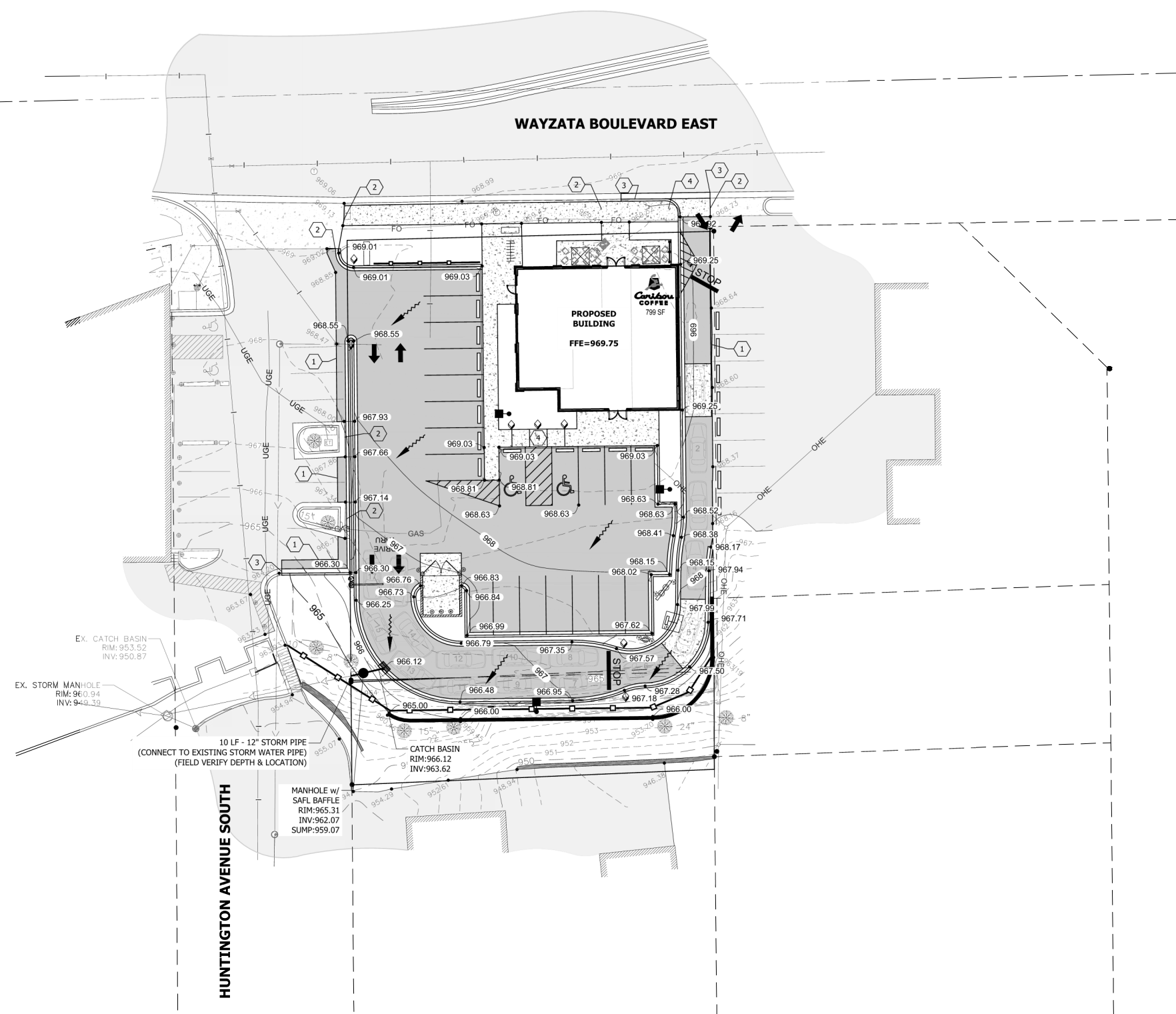
DRAWN BY RJK

CHECKED BY	JEA
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JOB NO. 21429

PROJECT LOCATION:

WAYZATA, MN



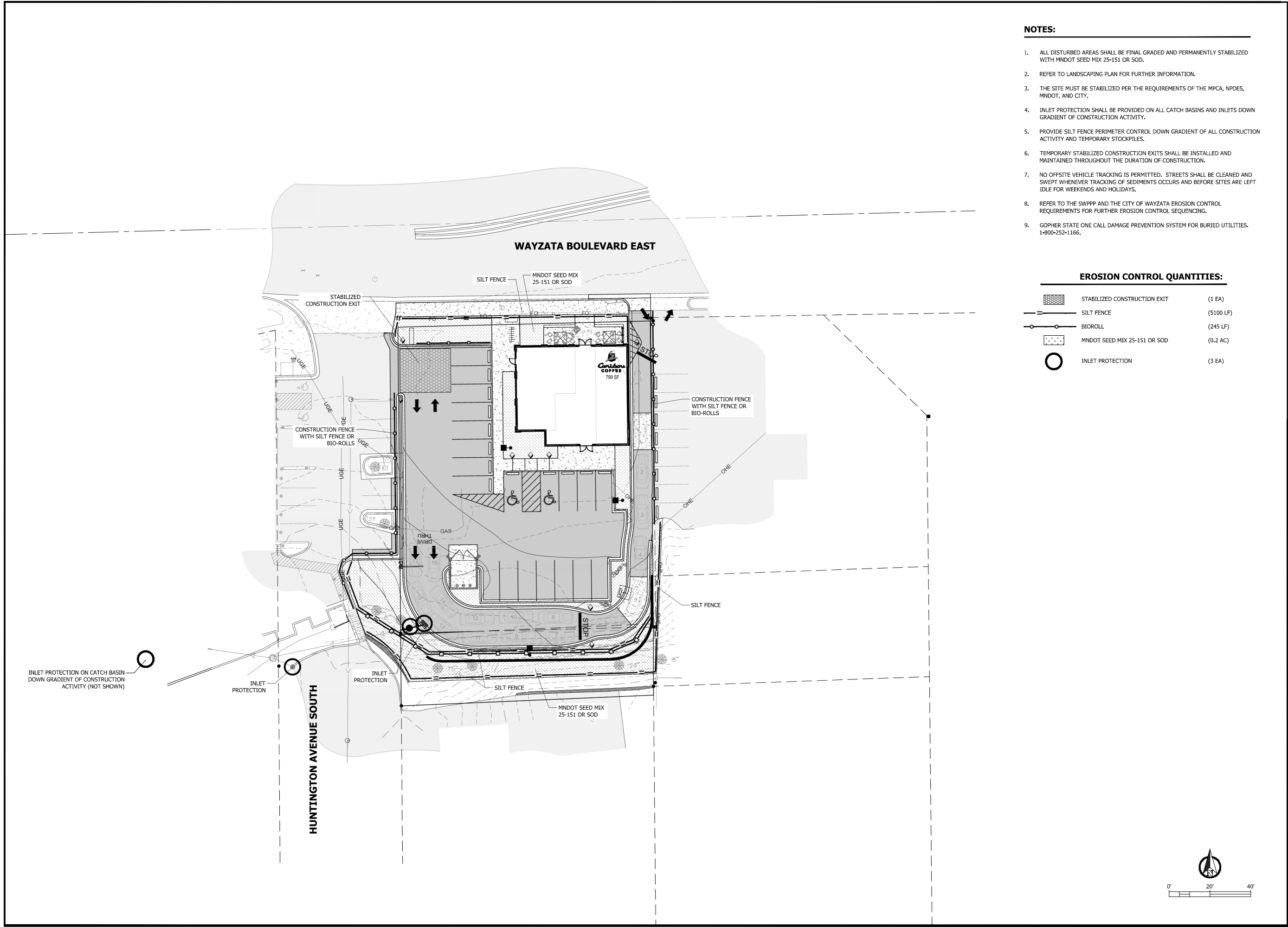
- NOTES:**
1. THE LOCATIONS AND ELEVATIONS OF THE EXISTING UTILITIES SHOWN HEREIN ARE APPROXIMATE. THEY HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND/OR RECORDS. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING LOCATION AND ELEVATION TO ENSURE THAT ANY EXISTING UTILITIES (SHOWN OR NOT SHOWN) ARE NOT DAMAGED DURING CONSTRUCTION.
 2. SIDEWALKS SHALL MEET ADA REQUIREMENTS, AND SHALL NOT EXCEED 2.00% CROSS SLOPE, OR 5.00% LONGITUDINAL SLOPE.
 3. CONCRETE ENTRANCES AND APPROACHES SHALL NOT EXCEED 2.00% CROSS SLOPE IN SIDEWALK AREAS.
 4. ACCESSIBLE PARKING STALLS SHALL MEET ADA REQUIREMENTS, AND SHALL NOT EXCEED 2.00% CROSS SLOPE IN ALL DIRECTIONS.
 5. PEDESTRIAN RAMP SHALL MEET ADA REQUIREMENTS.
 6. ALL EXCESS OR WASTE MATERIAL GENERATED AS PART OF CONSTRUCTION SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN ACCORDANCE WITH STATE AND LOCAL REQUIREMENTS.
 7. ALL EXCAVATION SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR TRENCH EXCAVATION AND BACKFILL/SURFACE RESTORATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA.
 8. SPOT ELEVATIONS SHOWN INDICATE FINISHED PAVEMENT ELEVATIONS & GUTTER FLOW LINE UNLESS OTHERWISE NOTED. PROPOSED CONTOURS ARE TO FINISHED SURFACE GRADE.
 9. GOPHER STATE ONE CALL DAMAGE PREVENTION SYSTEM FOR BURIED UTILITIES. 1-800-252-1166.

GRADING LEGEND	
---	= EXISTING MAJOR CONTOUR
----	= EXISTING MINOR CONTOUR
---100---	= EXISTING CONTOUR LABEL
-----	= PROPOSED MAJOR CONTOUR
-----	= PROPOSED MINOR CONTOUR
---100---	= PROPOSED CONTOUR LABEL
●XXXXXX	= EXISTING SPOT ELEVATION*
●XX.XX	= PROPOSED SPOT ELEVATION*
●XX.XXTOP	= PROPOSED SPOT ELEVATION AT TOP OF RETAINING WALL
●XX.XXBOT	= PROPOSED SPOT ELEVATION AT BOTTOM OF RETAINING WALL
➔	= PROPOSED SURFACE FLOW DIRECTION

*SPOT ELEVATIONS ALONG CURB & GUTTER AND OTHER REVEALS ARE TO FLOWLINE, UNLESS OTHERWISE NOTED.

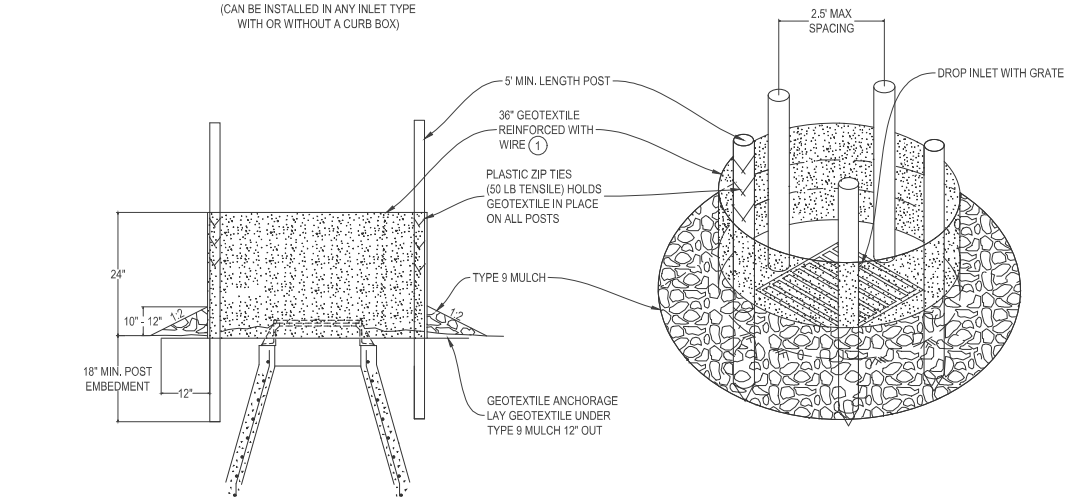
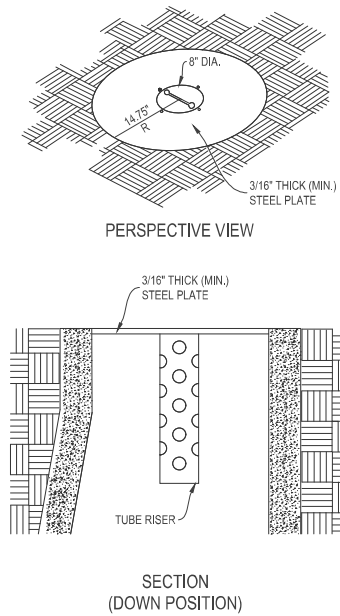
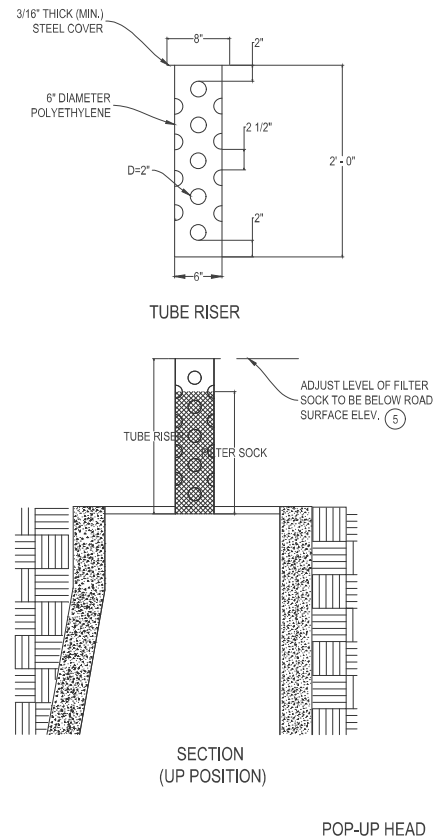
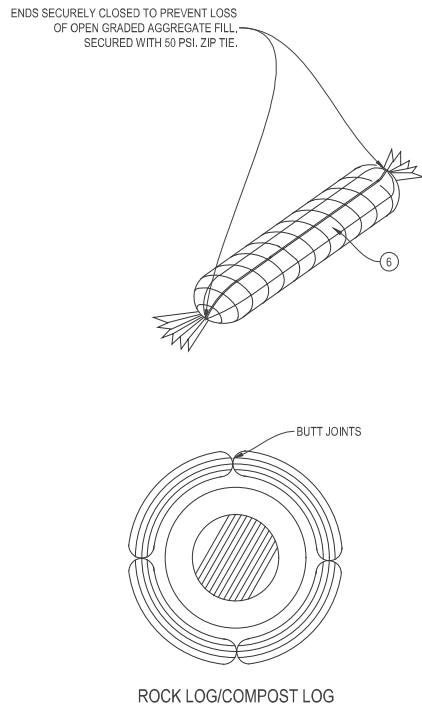
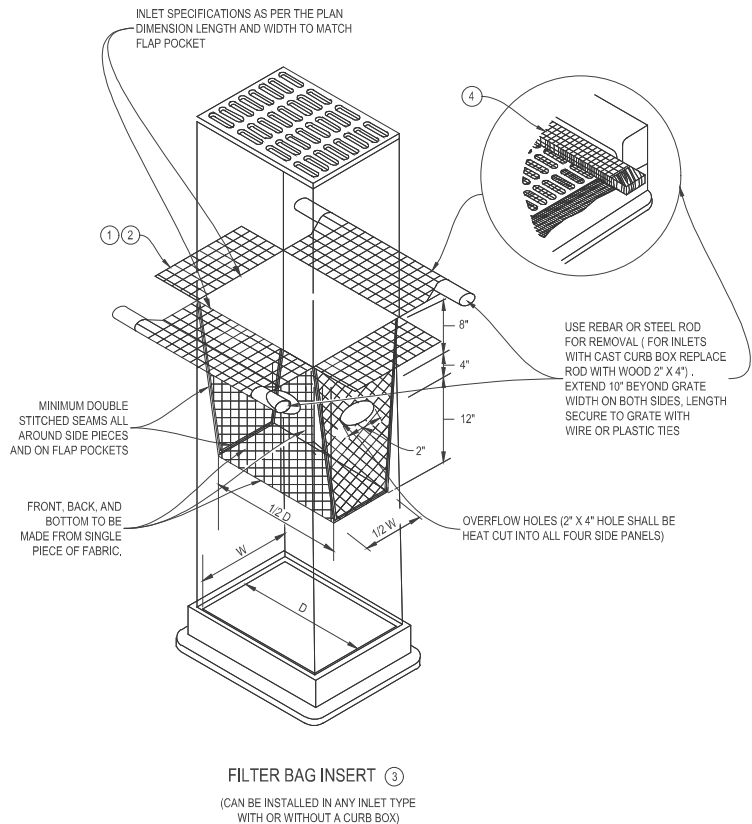
- KEY NOTES:**
- 1 MATCH INTO EXISTING BITUMINOUS PAVEMENT
 - 2 MATCH INTO EXISTING CONCRETE
 - 3 MATCH INTO EXISTING CURB & GUTTER
 - 4 ADA PEDESTRIAN RAMP (SEE DETAILS)



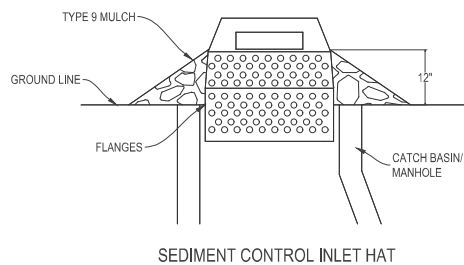


- NOTES:**
1. ALL DISTURBED AREAS SHALL BE FINAL GRADED AND PERMANENTLY STABILIZED WITH MNDOT SEED MIX 25-151 OR SOD.
 2. REFER TO LANDSCAPING PLAN FOR FURTHER INFORMATION.
 3. THE SITE MUST BE STABILIZED PER THE REQUIREMENTS OF THE MPCA, NPDES, MNDOT, AND CITY.
 4. INLET PROTECTION SHALL BE PROVIDED ON ALL CATCH BASINS AND INLETS DOWN GRADIENT OF CONSTRUCTION ACTIVITY.
 5. PROVIDE SILT FENCE PERIMETER CONTROL DOWN GRADIENT OF ALL CONSTRUCTION ACTIVITY AND TEMPORARY STOCKPILES.
 6. TEMPORARY STABILIZED CONSTRUCTION EXITS SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE DURATION OF CONSTRUCTION.
 7. NO OFFSITE VEHICLE TRACKING IS PERMITTED. STREETS SHALL BE CLEANED AND SWEEPED WHENEVER TRACKING OF SEDIMENTS OCCURS AND BEFORE SITES ARE LEFT IDLE FOR WEEKENDS AND HOLIDAYS.
 8. REFER TO THE SWPPP AND THE CITY OF WAYZATA EROSION CONTROL REQUIREMENTS FOR FURTHER EROSION CONTROL SEQUENCING.
 9. GOPHER STATE ONE CALL DAMAGE PREVENTION SYSTEM FOR BURIED UTILITIES. 1-800-252-1166.

EROSION CONTROL QUANTITIES:		
	STABILIZED CONSTRUCTION EXIT	(1 EA)
	SILT FENCE	(5100 LF)
	BIOROLL	(245 LF)
	MNDOT SEED MIX 25-151 OR SOD	(0.2 AC)
	INLET PROTECTION	(3 EA)



SILT FENCE RING AND ROCK FILTER BERM
USE WHERE INLET DRAINS IN AN AREA WITH SLOPES AT 1:3 or LESS



NOTE:
THE SEDIMENT CONTROL BARRIER SHALL BE A METAL OR PLASTIC/POLYETHYLENE RISER SIZED TO FIT INSIDE THE CATCH BASIN/MANHOLE. HAVE PERFORATIONS TO ALLOW FOR WATER INFILTRATION; HAVE AN OVERFLOW OPENING, FLANGES AND A LID/COVER.

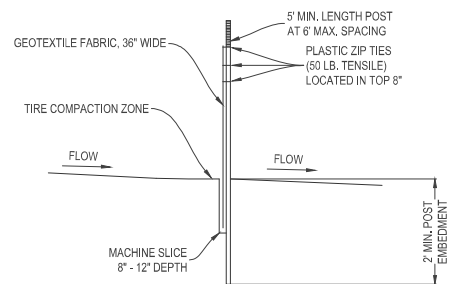
STORM DRAIN INLET PROTECTION DETAILS
SCALE-N.T.S.

NOTES:

SEE SPECS. 2573, 3137, 3886.

DEVICES MUST BE ADJUSTED ACCORDINGLY AS TO NOT CAUSE FLOODING ON ROADWAY THAT WOULD IMPEDE TRAFFIC FLOW.

- ① ALL GEOTEXTILE USED FOR INLET PROTECTION SHALL BE MONOFILAMENT IN BOTH DIRECTIONS, MEETING SPEC. 3886.
- ② FINISHED SIZE, INCLUDING POCKETS WHERE REQUIRED SHALL EXTEND A MINIMUM OF 10 INCHES AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- ③ INSTALLATION NOTES:
DO NOT INSTALL FILTER BAG INSERT IN INLETS SHALLOWER THAN 30 INCHES, MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE. THE PLACED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE OF 3 INCHES BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES. WHERE NECESSARY THE CONTRACTOR SHALL CLINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3 INCH SIDE CLEARANCE.
- ④ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2 INCH X 4 INCH OR USE A ROCK SOCK OR SAND BAGS IN PLACE OF THE FLAP POCKETS.
- ⑤ SOCK HEIGHT MUST NOT BE SO HIGH AS TO SLOW DOWN WATER FILTRATION TO CAUSE FLOODING OF THE ROADWAY.
- ⑥ GEOTEXTILE SOCK BETWEEN 4-10 FEET LONG AND 4-6 INCH DIAMETER, SEAM TO BE JOINED BY TWO ROWS OF STITCHING WITH A PLASTIC MESH BACKING OR PROVIDE A HEAT BONDED SEAM (OR APPROVED EQUIVALENT). FILL ROCK LOG WITH OPEN GRADED AGGREGATE CONSISTING OF SOUND DURABLE PARTICLES OF COARSE AGGREGATE CONFORMING TO SPEC. 3137 TABLE 3137-1; CA-3 GRADATION.



SILT FENCE DETAILS
SCALE-N.T.S.

WAYZATA BLVD MULTI-TENANT

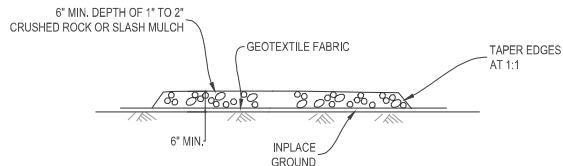
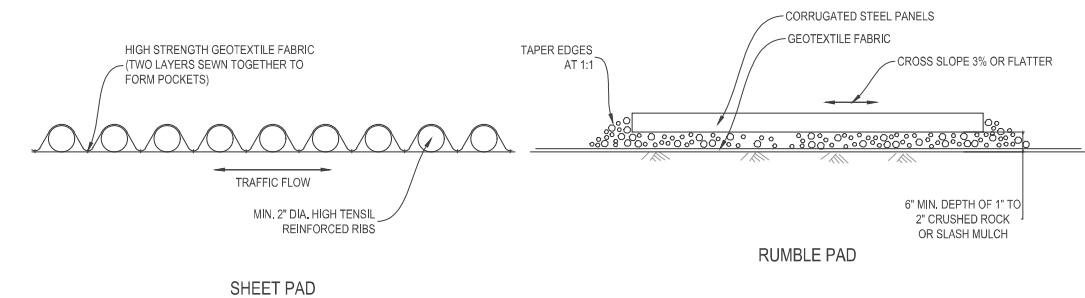
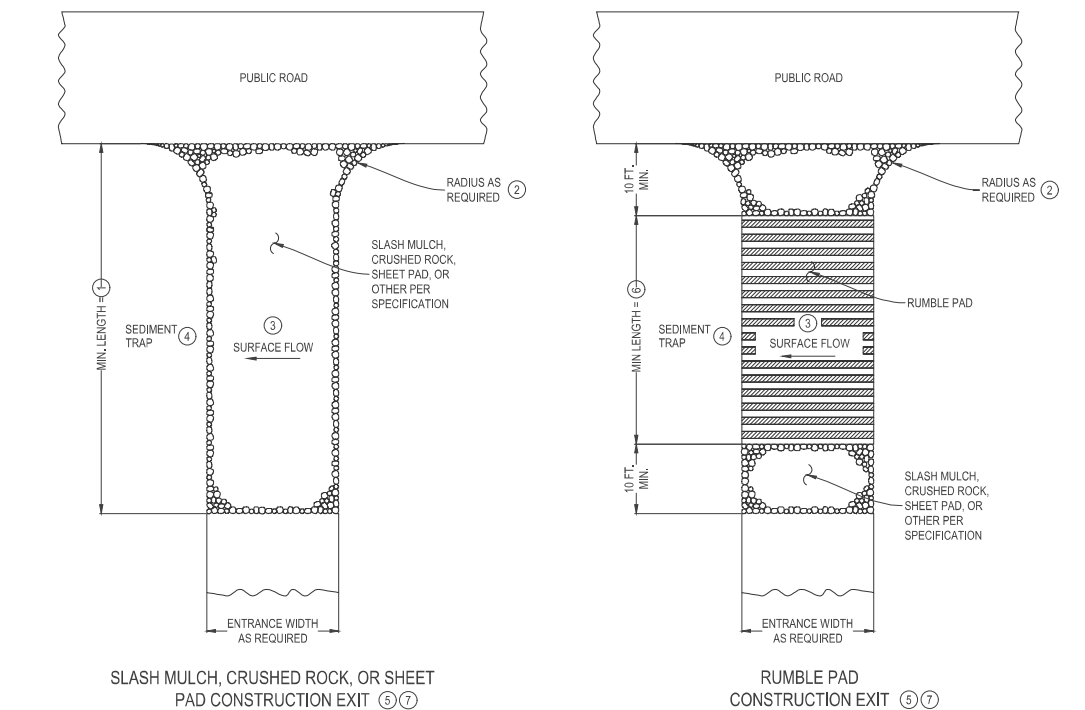
NEW CONSTRUCTION MULTI-TENANT COMMERCIAL BUILDING
1022 WAYZATA BLVD E, WAYZATA, MN 55391

EROSION CONTROL DETAILS

DATE ISSUED _____

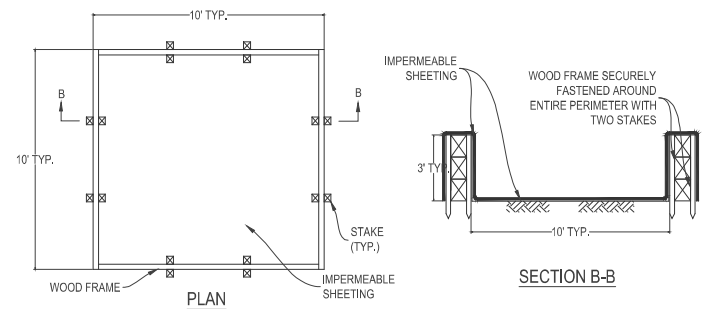
SITE PLAN APPROVAL 02-18-2022

DRAWN BY RJK
CHECKED BY JEA
JOB NO. 21429
PROJECT LOCATION:
WAYZATA, MN

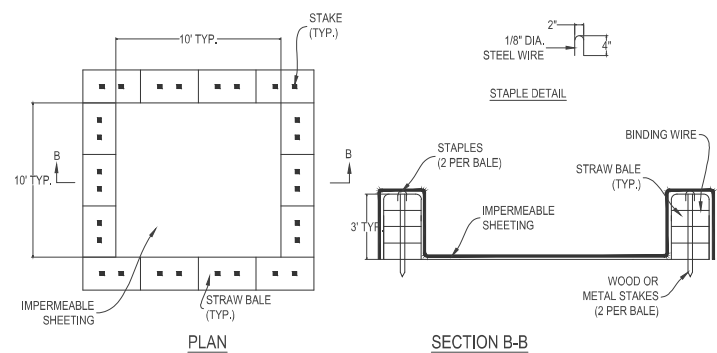


- NOTES:
SEE SPECS. 2573 & 3882.
- MINIMUM LENGTH SHALL BE THE GREATER OF 50 FEET OR A LENGTH SUFFICIENT TO ALLOW A MINIMUM OF 5 TIRE ROTATIONS ON THE PROVIDED PAD. MINIMUM LENGTH SHALL BE CALCULATED USING THE LARGEST TIRE WHICH WILL BE USED IN TYPICAL OPERATIONS.
 - PROVIDE RADIUS OR WIDEN PAD SUFFICIENTLY TO PREVENT VEHICLE TIRES FROM TRACKING OFF OF PAD WHEN LEAVING SITE.
 - IF RUNOFF FROM DISTURBED AREAS FLOWS TOWARD CONSTRUCTION EXITS, PREVENT RUNOFF FROM DRAINING DIRECTLY TO PUBLIC ROAD OVER CONSTRUCTION EXIT BY CROWNING THE EXIT OR SLOPING TO ONE SIDE. IF SURFACE GRADING IS INSUFFICIENT, PROVIDE OTHER MEANS OF INTERCEPTING RUNOFF.
 - IF RUNOFF FROM CONSTRUCTION EXITS WILL DRAIN OFF OF PROJECT SITE, PROVIDE SEDIMENT TRAP WITH STABILIZED OVERFLOW.
 - IF A TIRE WASH OFF IS REQUIRED THE CONSTRUCTION EXITS SHALL BE GRADED TO DRAIN THE WASH WATER TO A SEDIMENT TRAP.
 - MINIMUM LENGTH OF RUMBLE PAD SHALL BE 20 FEET, OR AS REQUIRED TO REMOVE SEDIMENT FROM TIRES. IF SIGNIFICANT SEDIMENT IS TRACKED FROM THE SITE, THE RUMBLE PAD SHALL BE LENGTHENED OR THE DESIGN MODIFIED TO PROVIDE ADDITIONAL VIBRATION. WASH-OFF LENGTH SHALL BE AS REQUIRED TO EFFECTIVELY REMOVE CONSTRUCTION SEDIMENT FROM VEHICLE TIRES.
 - MAINTENANCE OF CONSTRUCTION EXITS SHALL OCCUR WHEN THE EFFECTIVENESS OF SEDIMENT REMOVAL HAS BEEN REDUCED. MAINTENANCE SHALL CONSIST OF REMOVING SEDIMENT AND CLEANING THE MATERIALS OR PLACING ADDITIONAL MATERIAL (SLASH MULCH OR CRUSHED ROCK) OVER SEDIMENT FILLED MATERIAL TO RESTORE EFFECTIVENESS.

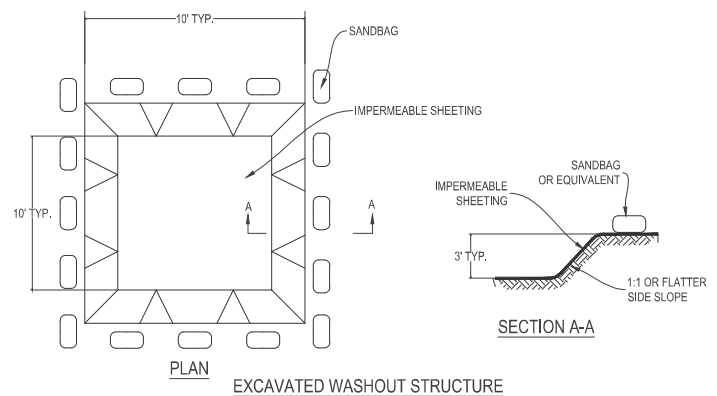
STABILIZED CONSTRUCTION EXIT DETAILS
SCALE=1/8"=1'-0"



WASHOUT STRUCTURE WITH WOOD PLANKS



WASHOUT STRUCTURE WITH STRAW BALES



EXCAVATED WASHOUT STRUCTURE

CONSTRUCTION SPECIFICATIONS

- LOCATE WASHOUT STRUCTURE A MINIMUM OF 50 FEET AWAY FROM OPEN CHANNELS, STORM DRAIN INLETS, SENSITIVE AREAS, WETLANDS, BUFFERS AND WATER COURSES AND AWAY FROM CONSTRUCTION TRAFFIC.
- SIZE WASHOUT STRUCTURE FOR VOLUME NECESSARY TO CONTAIN WASH WATER AND SOLIDS AND MAINTAIN AT LEAST 4 INCHES OF FREEBOARD. TYPICAL DIMENSIONS ARE 10 FEET X 10 FEET X 3 FEET DEEP.
- PREPARE SOIL BASE FREE OF ROCKS OR OTHER DEBRIS THAT MAY CAUSE TEARS OR HOLES IN THE LINER. FOR LINER, USE 10 MIL OR THICKER UV RESISTANT, IMPERMEABLE SHEETING, FREE OF HOLES AND TEARS OR OTHER DEFECTS THAT COMPROMISE IMPERMEABILITY OF THE MATERIAL.
- PROVIDE A SIGN FOR THE WASHOUT IN CLOSE PROXIMITY TO THE FACILITY.
- KEEP CONCRETE WASHOUT STRUCTURE WATER TIGHT. REPLACE IMPERMEABLE LINER IF DAMAGED (E.G., RIPPED OR PUNCTURED); EMPTY OR REPLACE WASHOUT STRUCTURE THAT IS 75 PERCENT FULL, AND DISPOSE OF ACCUMULATED MATERIAL PROPERLY. DO NOT REUSE PLASTIC LINER. WET-VACUUM STORED LIQUIDS THAT HAVE NOT EVAPORATED AND DISPOSE OF IN AN APPROVED MANNER. PRIOR TO FORECASTED RAINSTORMS, REMOVE LIQUIDS OR COVER STRUCTURE TO PREVENT OVERFLOWS. REMOVE HARDENED SOLIDS, WHOLE OR BROKEN UP, FOR DISPOSAL OR RECYCLING. MAINTAIN RUNOFF DIVERSION AROUND EXCAVATED WASHOUT STRUCTURE UNTIL STRUCTURE IS REMOVED.

CONCRETE WASHOUT DETAILS
SCALE=1/8"=1'-0"

LANDSCAPE SCHEDULE:

	KEY	COMMON NAME	SCIENTIFIC NAME	SIZE / ROOT TYPE	NOTES
DECIDUOUS TREES					
1	CH	Common Hackberry	Celtis occidentalis	2.5" cal. B&B	Straight Trunk, No V-Crotch
2	HL	Imperial Honeylocust	Gleditsia triacanthos var. inermis	3" cal. B&B	Straight Trunk, No V-Crotch
3	RM	Armstrong Maple	Acer rubrum 'Armstrong'	3" cal. B&B	Straight Trunk, No V-Crotch
6	TOTAL				
ORNAMENTAL TREES					
1	SB	Autumn Brilliance	Amelanchier x grndiflora	1.5" cal. B&B	Clump Form
1	TOTAL				
SHRUBS					
2	LH	Little Lime Hydrangea	Hydrangea paniculata 'Jane'	5 gal. cont.	Min. 5 canes at ht. spec.
4	AS	Alpine Spiraea	Spiraea japonica 'Alpina'	3 gal. cont.	Min. 5 canes at ht. spec.
8	NF	Neon Flash Spiraea	Spiraea japonica 'Neon Flash'	5 gal. cont.	Min. 5 canes at ht. spec.
10	RR	Carefree Wonder Shrub Rose	Rosa 'MElipita'	3 gal. cont.	Min. 5 canes at ht. spec.
6	RA	Russian Sage	Perovskia atriplicifolia	2 gal. cont.	Min. 5 canes at ht. spec.
6	CV	Compact European Viburnum	Viburnum opulus 'Compactum'	5 gal. cont.	Min. 5 canes at ht. spec.
4	SJ	Scandia Juniper	Juniperus sabinna 'Scandia'	5 gal. cont.	Min. 5 canes at ht. spec.
2	TA	Technito Arborvitae	Thuja occidentalis 'Bailjohn'	4" ht. pot	Min. 5 canes at ht. spec.
13	TY	Taunton Yew	Taxus x media 'Taunton'	5 gal. cont.	Min. 5 canes at ht. spec.
55	TOTAL				
PERENNIALS & ORNAMENTAL GRASSES					
16	SDL	Stella De Oro Daylily	Hemerocallis 'Stella de Oro'	1 gal cont.	
6	BCG	Biokovo Geranium	Geranium x cantabrigiense 'Biokovo'	1 gal cont.	
19	PTH	Patriot Hosta	Hosta 'Patriot'	1 gal cont.	
15	LBG	Little Bluestem Grass	Schizachyrium scoparium (Little Bluestem)	1 gal cont.	
10	KFG	Karl Foerster Grass	C. x acutiflora 'Karl Foerster'	1 gal cont.	
66	TOTAL				

LANDSCAPE REQUIREMENTS

PER CITY OF WAYZATA -LANDSCAPE ORDINANCE

SEC 2.B.5 LANDSCAPING- ALL DISTRICTS:

- SEC. 2.8.5 LANDSCAPING-ALL DISTRICTS:**
1. STREET TREES:
 - a) TREES MIN SIZE OF 3" CALIPER
 - b) MAX SPACING OF TREES 28'
 - c) TREES SHALL BE LOCATED IN BOULEVARD OR TREE WELL 6' WIDE
 - d) STREET TREES AT HENNEPIN COUNTY ROW SHALL BE LOCATED BETWEEN THE BUILDING AND SIDEWALK.
 2. TRELLISED VINES TO COVER WALLS WITH MORE THAN 100 SF OF UNINTERRUPTED SURFACE AREA

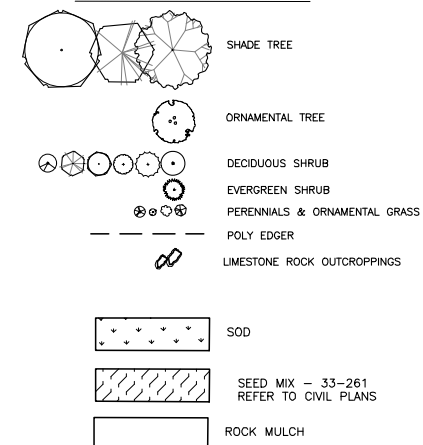
SEC. 918.03 - REQUIRED FENCE, SCREENING AND LANDSCAPING:

1. FENCING & SCREENING WHERE ANY NON RESIDENTIAL USE ABUTS PROPERTY ZONED FOR RESIDENTIAL USE SHALL CONSIST OF EITHER A FENCE OR A GREEN BELT PLANTING STRIP.

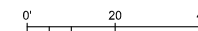
SITE DATA:
STREET FRONTAGE: 123.63 LF

	REQ	PROVIDED
STREET TREE: 123.63 LF / 26 = 4.75	5	5
FENCE - 6' HT	6' HT	6' HT

LANDSCAPE LEGEND:



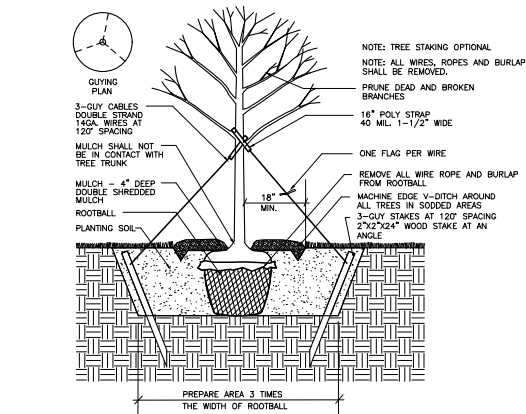
**Know what's below.
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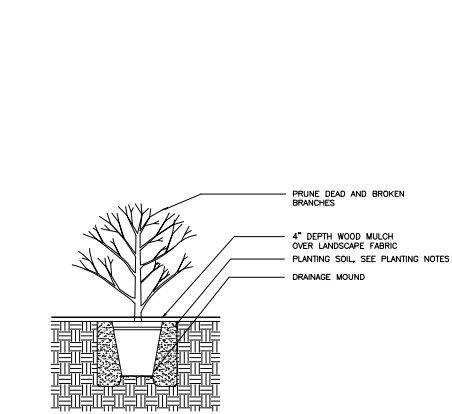
C:\MALEAH\CARIBOU\WAYZATA_MN\LANDSCAPE PLAN\WAYZATA-LANDSCAPE PLAN-24X36.DWG ### 2/18/2022

LANDSCAPE NOTES

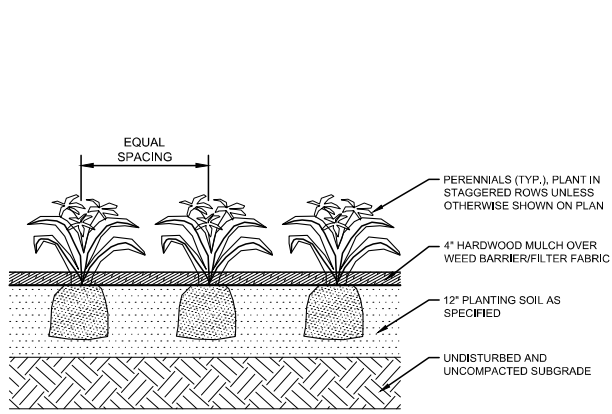
1. LANDSCAPE CONTRACTOR SHALL VISIT SITE PRIOR TO SUBMITTING BID TO BECOME COMPLETELY FAMILIAR WITH SITE CONDITIONS.
2. CONTRACTOR IS RESPONSIBLE TO LOCATE ALL UNDERGROUND FACILITIES AND SHALL AVOID DAMAGE TO UTILITIES DURING THE COURSE OF THE WORK. CONTACT STATE ONE, DIAL 811 OR (800) 252-1166 TWO BUSINESS DAYS PRIOR TO COMMENCEMENT OF WORK. CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO UTILITIES, SITE STRUCTURES, ETC., RESULTING FROM LANDSCAPE CONSTRUCTION.
3. INSTALL 4" MIN. BLACK DIRT TO ALL SOD AND SHRUB AREAS. CONTRACTOR RESPONSIBLE FOR FINE GRADING OF SOD AREAS. PROVIDE 12" PLANTING SOIL FOR ALL PERENNIAL AREAS.
4. CONTRACTOR WILL STAKE OR MARK ALL PLANT MATERIAL LOCATIONS PRIOR TO INSTALLATION. CONTRACTOR SHALL HAVE OWNERS REPRESENTATIVE APPROVE ALL STAKING PRIOR TO INSTALLATION.
5. ALL SHRUB AREAS UNLESS SPECIFIED AS OTHER, TO BE BED MULCHED WITH 3" DEPTH OF BROWN DOUBLE SHREDDED HARDWOOD MULCH, OVER FILTER FABRIC UNLESS OTHERWISE NOTED. IN AREAS NOTED AS ROCK MULCH SHALL BE 3" OF 1.5"-2" BUFF LIMESTONE ROCK MULCH. POLY-EDGER TO BE VALLEY VIEW BLACK DIAMOND OR APPROVED EQUAL.
6. INSTALL 4-6" DEPTH DOUBLE SHREDDED HARDWOOD MULCH, 3"-6" FROM BASE OF THE TREES THAT ARE ISOLATED FROM PLANT BEDS. DO NOT PILE MULCH AGAINST THE BASE OF A PLANT OR TREE TRUNK; PULL THE MULCH AWAY FROM THE BASE ONE TO TWO INCHES.
7. PLANTING SOIL SHALL CONSIST 1:1:1 CONSISTING OF 33% SELECT LOAMY TOPSOIL, 33% PEAT MOSS, 33% PIT RUN SAND.
8. CONTRACTOR WILL COMPLETELY GUARANTEE ALL WORK FOR A PERIOD OF TWO YEARS (24 MONTHS) BEGINNING AT THE DATE OF SUBSTANTIAL PROJECT COMPLETION. CONTRACTOR WILL MAKE ALL REPLACEMENTS PROMPTLY (AS PER DIRECTION OF OWNER).
9. ANY MATERIAL WHICH DIES, OR DEFOLIATES (PRIOR TO ACCEPTANCE OF THE WORK) WILL BE PROMPTLY REMOVED AND REPLACED.
10. THE OWNERS REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL NOT MEETING SPECIFICATIONS.
11. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN.
12. ALL TREE TRUNKS SHALL BE WRAPPED WITH BROWN CREPE TREE WRAP. APPLY WRAP IN NOVEMBER AND REMOVE IN APRIL.
13. LANDSCAPE CONTRACTOR TO WATER AND MAINTAIN ALL PLANT MATERIALS AND SOD UNTIL INITIAL ACCEPTANCE.
14. REPAIR AT NO COST TO OWNER ALL DAMAGE TO PROPERTY RESULTING FROM LANDSCAPE WORK.
15. LANDSCAPE CONTRACTOR IS TO BE RESPONSIBLE FOR WATERING ALL PLANT MATERIALS UNTIL THE TIME THE PERMANENT IRRIGATION SYSTEM IS FULLY FUNCTIONAL.
16. CHEMICAL WEED CONTROL MUST BE APPLIED TO ALL LANDSCAPE AREAS PRIOR TO ANY PLANT INSTALLATION.
17. LANDSCAPE CONTRACTORS TO COORDINATE INSTALLATION WITH GENERAL CONTRACTOR.
18. ALL DECIDUOUS AND CONIFEROUS TREES SHALL BE STAKED AND GUYING. LANDSCAPE CONTRACTOR SHALL MAINTAIN PLUMBNESS OF TREES FOR DURATION OF WARRANTY PERIOD.
19. SWEEP AND WASH ALL PAVED SURFACES AND REMOVE ALL DEBRIS RESULTING FROM LANDSCAPE OPERATIONS.
20. CONTRACTOR TO SUPPLY DESIGN AND INSTALLATION OF AN IRRIGATION PLAN WITH 100% COVERAGE FOR SHRUB BEDS, SOD, PLANTING AREAS AND ALL GREEN SPACE. THE SOD AND PLANTING AREAS TO BE ON SEPARATE ZONES WITH RAIN SENSORS. USE RAINBIRD OR APPROVED EQUAL. COORDINATE WITH PROPERTY OWNER. PROVIDE RAIN SENSOR.
21. IF THERE IS A DISCREPANCY BETWEEN THE NUMBER OF PLANTS SHOWN ON THE PLAN AND THE NUMBER SHOWN ON THE PLANT LIST, THE NUMBER SHOWN ON THE PLAN SHALL GOVERN.
22. WHEN PLANTING TREES ALL WIRE, ROPES AND BURLAP SHALL BE REMOVED.



1 TREE PLANTING DETAIL
NOT TO SCALE



2 SHRUB PLANTING DETAIL
NOT TO SCALE



3 PERENNIAL PLANTING DETAIL
NOT TO SCALE

SOIL PREPARATION:

1. PRIOR TO THE INSTALLATION OF THE LANDSCAPE AND IRRIGATION SYSTEM, CONTRACTOR TO PREPARE SOIL TO ENSURE A PROPER ENVIRONMENT FOR PLANT ROOT DEVELOPMENT.
2. CONTRACTOR TO DE-COMPACT SOILS IN PLANTING AREAS BY ROTO-TILLING, DISKING OR RIPPING TO DEPTH OF 6-8" MINIMUM AND PREFERABLE A DEPTH OF 12-18". DE-COMPACTION OF SMALL PLANTER AREAS, SUCH AS THOSE IN PARKING LOT AREAS, MAY REQUIRE THE REMOVAL OF THE COMPACTED SOIL TO A DEPTH OF 18" OR MORE AND THEN RE-INSTALLED LOOSELY WITH REQUIRED AMENDMENTS. ALWAYS REMOVE DEBRIS OVER 2" IN SIZE FROM THE SOIL.
3. WHEN PERFORMING SOIL DE-COMPACTION, MULTIPLE PASSES ACROSS THE AREA WILL BE REQUIRED AND, WHEN POSSIBLE, SHOULD BE AT VARYING ANGLES TO ENSURE ADEQUATE COVERAGE. WHEN USING DISC OR RIPPING EQUIPMENT, IT IS REQUIRED THAT THE FINAL PASSES OVER THE AREA BE MADE WITH A ROTO-TILLER TO BREAK UP ANY LARGE CLUMPS TO MAKE FINAL GRADING EASIER.
4. AFTER INITIAL SOIL DE-COMPACTION PROCEDURES ARE PERFORMED, SOIL AMENDMENTS SHOULD BE ADDED. THE ADDITION OF SOIL AMENDMENTS IS DETERMINED FROM SOIL TESTS CONDUCTED PRIOR TO WORK COMMENCING. SOIL AMENDMENT MAY INCLUDE INORGANIC MATERIAL SUCH AS SAND, SILT OR CLAY, WHICH HELP IMPROVE SOIL TEXTURE. ORGANIC MATERIAL SUCH AS COMPOST, MANURE, AND PEAT MOSS MAY ALSO BE USED AND HELP IMPROVE SOIL STRUCTURE. OTHER AMENDMENTS SUCH AS FERTILIZER IMPROVE NUTRIENT CONTENT AND SULFUR ADJUSTS THE SOIL PH LEVEL. SULFUR SHALL BE INCORPORATED AT THE RATE OF ONE POUND OF SULFUR PER 100 SQUARE FEET.
5. ALL AMENDMENTS SHOULD BE MIXED THOROUGHLY WITH EXISTING SOIL AND AN ADDITIONAL SOIL TEST WILL BE TAKEN TO ENSURE PROPER SOIL CONDITIONS PRIOR TO PLANTING.

SEED PLANTING NOTES:

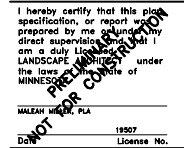
SEED MIX:

NATIVE SEED MIX: MNDOT STATE SEED MIX 25-151, SEEDING RATE: 36.50 LBS/ACRE

APPLY SEED PER THE FOLLOWING (REFER TO MNDOT STATE SEED MIX MANUAL):

1. MULCH SEEDED AREAS WITH MNDOT TYPE 3 (MOA CERTIFIED WEED FREE) MULCH AT A RATE OF 1 TON PER ACRE WITHIN 48 HOURS OF SEEDING. MULCH SHOULD THEN BE DISC ANCHORED TO KEEP IT FROM BLOWING AWAY.

IN INFILTRATION BASINS SUBSTITUTE 6" RAIN GARDEN, RATHER THAN TOP SOIL SPECIFIED ELSEWHERE ON THE SITE. USE SEED MIX 2114 "INFILTRATION POND". DO NOT EXCAVATE BASINS UNTIL CONTRIBUTING DRAINAGE AREA HAS BEEN PERMANENTLY STABILIZED.
2. SITE TO BE PREPARED BY LOOSENING TOPSOIL TO A MINIMUM DEPTH OF 3 INCHES. THE SITE TO BE HARROWED OR RAKED FOLLOWING SEEDING, AND THEN PACKED USING A CULTI-PACKER OR EQUIVALENT. SEE MNDOT SEEDING MANUAL FOR REFERENCE.
3. SEEDING SHALL BE APPLIED FROM APRIL 15 - JULY 20 OR SEPTEMBER 20 - FREEZE UP.
4. IF HYDROSEEDING UTILIZE APPROXIMATELY 500 GALLONS OF WATER PER ACRE. REFER TO MN/DOT SPEC 3884 FOR PROPER INSTALLATION OF HYDRO-SEED. ALL NATIVE SEEDS USED ON THIS PROJECT SHALL BE CERTIFIED TO BE OF MINNESOTA ORIGIN BY THE MINNESOTA CROP IMPROVEMENT ASSOCIATION (MNCIA).
5. MAINTAIN SEEDED AREAS BY WATERING, REMULCHING AND REPLANTING AS NECESSARY TO ESTABLISH A UNIFORMLY DENSE STAND OF THE SPECIFIED GRASSES UNTIL ACCEPTED.
6. ANY AREAS FAILING TO ESTABLISH A STAND SHALL BE RESEEDDED, REFERTILIZED AND REMULCHED WHENEVER 70% VEGETATIVE COVER IS NOT ACHIEVED. RESEEDING SHALL CONFORM IN ALL RESPECTS TO THESE SPECIFICATIONS. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO THE WORK AREAS RESULTING FROM EROSION AND/OR EQUIPMENT. THE CONTRACTOR SHALL REPAIR DAMAGE, INCLUDING REGRADING, RESEEDING, ETC. AS NECESSARY, BEFORE SIGNIFICANT DAMAGE OCCURS.

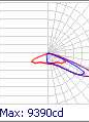


WAYZATA BLVD RETAIL
MULTI-TENANT RETAIL BUILDING REMODEL
1022 WAYZATA BLVD. E, WAYZATA MN 55391
LANDSCAPE DETAILS & NOTES

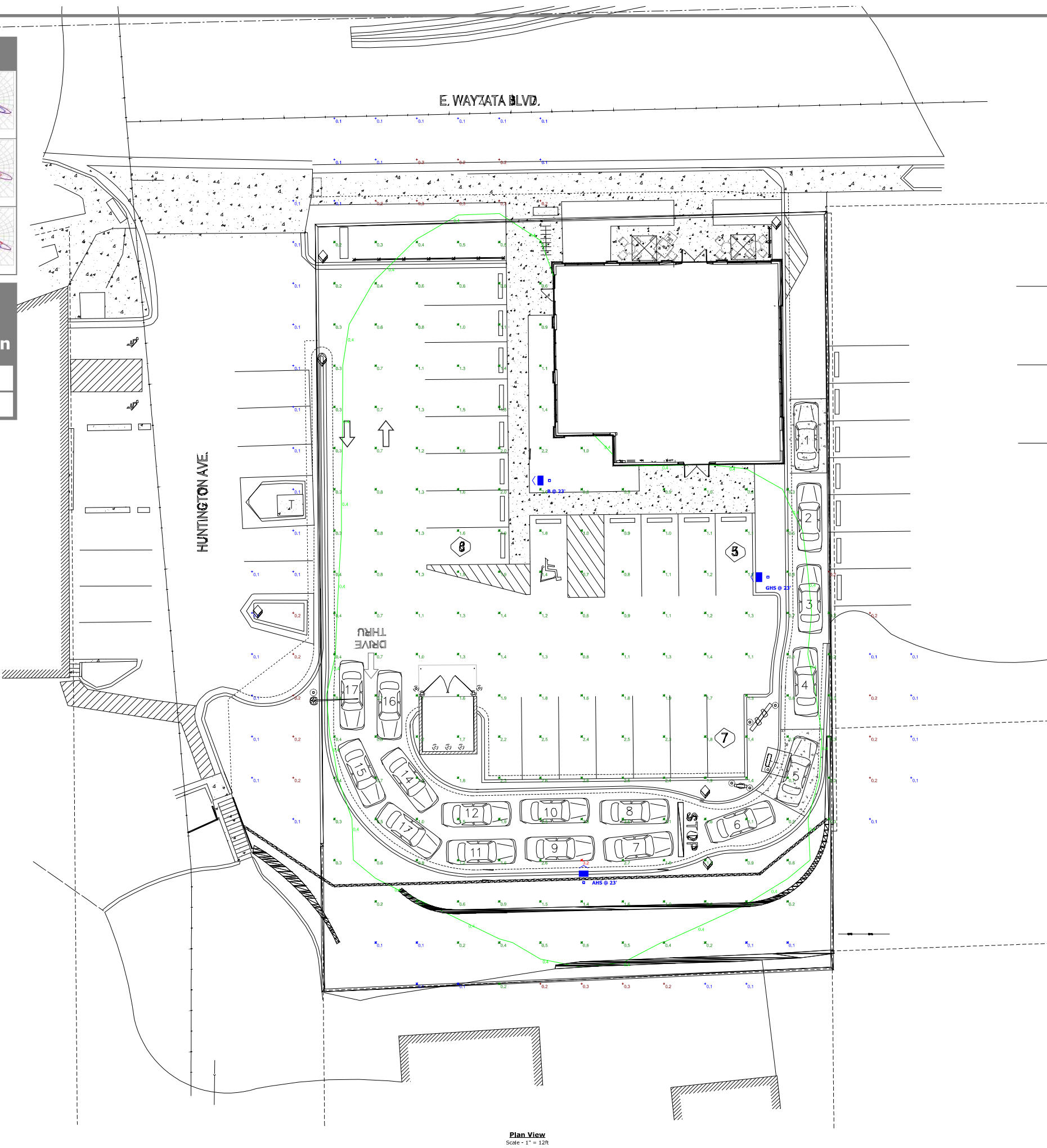
DATE ISSUED
SITE PLAN APPROVAL 02-18-2022
DRAWN BY MM
CHECKED BY MM
JOB NO. 21429
PROJECT LOCATION: WAYZATA, MN



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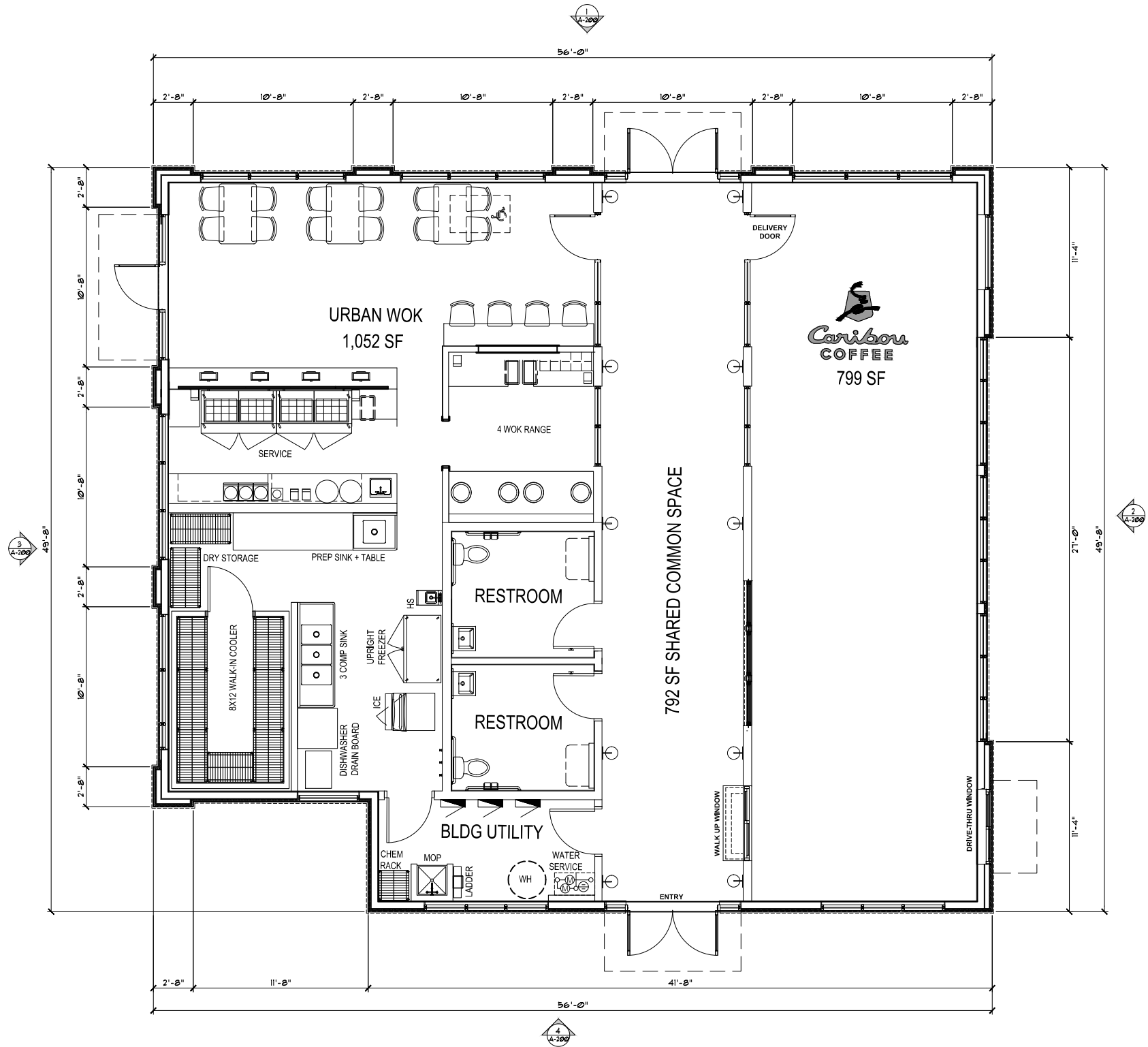
Schedule											
Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage	Plot
	AHS		1	Lithonia Lighting	DSX0 LED P6 30K TFTM MVOLT HS	DSX0 LED P6 30K TFTM MVOLT with houseside shield	1	11571	0,9	134	 Max: 9390cd
	B		1	Lithonia Lighting	DSX0 LED P5 30K T3M MVOLT	DSX0 LED P5 30K T3M MVOLT	1	10532	0,9	89	 Max: 7238cd
	GHS		1	Lithonia Lighting	DSX0 LED P2 30K T3M MVOLT HS	DSX0 LED P2 30K T3M MVOLT with houseside shield	1	4389	0,9	49	 Max: 3143cd

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Property Line	✕	1.1 fc	3.2 fc	0.1 fc	32.0:1	11.0:1
Site	+	0.9 fc	3.2 fc	0.1 fc	32.0:1	9.0:1



- Note**
1. Graybar Electric does not assume responsibility for the interpretation of this calculation, or State and City codes.
 2. Calculation Points are taken A,F,G.
 3. Fixtures are mounted on a pole with a 3'-0" base.

1 FLOOR PLAN
1/4" = 1'-0"



PRELIMINARY
NOT FOR CONSTRUCTION

PRELIMINARY
NOT FOR CONSTRUCTION

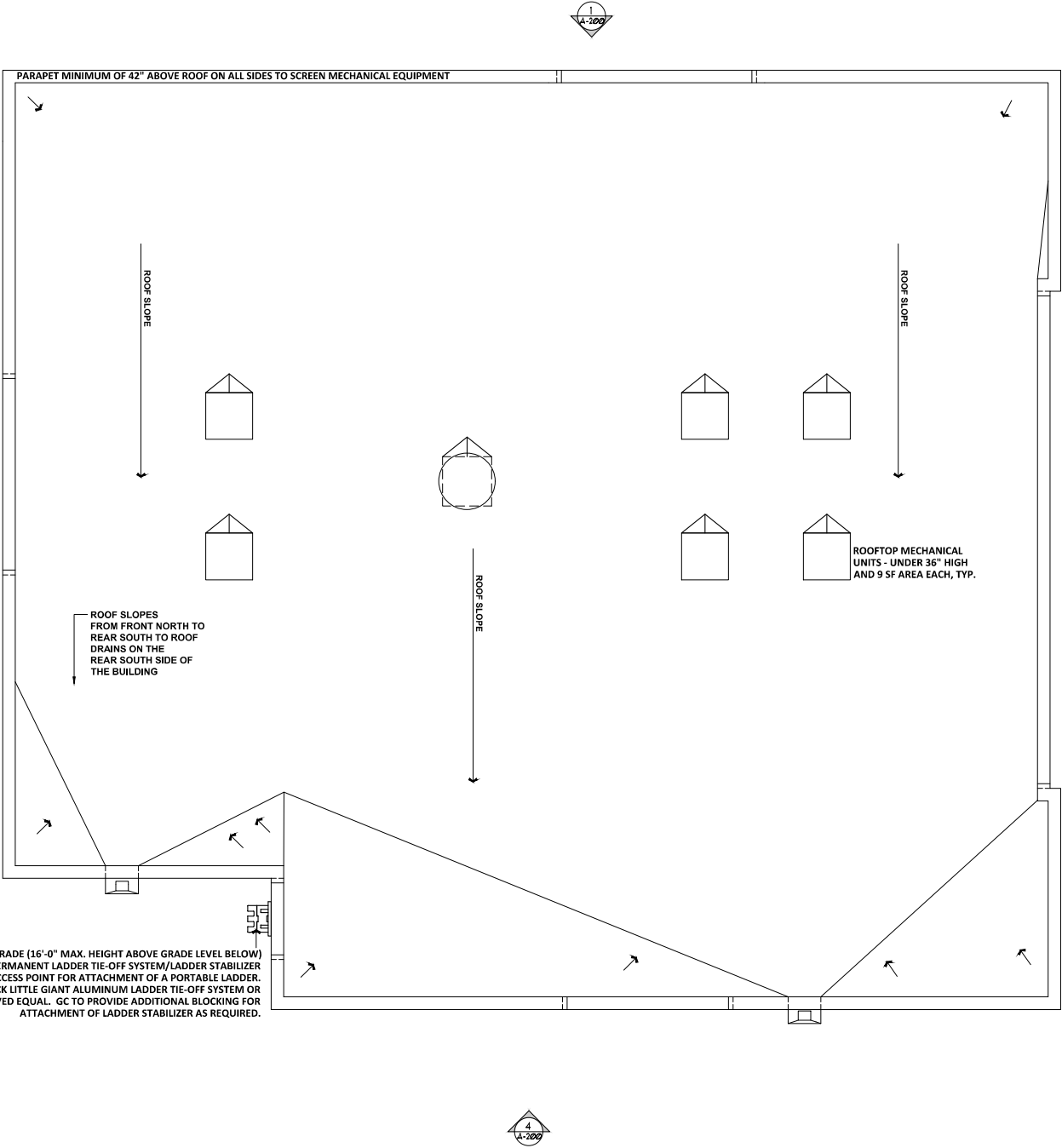
WAYZATA BLVD MULTI-TENANT
NEW CONSTRUCTION MULTI-TENANT COMMERCIAL BUILDING
1022 WAYZATA BLVD E, WAYZATA, MN 55391

FLOOR PLAN

DATE ISSUED
SITE PLAN APPROVAL 02-18-2022
DRAWN BY CE
CHECKED BY CS
JOB NO. 21429
PROJECT LOCATION:
WAYZATA, MN

1 ROOF PLAN
1/4" = 1'-0"

PORTABLE LADDER LOCATION AT PARAPET 15'-6" ABOVE GRADE (16'-0" MAX. HEIGHT ABOVE GRADE LEVEL BELOW)
GC TO PROVIDE A PERMANENT LADDER TIE-OFF SYSTEM/LADDER STABILIZER
AT ROOF ACCESS POINT FOR ATTACHMENT OF A PORTABLE LADDER.
LEDGELOCK LITTLE GIANT ALUMINUM LADDER TIE-OFF SYSTEM OR
APPROVED EQUAL. GC TO PROVIDE ADDITIONAL BLOCKING FOR
ATTACHMENT OF LADDER STABILIZER AS REQUIRED.



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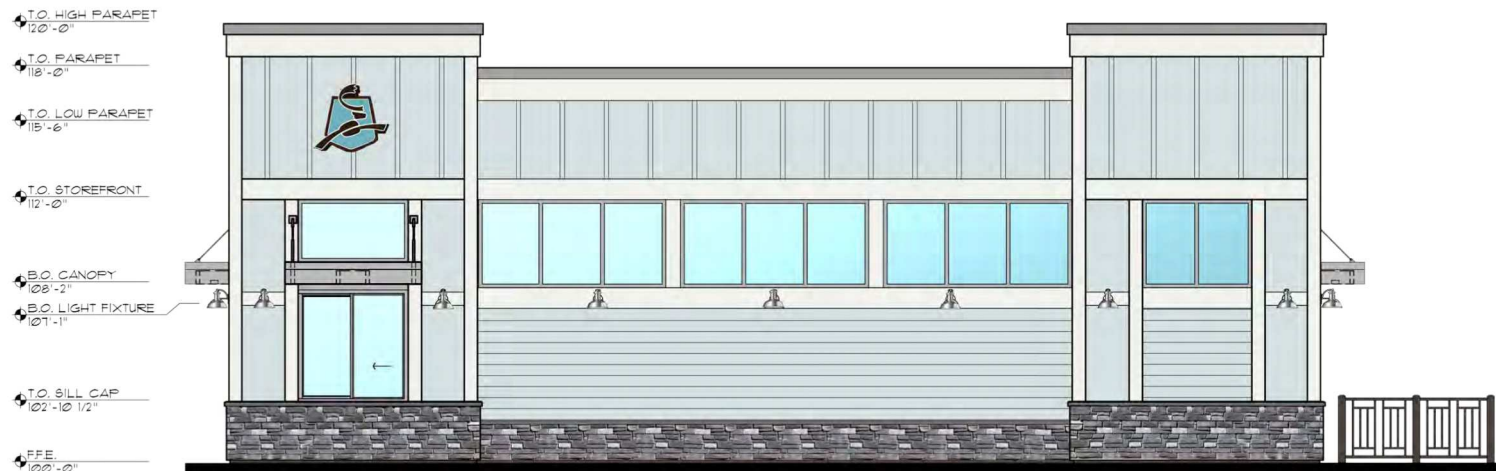
WAYZATA BLVD MULTI-TENANT
NEW CONSTRUCTION MULTI-TENANT COMMERCIAL BUILDING
1022 WAYZATA BLVD E, WAYZATA, MN 55391
ROOF PLAN

DATE ISSUED
SITE PLAN APPROVAL 02-18-2022
DRAWN BY CE
CHECKED BY CS
JOB NO. 21429
PROJECT LOCATION:
WAYZATA, MN



1 NORTH ELEVATION (FRONT - FACING WAYZATA BLVD)
1/4" = 1'-0"

GROUND LEVEL FACADE (ELEVATION BETWEEN 2'-0" AND 12'-0") MATERIAL PERCENTAGES								
	NORTH		EAST		WEST		SOUTH	
BOARD SIDING	229 SF	40.9%	310 SF	62.4%	193 SF	38.8%	329 SF	58.1%
STONE	14 SF	2.5%	20 SF	4%	16 SF	3.2%	33 SF	5.9%
METAL CANOPY	9 SF	1.6%	6 SF	1.2%	10 SF	2%	10 SF	1.8%
GLAZING	308 SF	55%	161 SF	32.4%	278 SF	56%	188 SF	33.6%
TOTAL	560 SF	100%	497 SF	100%	497 SF	100%	560 SF	100%



3 EAST ELEVATION (DRIVE-THRU SIDE)
1/4" = 1'-0"



3 WEST ELEVATION (HUNTINGTON AVE SIDE)
1/4" = 1'-0"



4 SOUTH ELEVATION (REAR)
1/4" = 1'-0"

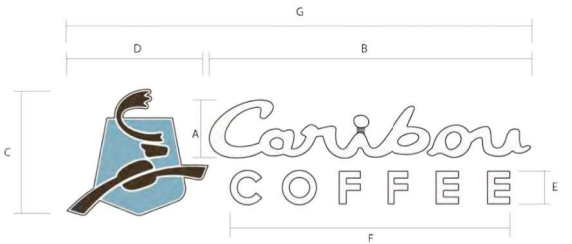
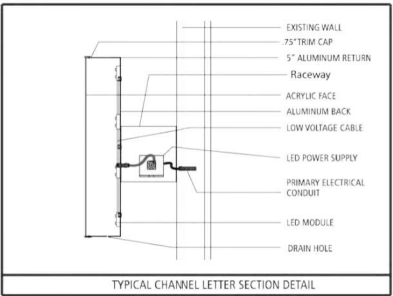
BUILDING MATERIALS LEGEND	
	STONE - CULTURED/MANUFACTURED STONE, ENVIRONMENTAL STONEWORKS STYLE: TUSCAN LEDGESTONE, COLOR: BLACK RUNDLE, SILL CAP: ENVIRONMENTAL STONEWORKS DRIP LEDGE, COLOR: BLACK
	HARDIE PLANK LAP SIDING - PAINTED BENJAMIN MOORE 'ICEBERG' 2122-50
	BOARD AND BATTEN SIDING - PRODUCT: HARDIE PANEL VERTICAL SIDING - STYLE: CEDARMILL W/ HARDIE TRIM RUSTIC GRAIN BATTEN BOARDS @ 24" O.C. - COLOR: BENJAMIN MOORE 'ICEBERG' 2122-50
	HARDIE TRIM BOARD AT SIDING TRANSITIONS - PAINTED BENJAMIN MOORE 'SUPER WHITE' FM-1
	METAL ROOF FLASHING - FIRESTONE UNA-CLAD 'CITYSCAPE'
	CLEAR ANODIZED ALUMINUM STOREFRONT DOORS AND WINDOWS
	CLEAR ANODIZED ALUMINUM METAL CANOPY
	LIGHT FIXTURES - GENERATION LIGHTING 'FREDRICKSBURG' 854TT938-04 - DARK SKIES COMPLIANT WALL LAMP - SATIN ALUMINUM FINISH

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WAYZATA BLVD MULTI-TENANT
NEW CONSTRUCTION MULTI-TENANT COMMERCIAL BUILDING
1022 WAYZATA BLVD E, WAYZATA, MN 55391
EXTERIOR ELEVATIONS

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JOB NO. 21429
PROJECT LOCATION
WAYZATA, MN



A	B	C	D	E	F	G
16"	88"	34.5"	38.75"	9.4"	76.6"	126.75"

Caribou Colors

3M-VT17935 Blue	3M 3630-69 OPAQUE Duranodic Brown

SIGN AREA: 30.4 SF

1 CARIBOU SIGNAGE - NORTH & SOUTH ELEVATION
1/2" = 1'-0"



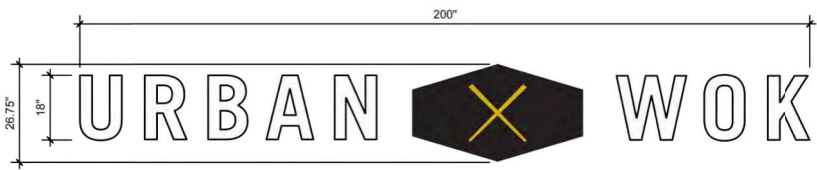
SIGN AREA: 9.3 SF

2 CARIBOU SIGNAGE - EAST ELEV.
1/2" = 1'-0"



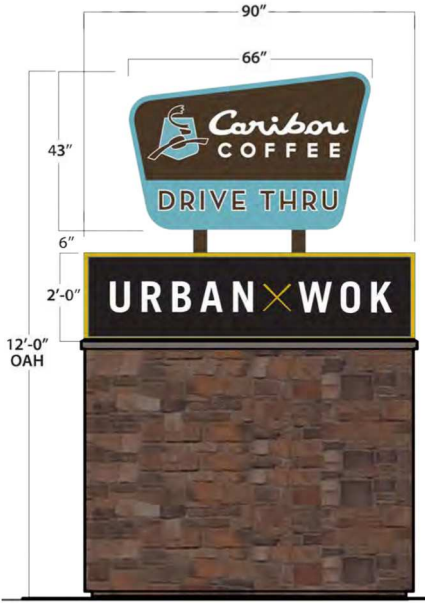
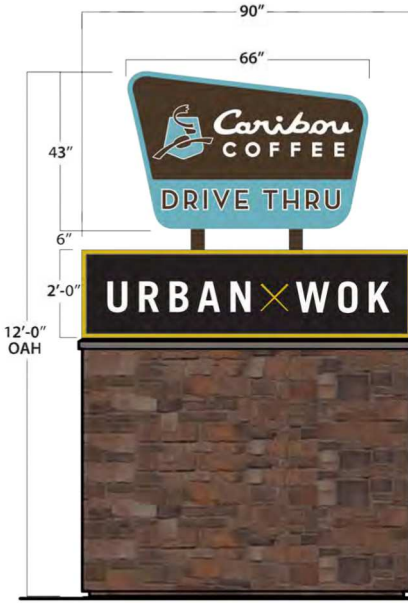
SIGN AREA: 23.54 SF

3 URBAN WOK SIGNAGE - SOUTH & WEST ELEV.
1/2" = 1'-0"



SIGN AREA: 25.47 SF

4 URBAN WOK SIGNAGE - NORTH ELEVATION
1/2" = 1'-0"



SIGN AREA: 34.7 SF
STONE AREA: 44.5 SF

DF LED ILLUM'D PYLON W/ TENANT SIGNAGE, 12' OAH

5 MONUMENT SIGN - LED ILLUMINATED CABINET W/ STONE BASE
1/2" = 1'-0"

AGGREGATE BUILDING
MOUNTED SIGNAGE: 142.7 SF

KEY PLAN

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PRELIMINARY
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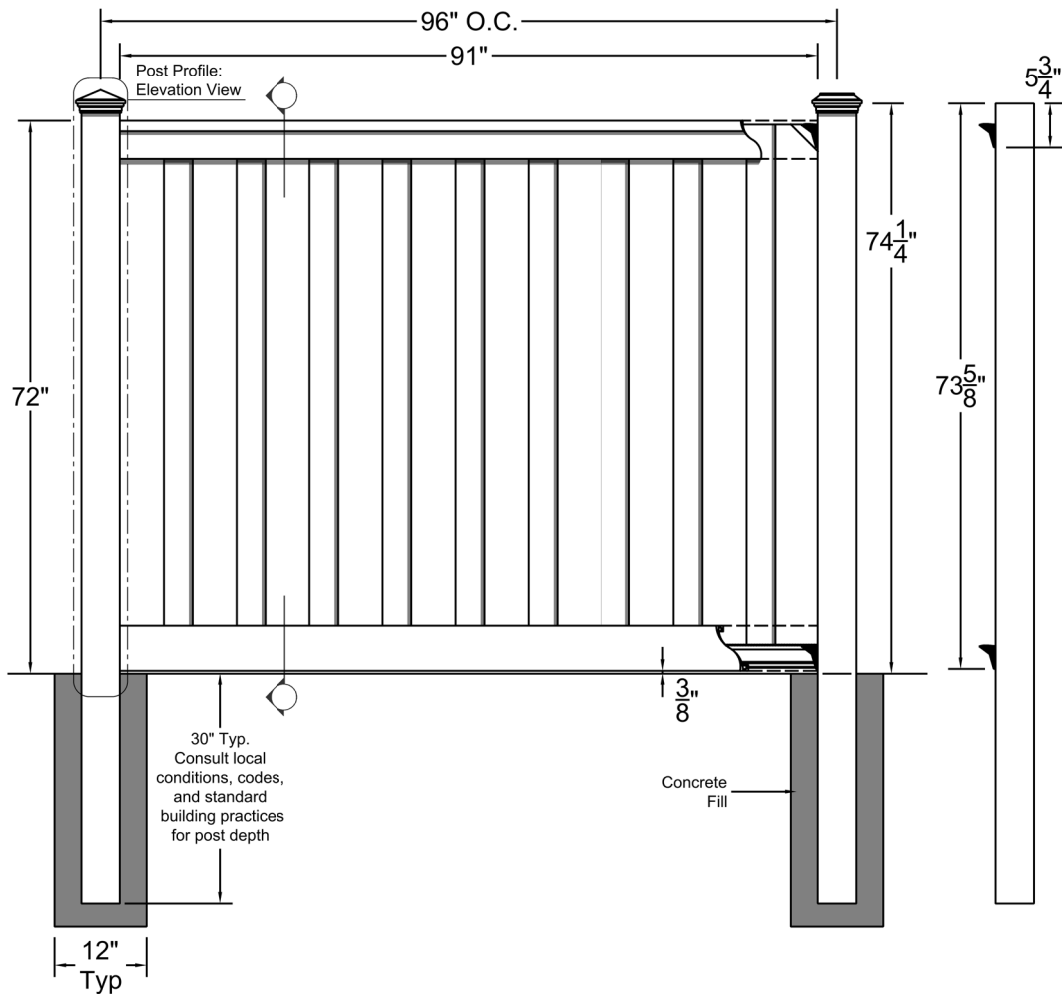
WAYZATA BLVD MULTI-TENANT
NEW CONSTRUCTION MULTI-TENANT COMMERCIAL BUILDING
1022 WAYZATA BLVD E, WAYZATA, MN 55391
SIGNAGE

DATE ISSUED
SITE PLAN APPROVAL 02-18-2022
DRAWN BY CE
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JOB NO. 21429
PROJECT LOCATION:
WAYZATA, MN

Trex® Seclusions®

COMPOSITE FENCING SYSTEM

ARCHITECTURAL DRAWING:
TREX SECLUSIONS FENCING
6' TALL x 8' WIDE

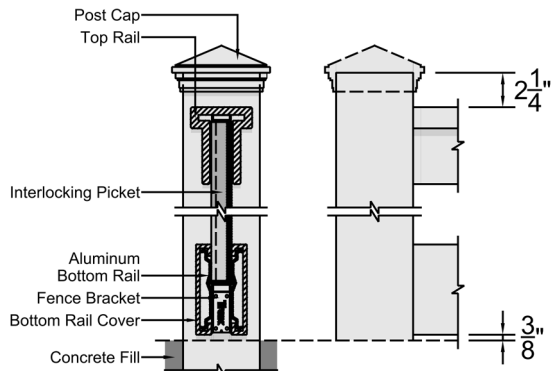


COMPONENTS	QUANTITY	LENGTH
 Post Cap: Pyramid, Flat, or Crown	1	
 5" x 5" Post	1	108" *
 4" x 4.9" Top Rail	1	91" *
 1"x5.75" Interlocking Picket	19	67" *
 1" x 5.75" Bottom Rail Cover	2	91" *
 Aluminum Bottom Rail	1	90 1/2"
 Fence Bracket	4	
1 5/8" (Typ) Exterior Wood Screws	24	

* Length may vary

NOTES:

1. INSTALLATION TO BE COMPLETED PER MANUFACTURER'S SPECIFICATION.
2. THIS DRAWING IS PROVIDED FOR PLANNING PURPOSES. REFER TO MANUFACTURER'S INSTALLATIONS FOR CONSTRUCTION DETAILS.
3. REFER TO MANUFACTURER'S WEBSITE FOR PRODUCT INFORMATION.
4. DRAWING NOT TO SCALE.



Post Profile: Cut View / Elevation View

160 EXETER DR., WINCHESTER VA, 22603

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Wayzata Retail Traffic Impact Study

Wayzata, MN

Prepared For:

Reprise Design
12400 Portland Avenue South
Suite 100
Burnsville, MN 55337

Prepared By:

Jordan Schwarze, PE, RSP1

Alliant Engineering, Inc.
733 Marquette Ave, Suite 700
Minneapolis, MN 55402



ALLIANT

January 25, 2022

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1.0 Introduction

Alliant Engineering has completed a traffic impact study for the proposed Wayzata Retail development to be located at 1022 E Wayzata Boulevard in Wayzata, MN. The main objectives of this study are to evaluate existing traffic operations within the study area, identify potential traffic impacts to the adjacent roadway network due to proposed development trips, and recommend improvements to address any identified issues. The assumptions, analysis, and study conclusions/recommendations offered for consideration are as follows.

2.0 Existing Conditions

The existing conditions were reviewed to establish a baseline for identifying any future impacts associated with the proposed development. The evaluation of existing conditions includes intersection turning movement counts, field observations, and an intersection operations analysis.

2.1 Study Area Intersections

In consultation with City of Wayzata staff, the following study intersections were identified:

- Wayzata Boulevard & Superior Boulevard
- Wayzata Boulevard & Huntington Avenue (West Access) – Three-quarter access
- Wayzata Boulevard & East Access – Right-in/right-out access
- Wayzata Boulevard & Central Avenue

2.2 Data Collection

2.2.1 Traffic Volumes

To document existing conditions, weekday turning movement counts were collected at the study intersections by Alliant Engineering during the week of July 26, 2021, over the following time periods:

- AM Peak Period: 7:00 – 9:00 a.m.
- Midday Peak Period: 11:00 a.m. – 1:00 p.m.
- PM Peak Period: 4:00 – 6:00 p.m.

It should be noted that the weekday a.m., midday, and p.m. peak hours of the study area roadway network during the data collection period were observed to be 8:00-9:00 a.m., 12:00-1:00 p.m., and 4:30-5:30 p.m., respectively.

2.2.2 Roadway/Intersection Characteristics

Field observations were completed to identify roadway and intersection characteristics within the immediate study area (i.e., geometry, posted speed limits, and traffic controls), which are summarized in **Table 1** and **Table 2**.

Table 1 – Roadway Characteristics

Roadway	Cross-Section	Speed Limit	Functional Classification
Wayzata Boulevard	4-Lane Divided	35 mph	Minor Arterial
Superior Boulevard	2-Lane Divided	35 mph	Major Collector
Central Avenue	4-Lane Undivided	35 mph	Minor Arterial

Table 2 – Intersection Characteristics

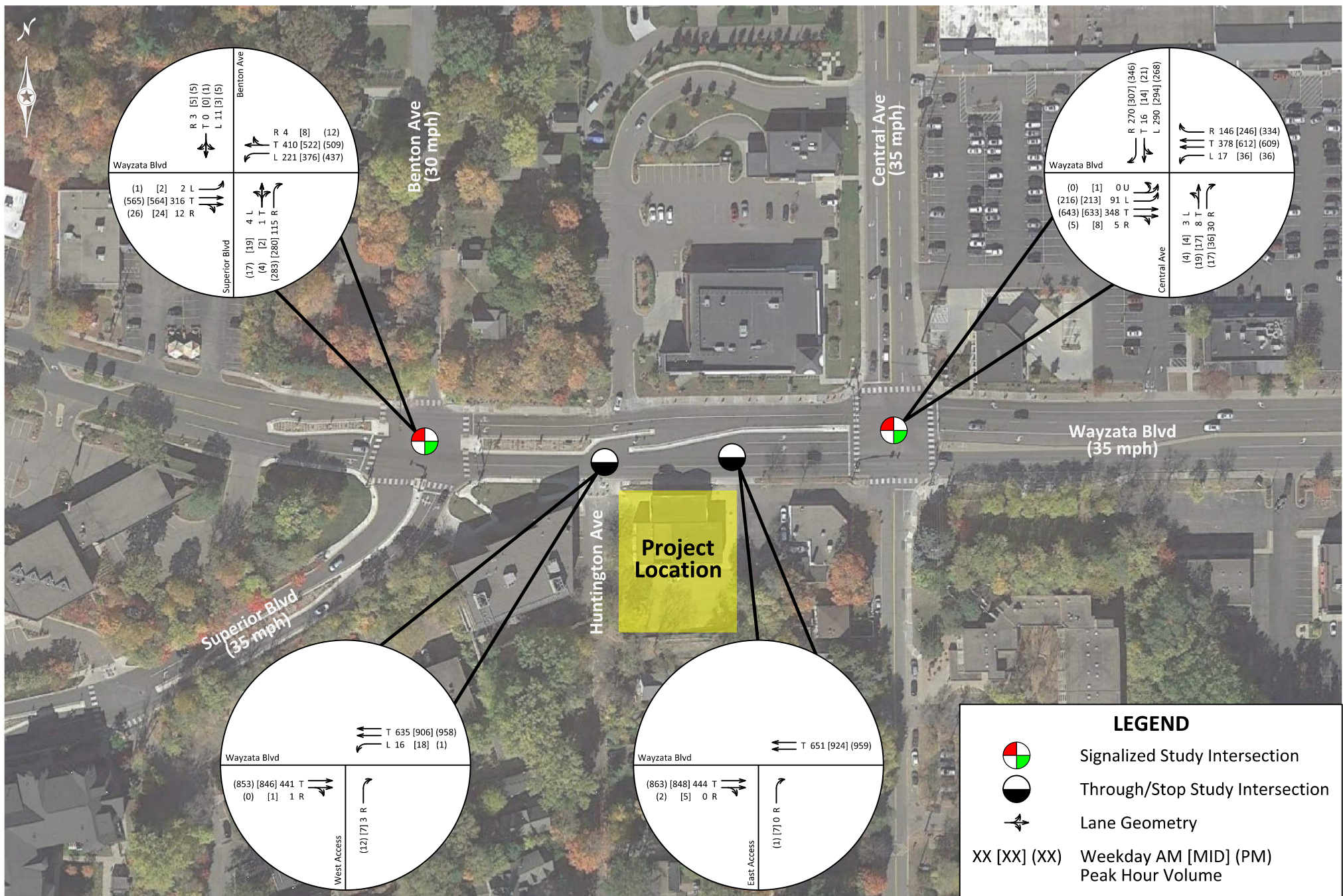
Intersection	Traffic Control	Lane Designations by Approach ⁽¹⁾			
		NB	SB	EB	WB
Wayzata Blvd & Superior Blvd	Traffic Signal	LTR/R	LTR	L/T/TR	L/TR
Wayzata Blvd & West Access	Through/Stop	R	—	T/TR	L/T/T
Wayzata Blvd & East Access	Through/Stop	R	—	T/TR	T/T
Wayzata Blvd & Central Ave	Traffic Signal	LT/R	LT/R	L/L/T/TR	L/T/T/R

(1) L=Left-Turn, T=Through, R=Right-Turn

The study area existing conditions, including the observed weekday a.m., midday, and p.m. peak hours, are shown in **Figure 1**.

2.3 Traffic Operations Analysis

An existing conditions traffic operations analysis was completed using Synchro/SimTraffic software to establish a baseline condition to which future traffic operations could be compared. Operations analysis results identify a Level of Service (LOS) which indicates the quality of traffic flow through an intersection. The LOS results are based on average delay per vehicle, which correspond to the delay threshold values presented in **Table 3**. Intersections are given a ranking from LOS A through LOS F. LOS A indicates the best traffic operation, with vehicles experiencing minimal delay. LOS F indicates an intersection where demand exceeds capacity, or a breakdown of traffic flow. The LOS D/E threshold for overall intersection operations is often used as the indicator of congestion in an urban area. For through/stop-controlled intersections, a key measure of operational effectiveness is the side-street LOS. Long delays and poor LOS can occur on side-street approaches even if the overall intersection is functioning well, making side-street LOS a valuable design criterion.



Wayzata Retail TIS

Figure 1
Existing Conditions

Table 3 – Level of Service Criteria

Level of Service	Description	Delay per Vehicle (seconds)	
		Signalized Intersection	Unsignalized Intersection
A	Free Flow: Low volumes and no delays.	0 - 10	0 - 10
B	Stable Flow: Speeds restricted by travel conditions, minor delays.	> 10 - 20	> 10 - 15
C	Stable Flow: Speeds and maneuverability closely controlled due to higher volumes.	> 20 - 35	> 15 - 25
D	Stable Flow: Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability, volume near capacity.	> 35 - 55	> 25 - 35
E	Unstable Flow: Low speeds, considerable delay, volume at or slightly over capacity.	> 55 - 80	> 35 - 50
F	Forced Flow: Very low speeds, volume exceed capacity, long delays with stop and go traffic.	> 80	> 50

Source: Highway Capacity Manual, 6th Edition, Transportation Research Board, Exhibits 19-8, 20-2, 21-8, 22-8.

After LOS, the second component of the traffic operations analysis is a study of vehicular queuing, or the lineup of vehicles waiting to pass through an intersection. An intersection can operate with an acceptable LOS, but if queues from the intersection block entrances to turn lanes or adjacent driveways, unsafe operating conditions could result. The 95th percentile queue, or the length of queue with only a five percent probability of being exceeded during an analysis period, is considered the standard for design purposes.

The existing traffic operations analysis was performed at the study intersections for the observed weekday a.m., midday, and p.m. peak hours. Results of the existing traffic operations analysis, presented in **Table 4**, indicate that each study intersection currently operates at overall LOS C or better during the weekday peak hours. It should be noted that only right-turn maneuvers are allowed on the northbound approaches of the West and East Access intersections along Wayzata Boulevard. This outbound access restriction minimizes potential side-street delay at these through/stop-controlled intersections. Detailed operations and queuing analysis results are presented in **Appendix A**.

Table 4 – Existing Traffic Operations Analysis

Intersection	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Wayzata Blvd & Superior Blvd	A / D	3.1 / 44.2	A / C	7.5 / 27.0	A / C	9.1 / 34.6
Wayzata Blvd & West Access	A / A	0.5 / 3.6	A / A	1.1 / 3.8	A / A	1.2 / 3.8
Wayzata Blvd & East Access	A / A	1.0 / 1.2	A / C	1.4 / 18.9	A / B	1.3 / 12.3
Wayzata Blvd & Central Ave	B / C	18.1 / 20.9	C / C	23.3 / 33.3	C / D	21.9 / 38.4

LOS Results: Overall Intersection / Worst Approach

Delay Results: Overall Intersection / Worst Approach

Key delay and queuing observations from the existing conditions traffic operations analysis are as follows:

Wayzata Boulevard & Superior Boulevard Intersection

- Moderate queuing (95th percentile queue ≤ 300 feet) was observed in the westbound left-turn lane of the Wayzata Boulevard/Superior Boulevard intersection during the midday and p.m. peak hours. These queues produced occasional brief obstructions for the westbound left-turn lane at the Wayzata Boulevard/West Access intersection, though the queues quickly cleared and produced minimal operational impact.

Wayzata Boulevard & Central Avenue Intersection

- Moderate queuing (95th percentile queue ≤ 340 feet) was observed in the southbound shared left-turn/through lane of the Wayzata Boulevard/Central Avenue intersection during the a.m., midday, and p.m. peak hours. However, these queues routinely cleared the intersection during the allotted signalized green time.
- Moderate queuing (95th percentile queue ≤ 190 feet) was observed on the eastbound approach of the Wayzata Boulevard/Central Avenue intersection during the midday and p.m. peak hours. These queues produced occasional brief obstructions at the adjacent Wayzata Boulevard/East Access intersection, though the queues quickly cleared and produced minimal operational impact.

3.0 Proposed Development

The proposed Wayzata Retail development, shown in **Figure 2**, is expected to displace a former gas station/convenience store/auto repair shop business located at 1022 E Wayzata Boulevard in Wayzata. The proposed 2,643-square-foot building is anticipated to consist of the following uses:

- 1,052-square-foot Urban Wok fast casual restaurant open for lunch and dinner
- 799-square-foot drive-through only Caribou Coffee shop
- 792 square feet of shared common space

Access to the proposed development is expected to be maintained at current driveway locations:

- Wayzata Boulevard & Huntington Avenue (West Access) located approximately 300 feet west of Central Avenue
 - Huntington Avenue is a dead-end public roadway serving as a three-quarter business access to the development property and the property immediately to the west
- Wayzata Boulevard & East Access located approximately 150 feet west of Central Avenue
 - Eastbound right-in/right-out serving as a business access to the development property and the property immediately to the east
 - The proposed development is expected to utilize the East Access for outbound Caribou Coffee drive-through traffic only

3.1 Trip Generation and Distribution

Trip generation estimates for the proposed Wayzata Retail development, as well as the former gas station/convenience store/auto repair shop land use and a previously proposed bank land use, were completed for the weekday a.m., midday, and p.m. peak hours as well as on a daily basis by utilizing the *Institute of Transportation Engineers Trip Generation Manual, 10th Edition (ITE TGM)*. Results of the trip generation estimates, shown in **Table 5**, indicate the proposed development is expected to generate approximately 85 a.m. peak hour, 98 midday peak hour, 66 p.m. peak hour, and 1,028 daily gross trips. It should be noted that a significant portion of these trips are expected to be from motorists already traveling within the study area who would divert their trip to the proposed development before continuing on to their destination (i.e., pass-by and diverted-link trips). Accounting for pass-by and diverted-link trips, the proposed development is expected to generate approximately 11 a.m. peak hour, 26 midday peak hour, 16 p.m. peak hour, and 216 daily net new trips. In general, the proposed development is expected to generate fewer trips than the former gas station/convenience store/auto repair shop land use, but more trips than a previously proposed bank land use.

The distribution of proposed development trips was estimated based on a review of existing traffic volumes/patterns and by engineering judgement. This trip distribution (45 percent of trips to/from the west and 55 percent of trips to/from the east) was then applied to the estimated proposed development trips in the future conditions analysis.

Figure 2 – Proposed Site Plan

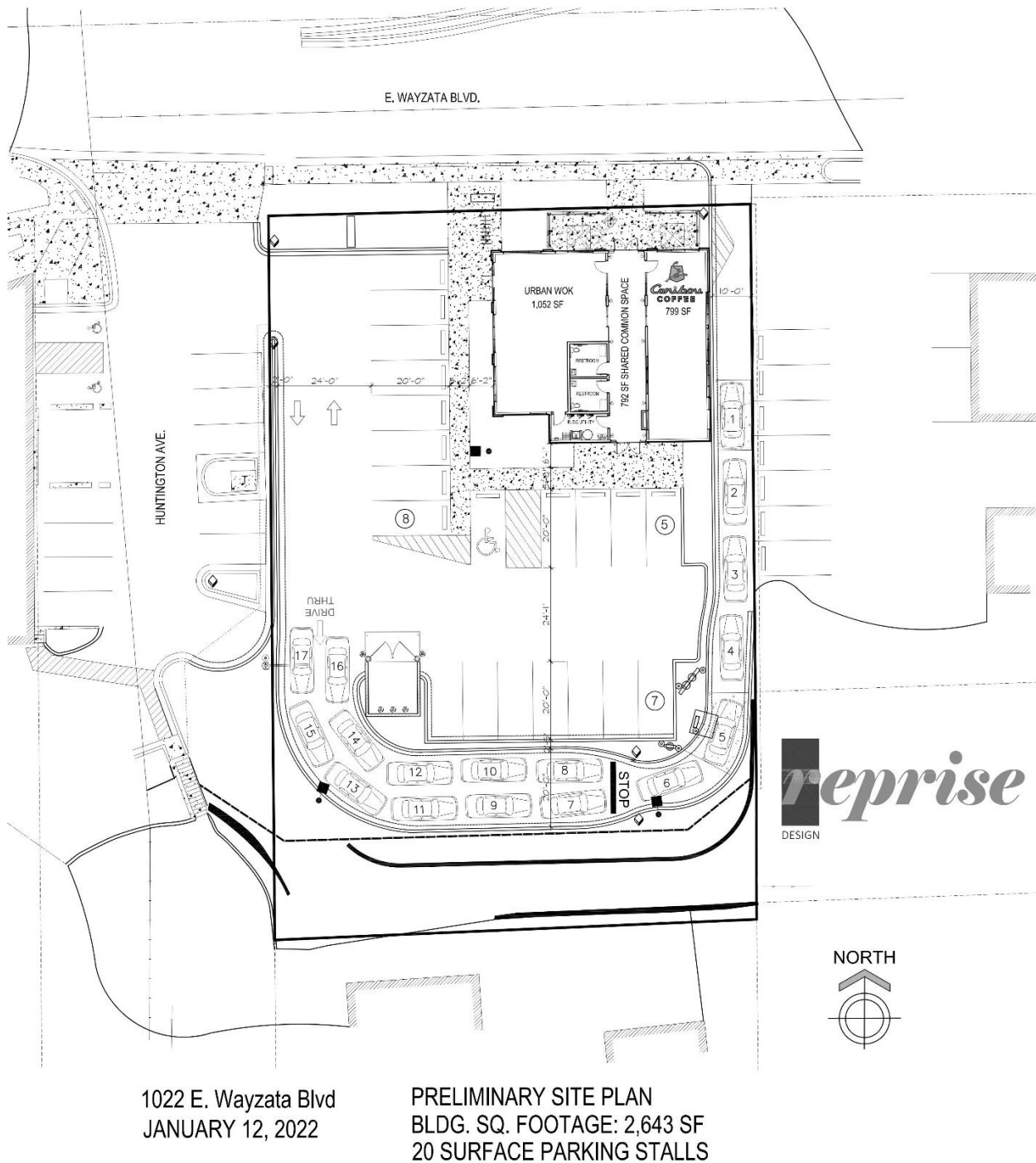


Table 5 – Trip Generation Estimates – Wayzata Retail

Land Use (ITE Code)	Units	Size	AM			Midday			PM			Daily Trips
			Peak Hour Trips ¹			Peak Hour Trips ²			Peak Hour Trips ¹			
			Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips	
Previous Land Use												
Gasoline/Service Station w/ Convenience Market (945) Gross Trips	Fueling Positions	8	51	49	100	47	46	93	57	55	112	1,644
Formerly Proposed Bank Development												
Drive-in Bank (912) Gross Trips	Gross Floor Area (SF)	3,470	19	14	33	39	39	78	35	36	71	348
Currently Proposed Wayzata Retail Development												
Fast-Casual Restaurant ^{3,4} (930)	Gross Floor Area (SF)	1,710	2	0	2	17	20	37	14	12	26	264
	Pass-By/Diverted Link Trips		0	0	0	-9	-9	-18	-7	-7	-14	-132
	Land Use Net Trips		2	0	2	8	11	19	7	5	12	132
Coffee Shop w/ Drive-Through Window (937)	Gross Floor Area (SF)	933	42	41	83	31	30	61	20	20	40	764
	Pass-By/Diverted Link Trips		-37	-37	-74	-27	-27	-54	-18	-18	-36	-680
	Land Use Net Trips		5	4	9	4	3	7	2	2	4	84
Wayzata Retail Development Total Gross Trips			44	41	85	48	50	98	34	32	66	1,028
Total Pass-By/Diverted Link Trips			-37	-37	-74	-36	-36	-72	-25	-25	-50	-812
Wayzata Retail Development Total Net Trips			7	4	11	12	14	26	9	7	16	216

Source: Institute of Transportation Engineers Trip Generation Manual, 10th Edition, & Parking Generation Manual, 5th Edition.

(1) Peak hour of the adjacent roadway network

(2) Midday peak hour trips calculated using trip/parking generation daily distribution data

(3) Existing Urban Wok restaurants are not open during the a.m. peak hour

(4) Urban Wok a.m. peak hour, midday peak hour, and daily trips calculated using trip generation daily distribution data



4.0 Year 2022 Conditions

To determine potential traffic impacts associated with the proposed development, future conditions were evaluated using Synchro/SimTraffic software. The future condition analysis year was chosen as 2022 to coincide with the anticipated opening of the proposed development.

4.1 Background Traffic Growth

Traffic forecasts presented in the *City of Wayzata 2040 Comprehensive Plan* were reviewed to understand anticipated traffic growth within the study area. Based on these traffic forecasts, a one (1) percent background traffic growth rate was applied to the existing weekday peak hour traffic volumes to estimate year 2022 background traffic conditions.

4.2 Traffic Operations Analysis

Forecast year 2022 traffic volumes, a combination of background traffic volumes and trips generated by the proposed development, are shown in **Figure 3**. The forecast year 2022 conditions were evaluated using Synchro/SimTraffic software to determine potential traffic impacts associated with the proposed development. Results of the year 2022 traffic operations analysis, presented in **Table 6**, indicate that all study intersections are expected to continue operating at overall LOS C or better during the weekday peak hours. Background traffic growth and proposed development trips are expected to have a limited impact on the moderate queuing previously noted under existing conditions. No new delay or queuing issues were observed in the traffic simulations. Minimal queuing is anticipated on the northbound approaches of the West and East Access intersections. It should also be noted that the proposed development will induce a number of eastbound to westbound U-turn maneuvers at the Wayzata Boulevard/Central Avenue intersection, as outbound motorists route back to the west. However, issues with these U-turn maneuvers are not anticipated, as the eastbound left-turn movement is served by a protected green arrow. Detailed operations and queuing analysis results are presented in **Appendix A**.

Table 6 – Year 2022 Traffic Operations Analysis

Intersection	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Wayzata Blvd & Superior Blvd	A / D	3.5 / 46.8	A / D	8.5 / 38.4	A / D	9.3 / 44.6
Wayzata Blvd & West Access	A / A	0.6 / 3.6	A / A	1.5 / 5.4	A / A	1.5 / 4.1
Wayzata Blvd & East Access	A / A	1.1 / 4.1	A / C	1.6 / 18.9	A / B	1.5 / 12.3
Wayzata Blvd & Central Ave	B / C	18.1 / 22.4	C / C	24.0 / 33.3	C / D	23.2 / 38.4

LOS Results: Overall Intersection / Worst Approach

Delay Results: Overall Intersection / Worst Approach

The proposed development is expected to have a limited impact on study area traffic operations. Therefore, no geometric or traffic control improvements are required from an operations perspective.

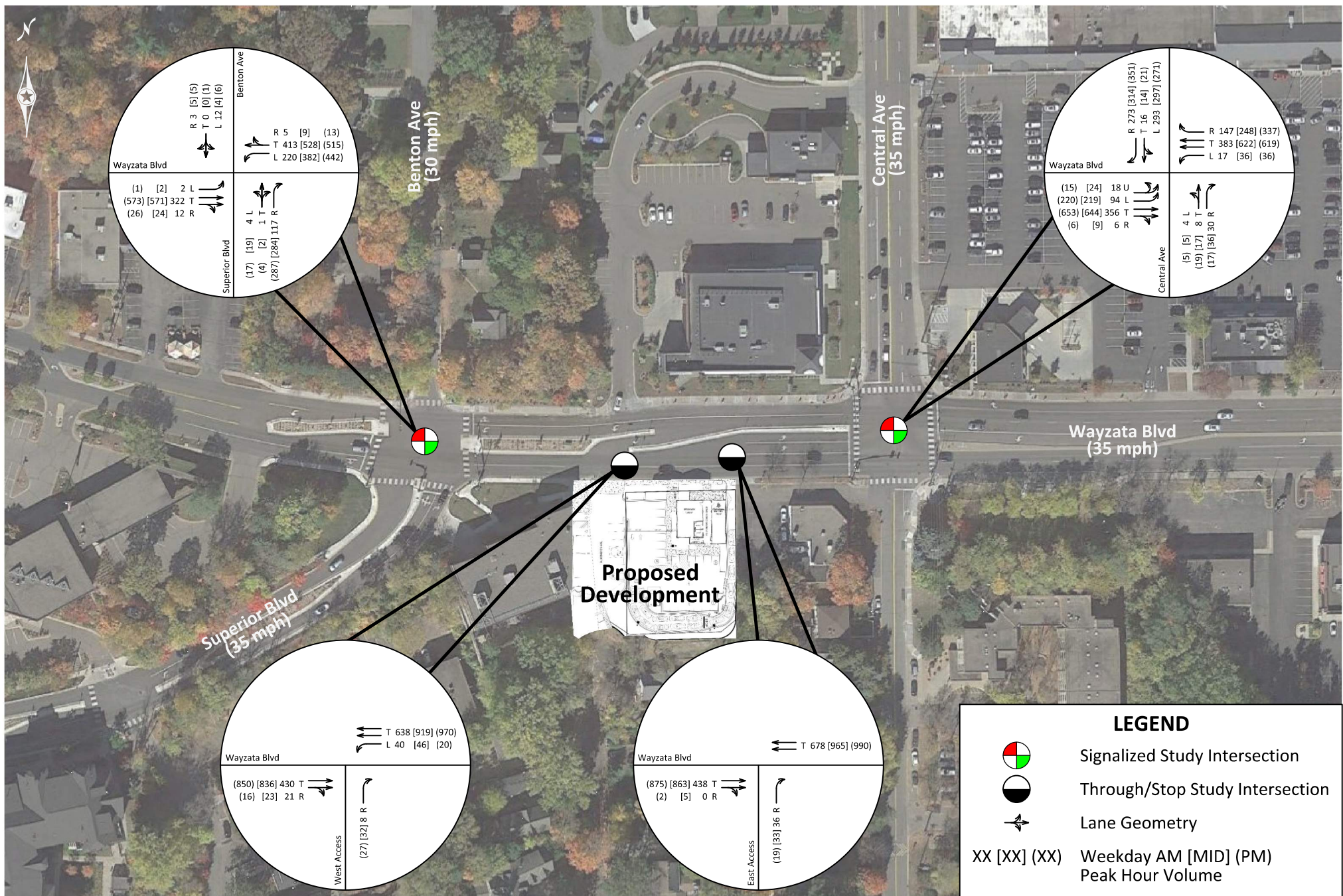


Figure 3
Year 2022 Conditions

Key delay and queuing observations from the year 2022 conditions traffic operations analysis are as follows:

Wayzata Boulevard & Superior Boulevard Intersection

- Moderate queuing (95th percentile queue $\leq$ 320 feet) was observed in the westbound left-turn lane of the Wayzata Boulevard/Superior Boulevard intersection during the midday and p.m. peak hours. These queues produced occasional brief obstructions for the westbound left-turn lane at the Wayzata Boulevard/West Access intersection, though the queues quickly cleared and produced minimal operational impact.

Wayzata Boulevard & Central Avenue Intersection

- Moderate queuing (95th percentile queue $\leq$ 350 feet) was observed in the southbound shared left-turn/through lane of the Wayzata Boulevard/Central Avenue intersection during the a.m., midday, and p.m. peak hours. However, these queues routinely cleared the intersection during the allotted signalized green time.
- Moderate queuing (95th percentile queue $\leq$ 195 feet) was observed on the eastbound approach of the Wayzata Boulevard/Central Avenue intersection during the midday and p.m. peak hours. These queues produced occasional brief obstructions at the adjacent Wayzata Boulevard/East Access intersection, though the queues quickly cleared and produced minimal operational impact.

5.0 Site Plan/Access Review

A review of the proposed site plan was completed to identify any issues and recommended potential improvements regarding site ingress/egress, internal traffic circulation, parking layout, and drive-through storage.

Site Ingress/Egress

- All motorists are expected to enter the proposed development site via the West Access. Some motorists will also exit the proposed development site via the West Access, but all Caribou Coffee drive-through traffic will exit via the East Access.
 - Clear enter/exit signing should be installed at the site accesses.

Internal Traffic Circulation

- The proposed internal roadways appear to adequately accommodate typical passenger vehicles. However, turning movements should be reviewed to ensure vehicles such as delivery and garbage trucks have adequate accommodations to negotiate internal roadways.
- Install appropriate wayfinding and drive-through signing.

Parking Layout

- A small dead-end parking lot is shown immediately south of the proposed building structure onsite. To minimize potential circulation issues, employees should be instructed to park in this south lot. Doing so would allow more parking stalls on the west side of the proposed building structure to remain open for patrons, thus minimizing their potential need to utilize the dead-end south parking lot.

Drive-Through Storage

The viability of the proposed Caribou Coffee shop drive-through capacity was evaluated via two methods. The first method involved drive-through queuing observations completed at an existing drive-through only Caribou Coffee location in Burnsville, MN, while the second method involved a review of available drive-through queuing literature.

Data Collection Method

The proposed Caribou Coffee is expected to have similar characteristics as the existing Caribou Coffee located at 2351 County Road 42 W in Burnsville, MN. The existing Burnsville Caribou Coffee opened in December 2019 and was the first of the drive-through only “Caribou Cabin” concept locations. Considering that coffee shop demand peaks during the morning hours, weekday and Saturday peak drive-through queuing data was collected in 15-minute intervals during the 7:00-11:00 a.m. timeframe at the existing Burnsville Caribou Coffee location. The collected peak drive-through queuing data is shown in **Table 7**. The data indicates that a peak drive-through queue of 11 vehicles was observed on the morning of Tuesday, May 18, 2021. A slightly higher peak drive-through queue of 13 vehicles was observed on the morning of Saturday, May 15, 2021.

Table 7 – Caribou Coffee Drive-Through Queuing Observations – Burnsville, MN

Observation Period ¹	Maximum Drive-Through Queue (Vehicles)	
	Weekday	Saturday
7:00 - 7:15 AM	6	6
7:15 - 7:30 AM	8	3
7:30 - 7:45 AM	6	4
7:45 - 8:00 AM	9	5
8:00 - 8:15 AM	6	6
8:15 - 8:30 AM	11	6
8:30 - 8:45 AM	10	8
8:45 - 9:00 AM	10	9
9:00 - 9:15 AM	8	9
9:15 - 9:30 AM	8	10
9:30 - 9:45 AM	9	13
9:45 - 10:00 AM	5	12
10:00 - 10:15 AM	4	12
10:15 - 10:30 AM	3	9
10:30 - 10:45 AM	5	9
10:45 - 11:00 AM	3	8

1. Drive-through observations completed Saturday, May 15, 2021, and Tuesday, May 18, 2021, at an existing Caribou Coffee location in Burnsville, MN (2351 County Road 42 West).

Literature Method

The proposed development peak drive-through queuing was also estimated based on a review of available drive-through queuing literature. Local research into coffee shop drive-through queuing¹ indicates the 85th percentile peak queues observed over multiple Twin Cities Metropolitan Area sites was 13.5 vehicles.

Drive-Through Evaluation Conclusions

Both the observed peak drive-through queue at the existing Burnsville Caribou Coffee location (13 vehicles) and the literature based 85th percentile peak drive-through queue (13.5 vehicles) could be accommodated at the proposed Caribou Coffee location. The storage capacity of the proposed drive-through lane is 17 typical passenger vehicles. Therefore, the proposed drive-through capacity is expected to be sufficient, with limited potential of blocking internal parking spaces or aisles. Proper signing and striping should be utilized within a dual-lane vehicle storage area of the proposed drive-through to encourage motorists to alternate as they approach the single-lane menu/ordering station.

¹ Drive-Through Queue Generation, Counting Cars (Mike Spack, Max Moreland, Lindsay de Leeuw, Nate Hood), February 2012, <https://mikeontraffic.typepad.com/files/drive-through-queue-generation.pdf>.

6.0 Conclusions and Recommendations

The following traffic impact study conclusions/recommendations are offered for consideration:

- Results of the existing traffic operations analysis indicate that each study intersection currently operates at overall LOS C or better during the weekday peak hours.
 - Moderate queuing (95th percentile queue $\leq$ 300 feet) was observed in the westbound left-turn lane of the Wayzata Boulevard/Superior Boulevard intersection during the midday and p.m. peak hours. These queues produced occasional brief obstructions for the westbound left-turn lane at the Wayzata Boulevard/West Access intersection, though the queues quickly cleared and produced minimal operational impact.
 - Moderate queuing (95th percentile queue $\leq$ 340 feet) was observed in the southbound shared left-turn/through lane of the Wayzata Boulevard/Central Avenue intersection during the a.m., midday, and p.m. peak hours. However, these queues routinely cleared the intersection during the allotted signalized green time.
 - Moderate queuing (95th percentile queue $\leq$ 190 feet) was observed on the eastbound approach of the Wayzata Boulevard/Central Avenue intersection during the midday and p.m. peak hours. These queues produced occasional brief obstructions at the adjacent Wayzata Boulevard/East Access intersection, though the queues quickly cleared and produced minimal operational impact.
- The proposed Wayzata Retail development is expected to displace a former gas station/convenience store/auto repair shop business located at 1022 E Wayzata Boulevard in Wayzata. The proposed 2,643-square-foot building is anticipated to consist of the following uses:
 - 1,052-square-foot Urban Wok fast casual restaurant open for lunch and dinner
 - 799-square-foot drive-through only Caribou Coffee shop
 - 792 square feet of shared common space
- Access to the proposed development is expected to be maintained at current driveway locations along Wayzata Boulevard.
 - The proposed development is expected to generate approximately 85 a.m. peak hour, 98 midday peak hour, 66 p.m. peak hour, and 1,028 daily gross trips. Accounting for pass-by and diverted-link trips, the proposed development is expected to generate approximately 11 a.m. peak hour, 26 midday peak hour, 16 p.m. peak hour, and 216 daily net new trips. In general, the proposed development is expected to generate fewer trips than the former gas station/convenience store/auto repair shop land use, but more trips than a previously proposed bank land use.

- Results of the year 2022 traffic operations analysis indicate that all study intersections are expected to continue operating at overall LOS C or better during the weekday peak hours.
 - Background traffic growth and proposed development trips are expected to have a limited impact on the moderate queuing previously noted under existing conditions. No new delay or queuing issues were observed in the traffic simulations.
 - Minimal queuing is anticipated on the northbound approaches of the West and East Access intersections.
 - The proposed development will induce a number of eastbound to westbound U-turn maneuvers at the Wayzata Boulevard/Central Avenue intersection, as outbound motorists route back to the west. However, issues with these U-turn maneuvers are not anticipated, as the eastbound left-turn movement is served by a protected green arrow.
- The proposed development is expected to have a limited impact on study area traffic operations. Therefore, no geometric or traffic control improvements are required from an operations perspective.
- A review of the proposed site plan was completed to identify any issues and recommended potential improvements regarding site ingress/egress, internal traffic circulation, parking layout, and drive-through storage. Key site plan conclusions and recommendations include the following:
 - Clear enter/exit signing should be installed at the site accesses.
 - Proposed internal roadways appear to adequately accommodate typical passenger vehicles. However, turning movements should be reviewed to ensure vehicles such as delivery and garbage trucks have adequate accommodations to negotiate internal roadways.
 - Install appropriate wayfinding and drive-through signing.
 - To minimize potential circulation issues onsite, employees should be instructed to park in the proposed south parking lot.
 - The proposed drive-through capacity is expected to be sufficient, with limited potential of blocking internal parking spaces or aisles.
 - Proper signing and striping should be utilized within a dual-lane vehicle storage area of the proposed drive-through to encourage motorists to alternate as they approach the single-lane menu/ordering station.

Appendix A – Detailed Operations and Queuing Analysis

Existing Conditions - AM Peak Hour

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Blvd & Superior Blvd	Movement Delay (sec/veh)	2.3	2.3	1.1	4.4	0.7	0.3	65.4	50.4	5.2	55.9	0.0	5.3	3.1
		Movement LOS	A	A	A	A	A	A	E	D	A	E	A	A	A
		Movement 95th Queue (ft)	9	50	27	80	49	49	51	51	55	39	39	39	
		Approach Delay (sec/veh)	2.3			1.9			7.6			44.2			
		Approach LOS	A			A			A			D			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Blvd & West Access	Movement Delay (sec/veh)	0.0	0.6	0.4	2.8	0.4	0.0	0.0	0.0	3.6	0.0	0.0	0.0	0.5
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	0	0	25	4	0	0	0	14	0	0	0	
		Approach Delay (sec/veh)	0.6			0.5			3.6			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Blvd & East Access	Movement Delay (sec/veh)	0.0	0.7	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
		Approach Delay (sec/veh)	0.7			1.2			0.0			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Blvd & Central Ave	Movement Delay (sec/veh)	40.6	11.0	8.0	55.6	18.9	3.8	42.7	63.3	7.9	31.1	38.3	8.1	18.1
		Movement LOS	D	B	A	E	B	A	D	E	A	C	D	A	B
		Movement 95th Queue (ft)	76	110	100	45	157	64	50	50	59	283	283	149	
		Approach Delay (sec/veh)	16.9			15.9			20.9			20.9			
		Approach LOS	B			B			C			C			

Existing Conditions - Midday Peak Hour

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Blvd & Superior Blvd	Movement Delay (sec/veh)	12.0	7.2	3.2	13.2	1.0	0.6	57.5	57.1	9.1	65.1	0.0	7.9	7.5
		Movement LOS	B	A	A	B	A	A	E	E	A	E	A	A	A
		Movement 95th Queue (ft)	13	157	124	197	52	52	102	102	94	30	30	30	
		Approach Delay (sec/veh)	7.1			5.9			12.4			27.0			
		Approach LOS	A			A			B			C			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Blvd & West Access	Movement Delay (sec/veh)	0.0	1.1	0.0	8.2	1.0	0.0	0.0	0.0	3.8	0.0	0.0	0.0	1.1
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	5	4	40	40	0	0	0	27	0	0	0	
		Approach Delay (sec/veh)	1.1			1.1			3.8			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Blvd & East Access	Movement Delay (sec/veh)	0.0	1.1	0.4	0.0	1.6	0.0	0.0	0.0	18.9	0.0	0.0	0.0	1.4
		Movement LOS	A	A	A	A	A	A	A	A	C	A	A	A	A
		Movement 95th Queue (ft)	0	25	17	0	0	0	0	0	24	0	0	0	
		Approach Delay (sec/veh)	1.1			1.6			18.9			0.0			
		Approach LOS	A			A			C			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Blvd & Central Ave	Movement Delay (sec/veh)	42.9	10.3	3.3	58.8	29.3	7.1	84.4	64.9	11.5	44.9	57.2	12.6	23.3
		Movement LOS	D	B	A	E	C	A	F	E	B	D	E	B	C
		Movement 95th Queue (ft)	145	161	151	86	267	122	84	84	68	334	334	148	
		Approach Delay (sec/veh)	18.0			23.9			33.3			28.9			
		Approach LOS	B			C			C			C			

Existing Conditions - PM Peak Hour

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Blvd & Superior Blvd	Movement Delay (sec/veh)	0.0	9.3	3.1	15.8	1.0	0.1	69.3	54.5	9.3	59.6	40.1	8.5	9.1
		Movement LOS	A	A	A	B	A	A	E	D	A	E	D	A	A
		Movement 95th Queue (ft)	4	197	163	227	54	54	105	105	95	34	34	34	
		Approach Delay (sec/veh)	9.1			7.5			13.3			34.6			
		Approach LOS	A			A			B			C			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Blvd & West Access	Movement Delay (sec/veh)	0.0	1.1	0.0	11.3	1.3	0.0	0.0	0.0	3.8	0.0	0.0	0.0	1.2
		Movement LOS	A	A	A	B	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	0	0	10	72	0	0	0	33	0	0	0	
		Approach Delay (sec/veh)	1.1			1.3			3.8			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Blvd & East Access	Movement Delay (sec/veh)	0.0	1.0	0.2	0.0	1.6	0.0	0.0	0.0	12.3	0.0	0.0	0.0	1.3
		Movement LOS	A	A	A	A	A	A	A	A	B	A	A	A	A
		Movement 95th Queue (ft)	0	16	10	0	0	0	0	0	9	0	0	0	
		Approach Delay (sec/veh)	1.0			1.6			12.3			0.0			
		Approach LOS	A			A			B			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Blvd & Central Ave	Movement Delay (sec/veh)	41.4	9.4	2.0	62.6	27.0	8.9	63.4	65.1	10.4	45.1	48.1	13.9	21.9
		Movement LOS	D	A	A	E	C	A	E	E	B	D	D	B	C
		Movement 95th Queue (ft)	132	155	146	92	245	155	61	61	58	299	299	169	
		Approach Delay (sec/veh)	16.8			22.0			38.4			27.8			
		Approach LOS	B			C			D			C			

2022 Conditions - AM Peak Hour

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Blvd & Superior Blvd	Movement Delay (sec/veh)	2.0	2.8	0.8	5.3	0.6	0.2	66.1	89.6	4.9	58.8	0.0	10.8	3.5
		Movement LOS	A	A	A	A	A	A	E	F	A	E	A	B	A
		Movement 95th Queue (ft)	6	65	45	103	37	37	47	47	52	45	45	45	
		Approach Delay (sec/veh)	2.7			2.2			7.1			46.8			
		Approach LOS	A			A			A			D			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Blvd & West Access	Movement Delay (sec/veh)	0.0	0.7	0.3	3.5	0.4	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.6
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	4	4	38	0	0	0	0	28	0	0	0	
		Approach Delay (sec/veh)	0.7			0.6			2.9			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Blvd & East Access	Movement Delay (sec/veh)	0.0	0.7	0.0	0.0	1.2	0.0	0.0	0.0	4.1	0.0	0.0	0.0	1.1
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	13	13	0	0	0	0	0	48	0	0	0	
		Approach Delay (sec/veh)	0.7			1.2			4.1			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Blvd & Central Ave	Movement Delay (sec/veh)	37.4	11.1	6.3	54.4	18.1	3.6	64.8	60.6	8.1	33.1	37.7	7.9	17.9
		Movement LOS	D	B	A	D	B	A	E	E	A	C	D	A	B
		Movement 95th Queue (ft)	92	119	109	51	152	68	50	50	59	268	268	110	
		Approach Delay (sec/veh)	16.2			15.4			22.4			21.5			
		Approach LOS	B			B			C			C			

2022 Conditions - Midday Peak Hour

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Blvd & Superior Blvd	Movement Delay (sec/veh)	8.5	8.8	3.4	14.2	1.1	0.2	63.6	52.7	9.5	70.0	0.0	13.1	8.5
		Movement LOS	A	A	A	B	A	A	E	D	A	E	A	B	A
		Movement 95th Queue (ft)	10	187	148	214	70	70	112	112	98	35	35	35	
		Approach Delay (sec/veh)	8.6			6.6			13.1			38.4			
		Approach LOS	A			A			B			D			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Blvd & West Access	Movement Delay (sec/veh)	0.0	1.3	0.6	9.4	1.2	0.0	0.0	0.0	5.4	0.0	0.0	0.0	1.5
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	9	9	59	82	0	0	0	48	0	0	0	
		Approach Delay (sec/veh)	1.3			1.6			5.4			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Blvd & East Access	Movement Delay (sec/veh)	0.0	1.2	0.0	0.0	1.7	0.0	0.0	0.0	10.3	0.0	0.0	0.0	1.6
		Movement LOS	A	A	A	A	A	A	A	A	B	A	A	A	A
		Movement 95th Queue (ft)	0	25	0	0	17	0	0	0	48	0	0	0	
		Approach Delay (sec/veh)	1.2			1.7			10.3			0.0			
		Approach LOS	A			A			B			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Blvd & Central Ave	Movement Delay (sec/veh)	39.3	10.7	9.6	58.9	29.9	7.6	61.8	55.3	12.4	47.0	51.5	14.3	24.0
		Movement LOS	D	B	A	E	C	A	E	E	B	D	D	B	C
		Movement 95th Queue (ft)	144	165	154	70	262	114	76	76	63	346	346	179	
		Approach Delay (sec/veh)	18.0			25.0			27.7			30.4			
		Approach LOS	B			C			C			C			

2022 Conditions - PM Peak Hour

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Signal	Wayzata Blvd & Superior Blvd	Movement Delay (sec/veh)	30.3	10.4	4.3	15.2	1.2	0.4	73.9	52.7	8.9	59.9	111.5	16.0	9.3
		Movement LOS	C	B	A	B	A	A	E	D	A	E	F	B	A
		Movement 95th Queue (ft)	8	203	165	224	70	70	106	106	102	38	38	38	
		Approach Delay (sec/veh)	10.2			7.5			12.2			44.6			
		Approach LOS	B			A			B			D			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Blvd & West Access	Movement Delay (sec/veh)	0.0	1.3	0.6	8.6	1.5	0.0	0.0	0.0	4.1	0.0	0.0	0.0	1.5
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	29	0	45	86	0	0	0	48	0	0	0	
		Approach Delay (sec/veh)	1.3			1.6			4.1			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Through/Stop	Wayzata Blvd & East Access	Movement Delay (sec/veh)	0.0	1.2	0.1	0.0	1.7	0.0	0.0	0.0	7.9	0.0	0.0	0.0	1.5
		Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
		Movement 95th Queue (ft)	0	30	27	0	8	0	0	0	43	0	0	0	
		Approach Delay (sec/veh)	1.2			1.7			7.9			0.0			
		Approach LOS	A			A			A			A			

Traffic Control	Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
			EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	

Arborist Report & Tree Protection Plan

January 2022



**Prepared
For:**

Reprise Design, Inc.
12400 Portland Ave #100
Burnsville, MN 55337

Prepared By: Davey Resource Group Inc.

1196 7th St E
St. Paul, MN 55106
Contact: Ryan Gustafson
Direct: (763) 360-3335
ryan.gustafson@davey.com
Corporate Office: 800.966.2021



Notice of Disclaimer

Assessment data provided by Davey Resource Group is based on visual recording at the time of inspection. Visual records do not include testing or analysis and do not include aerial or subterranean inspection unless indicated. Davey Resource Group is not responsible for discovery or identification of hidden or otherwise non-observable risks. Records may not remain accurate after inspection due to variable deterioration of surveyed material. Risk ratings are based on observable defects and mitigation recommendations do not reduce potential liability to the owner. Davey Resource Group provides no warranty with respect to the fitness of the trees for any use or purpose whatsoever.

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Summary

On January 24th, 2022 an International Society of Arboriculture (ISA) Board Certified Master Arborist (MN-4145-BM) completed an assessment of the trees and inventory data at 1022 Wayzata Blvd, Wayzata, MN. The assessment was contracted by the Reprise Design, Inc.. The arborist performed a visual assessment of the property and collected data about the significant and heritage trees on the site. The results were used to determine the critical root zone of the trees (CRZ), as well as recommended tree protection measures required during construction in order to limit construction impacts on these trees that will remain. The quantity of trees being removed was also analyzed to determine the amount of replacement trees needed to be planted once the project is complete. At the time of the assessment, no grading or any construction activity had been conducted. This tree assessment forms part of a tree protection plan which may be submitted for approval to the City of Wayzata.

Tree information is summarized as follows:

Observations

- According to the City of Wayzata Ordinance Code Chapter 936.02 a "Significant Tree" means a Healthy Deciduous Hardwood Tree that is six inches or greater in DBH, a Healthy Softwood Deciduous 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. A "Heritage Tree" means a Healthy Softwood Deciduous Tree that is 30 inches or greater in DBH, a Healthy Hardwood Deciduous Tree that is 25 inches or greater in DBH, or a Healthy Coniferous Tree that is 25 inches or greater in DBH.
- A total of 8 Significant trees and 1 Heritage tree were inventoried on the property with a cumulative total of 167 diameter inches.
- No trees are recommended for removal due to construction activities.
- Four of the tree's inventories are within the property boundaries, the other 5 are adjacent to the property but could be significantly impacted by construction activities.

Recommendations

- Install fencing and signage prior to any construction activities to prevent soil compaction and tree damage.
- Pruning of trees surrounding the building should be performed prior to any construction.
- If damage during construction occurs to any trees they should be inspected by an arborist for further recommendations.
- The two inventoried ash should be considered for treatment to protect them from Emerald Ash Borer.

This report focuses on tree protection recommendations for tree preservation and removal, and provides the CRZs of these trees for planning purposes. DRG has provided general site preservation and/or removal recommendations based on the provided construction plans. This report also helps to determine the quantity of trees needing to be replanted as replacement trees.

Introduction

Background

The property at 1022 Wayzata is a commercial property with plans to remove the current building and redevelop the property. Davey Resource Group, Inc. (DRG) was contracted to provide a tree preservation report for the property. This report details the amount of Significant Trees on the property, tree protection and retention measures, the amount of significant trees being removed, and the amount of replacement trees needed.

The arborist visually assessed the trees on the site, and checked the provided tree inventory data for accuracy. Following data assessment, the provided plans were used to develop a tree preservation plan.

Limits of the Assignment

Many factors can limit specific and accurate data when performing evaluations of trees. The determinations and recommendations presented here are based on current data and conditions that existed at the time of the evaluation and cannot be a predictor of the ultimate outcomes for the trees. A visual inspection was used to develop the findings, conclusions, and recommendations found in this report. No physical inspection of the upper canopy, sounding, and resistograph or other technologies were used in the evaluation of the trees.

At the time of the site visit, the deciduous trees had no foliage to evaluate.

Methods

This site was visited on January 24th, 2022 by an ISA Board Certified Master Arborist (Ryan Gustafson MN-4145 BM). A visual inspection of the trees, overall site, and provided design plans was used to develop the recommendations found in this report.

Observations

Site Observations

The project site is located at 1022 Wayzata Blvd, Wayzata, MN. The adjacent properties are commercial and residential. The adjacent roads have heavy traffic. The lot is fairly level in the front $\frac{3}{4}$ of the property with retaining walls in the back $\frac{1}{4}$ of the property where the elevation drops off significantly to a residential property..

At the time of the assessment, no significant ground disturbance or any construction activity had occurred.

Tree Observations

Of the 9 trees that were inventoried 8 of them are considered to be Significant trees and 1 a Heritage Tree. The data recorded about the trees by DRG include species, size, and condition. 5 of the trees inventoried are on adjacent property, but could be significantly impacted by construction activities. Of the 9 inventoried trees on the property none of them are planned for removal.

The trees in the upper portion of the property are growing in planting beds surrounded by pavement. The trees in the back of the property are growing in a turf area where a retaining wall already exists.

Besides the three honeylocust trees growing on the adjacent property all of the other trees are not highly desirable species of trees. Two of the four Significant trees on the property are green ash (*Fraxinus pennsylvanica*) are susceptible to the Emerald Ash borer (EAB), which is present in Wayzata. At the time of inspection EAB did not appear to be present in the trees.

Analysis & Recommendations

There are two considerations when evaluating tree root disturbance during construction; the removal of absorption roots and anchoring roots. Removal (or compaction in the area) of the feeder roots can cause immediate water stress and a significant decline in tree health. The ability of a tree to survive root loss is dependent on its tolerance of drought, tree health, and the ability to form new roots quickly. Removal of larger anchoring roots can lead to structural instability or failure.

All Significant and Heritage trees on site are recommended for preservation. Tree protection fencing should be installed to protect the CRZ's of these trees prior to any construction activities.

Root Zone Calculations

The CRZ is considered the ideal preservation area of a tree. It is equal to 1 foot of radius for every inch of trunk diameter measured at 4.5 feet from grade. For example; a tree with a DBH of 10 inches has a calculated CRZ radius of 10 feet from the trunk center (diameter of 30 feet). The CRZ represents the typical rooting area required for tree health and survival. Construction activities should be limited near or in the CRZ of any tree to be retained. This includes but is not limited to the storage of materials, parking of vehicles, contaminating soil by washing out equipment, (concrete, paint, etc.), or changing soil grade.

Tree #	Species	DBH (inches)	CRZ (feet)
1	boxelder	13	13
2	boxelder	28	28
3	green ash	28	28
4	green ash	15	15
5	siberian elm	12	12
6	boxelder	13	13
7	honeylocust	12	12
8	honeylocust	12	12
9	honeylocust	20	20

For the trees growing in planting beds surrounded by pavement the CRZ could be reduced to the area of the planting bed. With the highly compacted soils needed for paved surfaces very few roots are typically found growing below pavement. But this makes it extremely important that no disturbance occurs in the non paved areas of the CRZ. The photo below shows the trees on adjacent property growing in planting beds surrounded by pavement.



Pre-Construction

- Establish a tree protection zone. At a minimum trees that will remain on site should be protected with fencing to protect the CRZ.
- No intrusion whatsoever should occur to the CRZ of any tree to be retained.
- Applying a 4 inch layer of mulch to the CRZ of trees in the work area, particularly if the entire CRZ cannot be fenced due to construction, is a best practice that should be considered.
- Tree #9 of the inventory has low hanging branches, and branches growing into the existing building. This tree should be pruned prior to any construction activity to prevent limbs from being broken by equipment. The image to the right shows this tree growing into the current building.



During Construction

Once development begins, several measures are necessary to help ensure optimal outcomes for all trees selected for preservation:

- **Retain a Certified Arborist** on site to monitor activities and assess impacts to trees. The arborist can make as-needed recommendations to improve tree preservation activities throughout the development process. This is particularly important in order to make a timely response when a preserved tree is accidentally damaged or otherwise impacted during development.
- **Discuss tree protection** regularly at required staff meetings. Reiterate the importance of respecting the Tree Protection Zone as critical to the safety of staff working on site and the success of tree preservation efforts.
- No material shall be stored, nor concrete basins washed, or any chemical materials or paint stored within the CRZ of trees, and no construction chemicals or paint should be released into landscaped areas, as these can be toxic to trees and contaminate soil.
- Strictly **enforce** the Tree Protection Zones as “No-Go” zones. No activity, human or machinery, should breach the established TPZ unless under the supervision of a Certified Arborist.

Post-Construction

- A Certified Arborist should inspect the trees on construction completion, and promptly if any changes in tree health, condition or structural stability develop. If trees begin to decline, they should be monitored monthly or more frequently and additional treatments to improve the health of the trees should be recommended.
- Annual monitoring should be anticipated and scheduled for several years, as the effects of construction may take anywhere from 3 to 7 years to become visibly apparent.

Replacement Plantings

Since there are no Significant or Heritage trees being removed replacement trees are not needed.

Conclusion

This report, along with the tree inventory, is the first step in preserving the health, function, and value of the trees on the site during and after development. Trees and green spaces provide benefits and add value to the property. Tree preservation starts with a basic understanding of the health and structure of the trees on the site. With proper care and protection, these trees can continue to thrive. Tree protection guidelines and strategies should be shared with contractors and employers prior to any disturbance at the site.

Evaluating the suitability of a tree for preservation is a qualitative process based on the interaction of many factors. A tree inventory and arborist report provides a snapshot in time of each individual tree assessed across many of the most important observable factors relative to preservation. Healthy, vigorous trees better tolerate impacts from construction and more readily adapt to the new site conditions that exist after completion of development. Additionally, tolerance to impact from construction activities varies across species and sites. The percentage impact to the critical root zone also greatly influences the suitability of a particular tree for preservation.

Successful tree preservation requires a team effort to find the right balance and select the appropriate trees. Using the findings of this report as a guiding foundation, planners are equipped to design, prepare, and implement a tree preservation plan tailored to achieving the optimal outcome.



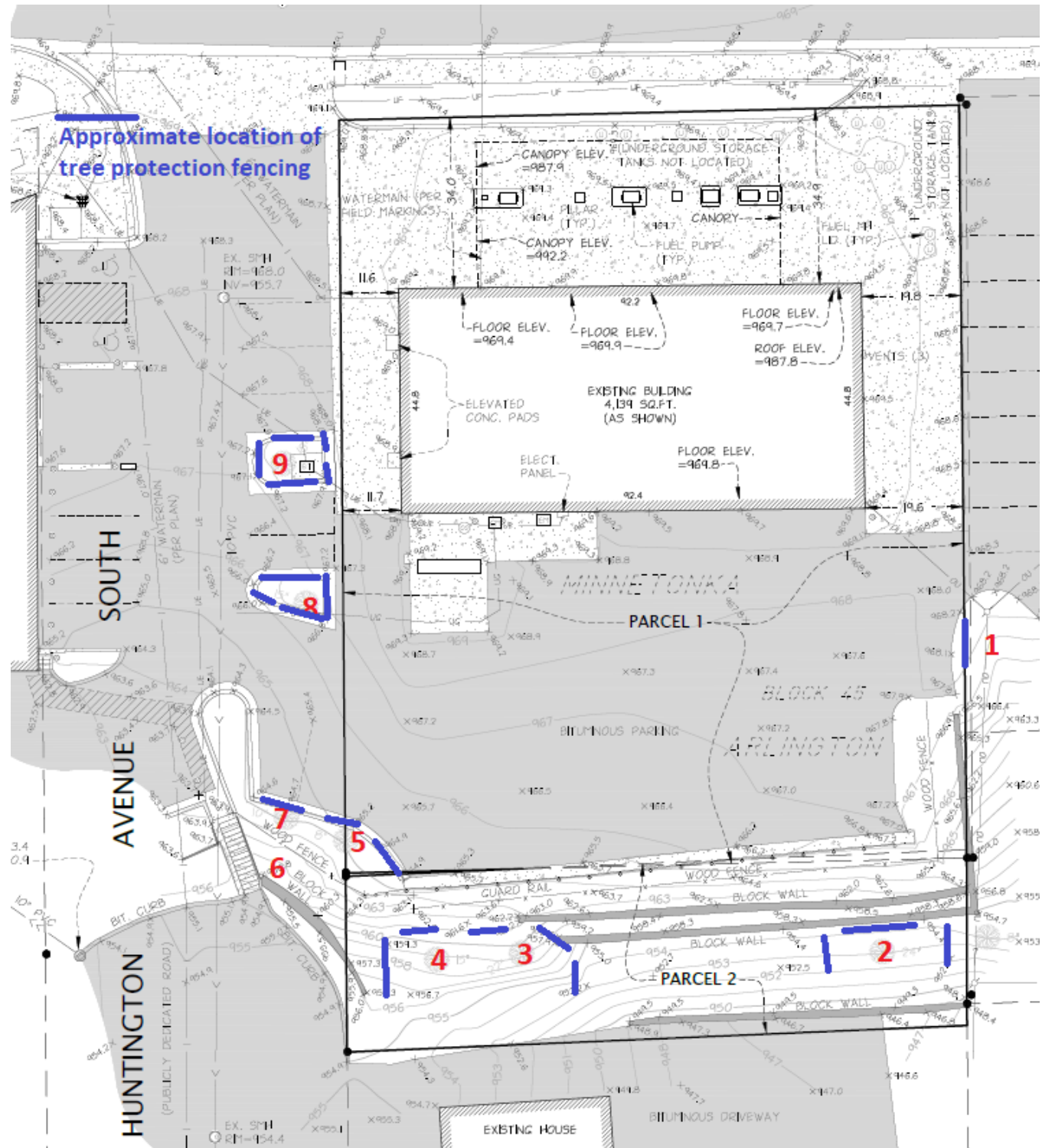
Ryan Gustafson
ISA Board Certified Master Arborist (MN-4145BM)
Davey Resource Group, Inc.

Appendix A: Tree Inventory

Tree #	Common	Species	DBH	Condition	Stems	Significant	Heritage	Remove
1	boxelder	<i>Acer negundo</i>	13	Fair	1	Yes	No	No
2	boxelder	<i>Acer negundo</i>	28	Fair	1	No	Yes	No
3	green ash	<i>Fraxinus pennsylvanica</i>	28	Fair	1	Yes	No	No
4	green ash	<i>Fraxinus pennsylvanica</i>	14,15	Fair	2	Yes	No	No
5	Siberian elm	<i>Ulmus pumila</i>	12	Fair	1	Yes	No	No
6	boxelder	<i>Acer negundo</i>	13	Fair	1	Yes	No	No
7	honeylocust	<i>Gleditsia triacanthos inermis</i>	12	Fair	1	Yes	No	No
8	honeylocust	<i>Gleditsia triacanthos inermis</i>	12	Poor	1	Yes	No	No
9	honeylocust	<i>Gleditsia triacanthos inermis</i>	20	Fair	1	Yes	No	No

Appendix B: Tree Protection Fencing

The following images show the approximate location for recommended tree protection fencing. The fencing is marked in blue.



Summary of Neighborhood Meeting for 1022 Wayzata Blvd E
Meeting Date: March 3, 2022, 4:30 PM – 5:30 PM
Summary Date: March 8, 2022

To Whom It May Concern,

The neighborhood meeting was conducted on March 3 at 4:30 PM, and it was attended by 10 residents/owners of nearby properties. The following subjects were raised and discussed:

- Residents in attendance from adjacent properties objected to the presence of a drive-thru on site due to concerns of noise and lights from cars and the speaker.
- To further reduce the visibility and noise from the drive-thru, it was questioned if the privacy fence along the south side of the site could be made higher. The fence is presently proposed as 6' high in compliance with zoning code. We are open to changing to a higher fence, though we believe it would require a variance to do so. 8' would probably be the most appropriate alternate height based on zoning code standards.
- Concerns about increased traffic were brought up. We discussed that a traffic study finding limited traffic impact by the proposed development has been reviewed and accepted by the city engineer.
- Residents of the adjacent properties were also concerned about site lighting and glare. Light poles are shielded and within the 0.4 footcandle requirement at the property line, but we did discuss removing illumination on the south-facing signs.
- Overall stacking at the drive-thru was discussed. Residents were concerned about the line backing up despite 17 cars of stacking available in the drive-thru lane. The traffic study indicates that stacking capacity shown is sufficient.
- The owner of the adjacent laundry to the east wanted to see a curb to separate the sites where the laundry's parking runs at the property line. We believe this change can be accommodated.
- The owner of the adjacent laundry also brought up concerns about traffic cutting across her property to bypass Wayzata Blvd traffic by exiting onto Central Ave. This is an existing issue that occurs with traffic from Huntington Ave even with the site empty. We suggested additional signage to direct drivers to the Wayzata Blvd exit only, but a larger intervention would require routing the drive-thru around the front of the building or changes beyond the site's property lines.
- Repair of the existing retaining wall and clean-up of debris was brought up. The owner will replace the wall on this property and perform clean-up related to that, but any wall outside of the property lines would not be addressed in our scope.

- There was a general discussion that residents in attendance were hoping to see other uses on this site instead of a coffee shop. We explained that the expense of the property and square footage available limit which businesses would be interested tenants, and we believe the proposed tenants will be popular with the wider community.
- The lot combination requirements were questioned. Both lots are under the same owner. The south lot is very narrow, has no direct street access, and is non-conforming to city lot size standards. We explained that the lot combination was discussed in our talks with city planning as the best solution to resolve an undevelopable lot. Adjacent property owners want to see this lot remain as is, so no development occurs there.
- The general building design was discussed. Overall height is low and the parapet provides mechanical screening, so no major issues with the building itself were raised outside of illuminated signage. We are willing to remove illumination on south-facing signs.

March 4, 2022

To Whom It May Concern:

My wife and I have been residents of the western suburbs for fifty years, moving to Wayzata in 1972, leaving for Orono and Delano, and returning to Wayzata in 2021. During our fifty-year journey, Wayzata has been where we shop, dine, and now live again. We moved back because we love the area and the energy. Our current address is 143 Huntington Ave S.

Much to our dismay, we were recently informed of a proposal to put a Caribou Coffee (with drive through), and an Asian takeout restaurant at 1022 Wayzata Blvd.

The intersection of Central Avenue and Wayzata Blvd is a complete mess. Getting in and out of Walgreens or Lunds is next to impossible most times of the day and night. By adding more retail to this area, it is only going to cause more problems. Wayzata Blvd between Central Avenue and 101 South has become a racetrack during much of the day and night. Are there any plans how to slow down the traffic and a noise ordinance for the loud cars? Speed bumps perhaps?

Are there any plans to ensure that our neighborhood keeps its integrity with the potential of more noise, lights, and traffic? Is the city or new owner going to put up walls to protect us from the potential noise and lights? The neighbors directly behind 1022 can't even get the retaining wall repaired. If it was your house, you would be pretty upset.

I am a former business owner and I understand progress, but how many more coffee shops, restaurants and condo's does Wayzata need? How about a little more green space. How about solutions to the current traffic and noise problems. There is plenty of empty retail space currently available. We don't need more. I hope there will be more discussion about the future of downtown Wayzata where the residents have more input.

Sincerely,



Bob Singer
612-210-8869
ranchodeluxe@frontiernet.net

To: Wayzata Planning Commission

Date: 3/14/22

Situation: 1022 Wayzata Blvd E. owners are proposing a request for rezoning of its southern parcel from R-3A to C-3 and subsequent combination of parcel with the northern one. This will allow them to partially use the southern parcel to accommodate a double lane drive through for Caribou Coffee.

As a resident of Huntington Ave. South, I am vehemently opposed to partially replacing a historically aesthetically pleasing residential buffer zone with a drive through lane and MNDOT native seeds.

Background

The owners of 1022 Wayzata Blvd E would like to replace the current structure with one that accommodates two convenience restaurants. One of them, Caribou Coffee, would like to have a double lane drive-through which would be in the back of the property. This would butt against residentially zoned areas to the south.

To accomplish this, the owner is requesting:

- 1. Conditional Use Permit for a drive-through restaurant / convenience food establishment in the C-3 district.*
- 2. A lot combination of parcels #0611722410015 and #0611722410016 through a Preliminary and final Plat process.*
- 3. A Comprehensive Plan Amendment to re-guide parcel #0611722410016 from Central Core Residential to Mixed-use Commercial / Residential.*
- 4. Zoning Map Amendment of parcel #0611722410016 from R-3A to C-3*

The southern parcel has historically been maintained with a perennial garden by Gordy and Deanne Straka (as an aside, the Straka's have also maintained the perennial gardens around the Huntington South Cul de Sac, due to the City's lack of resources). There are a number of historically significant trees and one heritage tree. These features combined created a beautiful residential buffer from the prior gas station to the north.

Assessment

The southern parcel is 35' x 125'. See

<https://www16.co.hennepin.mn.us/pins/pidresult.jsp?pid=0611722410016>. From the Civil Plan, it looks like the drive through would extend 10-15 feet into this parcel.

Repair/reconstruction of the retaining wall would be perilously close to the historically significant trees. See Civil Plan at <https://www.wayzata.org/DocumentCenter/View/4490/1022-Wayzata-Blvd-Civil-Plan-Set> and compare with arborist recommendations for tree protection at <https://www.wayzata.org/DocumentCenter/View/4495/1022-Wayzata-Blvd-Tree-Protection-Plan>. This

would not be the case if the owner did not extend commercial/retail space into the currently residentially zoned parcel.

In 2021, the City of Wayzata reaffirmed the zoning of this parcel as residential. See https://www.wayzata.org/AgendaCenter/ViewFile/Agenda/_04202021-1030 for the background on this.

This parcel has historically been zoned as residential at least since 1961. The composition of the area between commercial and residential has not changed since the 1960's.

Having this residential buffer is consistent with Wayzata 2040 goals.

Recommendation:

Do not approve this proposed zoning change.

1. There has been no change in composition of commercial/residential mix in this section of Wayzata since the 1960's. As such, there is no reason to justify a change in zoning now.
2. Changing the zoning would be inconsistent with Wayzata 2040 goals. This has historically been an aesthetically pleasing buffer between our commercial neighbors to the north and the residences to the south. A change in zoning would in the short term reduce the buffer by 25 - 35 percent. In the long term, it opens the door to completely eliminate the buffer.
3. The owner should have been aware of the zoning of this parcel when it was purchased. They need to find a solution to their problem that does not require changing the parcel's zoning.
4. The probability that the historically significant trees located on the southern slope survive is low for 2 reasons:
 - a. Given the use of 25-35% of the parcel for the drive through, the retaining wall is being built almost where some of the trees are, leaving no protection for the root systems.
 - b. The City does not have the resources (as demonstrated by the property at 176 Circle Drive), to effectively monitor the construction crews for preserving the trees' root systems.

If the trees do not survive, the only natural barrier between the residential and commercial lots becomes MNDOT native seed mix (which the owners plan to use).

5. From a moral standpoint, this is totally wrong. For years, Gordy and Deanne Straka have maintained gardens on that slope and in the Cul De Sac on behalf of the owner and the City of Wayzata. Their actions are consistent with the goals of Wayzata 2040. This is a proverbial slap in the face to them if this rezoning occurs. Clearly, their property value and aesthetic views will be significantly damaged.

Diane Silikowski



City of Wayzata Planning Commission Agenda Report

MEETING DATE: March 21, 2022	AGENDA ITEM: 5.c
TITLE: Consider Zoning Ordinance Text Amendments to Definitions, Single-Family Detached Uses, Off-Street Parking Restrictions and Shoreland Overlay District Sections	
PREPARED BY: Eric Zweber, Planning Consultant	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: N/A	

BACKGROUND:

The City is currently working on Zoning Ordinance Text Amendments for the various commercial and residential districts and expects to continue reviewing the remaining sections of the Zoning Ordinance to implement the 2040 Comprehensive Plan over the next year. City staff has identified a number of items within the Zoning Ordinance that do not comply with current State Statutes or otherwise place limits on how residents use their single-family homes and accessory structures. As outlined in the attached report, City staff recommends adopting proposed amendments to the following Sections:

- Section 902.02 - Definitions
- Section 917.01 - Single Family Detached Uses
- Section 920.04 - Off-Street Parking Restrictions
- Section 991.20 - Shoreland Overlay District Variances

Staff has drafted a Planning Commission Report and Recommendation of Approval for review by the Planning Commission.

ACTION REQUESTED:

Staff recommends approval of the Planning Commission Report and Recommendation of Approval

ATTACHMENTS:

1. Staff Report - Zoning Amendments to Chapters 902, 917, 920 and 991
2. PC Report and Recommendation and Draft Ordinance - Zoning Amendments to Chapters 902 917 920 991



**Staff Report
Wayzata Planning Commission
March 21, 2022**

Project Name: Zoning Ordinance Text Amendments to Chapters 902, 917, 920 and 991

Requests: Zoning Ordinance Text Amendments

Applicant: City of Wayzata

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

Development Application Introduction

From time to time, City planning staff determines that sections of the Zoning Ordinance are outdated, inconsistent, or out of compliance with State Rules/Statutes. The City is proposing changes to four sections of the Zoning Ordinance to address these issues.

Application Requests

As part of the submitted development application, the applicant is requesting approval of the following items:

- A. Zoning Ordinance Text Amendments (§ 903.02.F): The City proposes to make amendments to Zoning Ordinance related to parking of business and commercial vehicles, variance standards, and Shoreland Overlay regulations.

Public Hearing Notice

Notice of the public hearing on the Application was published in the *Sun Sailor* on March 10, 2022.

Neighborhood Notification

The proposed Zoning Ordinance Text Amendments would apply to all properties within the City and therefore does not require notification to a specific neighborhood.

Analysis of Application

City staff has reviewed the pertinent information and City Code requirements for the proposed project, and provides the following analysis and information:

Zoning Amendment

The City proposes to amend four sections of the Zoning Ordinance to address limitations on the parking of business and commercial vehicles, to clarify that variance standards address the current State Statutes, and that the Shoreland Overlay District complies with the current State Rules. Specific amendments and justifications of those amendments are addressed below:

Section 902.02 Definitions

The City is proposing to amend the definition of a private (residential) garage to remove any weight restrictions from personal vehicles stored within a garage. If the vehicle can fit within a garage constructed in compliance with the City Code and is not for the use of a business, residents can parking that vehicle within the garage.

"Garage, Private (Residential)." An accessory building or accessory portion of the principal building which is intended for and used to ~~store the private passenger vehicles and trucks not exceeding 12,000 pounds gross weight,~~ for storage for of the family or families resident upon the premises, and in which no business service or industry is carried on.

The City addresses the State Statute requirements for zoning variances within Chapter 905. To remove any inconsistencies with the Definitions section of the Ordinance, the City proposes to reference Chapter 905 within the definition of a variance.

"Variance." A variance is permission to depart from a provision of this Ordinance that may be requested and granted under Chapter 905 of this Ordinance ~~where such deviation will not be contrary to the public interest and where, owing to physical conditions unique to the individual property under consideration and not the result of the actions of the applicant, a literal enforcement of the ordinance would result in unnecessary and undue hardship.~~

The Minnesota Department of Natural Resources (DNR) updates their model Shoreland Overlay Ordinance periodically and the most recent update was conducted in 2019. One of the goals of the last update was to develop definitions and standards that are more measurable and to remove subjective standards. The proposed amendments to the Toe of the Bluff and Top of the Bluff definitions are to bring them into compliance with the 2019 DNR model Ordinance.

"Toe of the Bluff." The point on a bluff ~~that is where there is, as visually observed, a clearly identifiable break in the slope, from gentler to steeper slope above. If no break in the slope is apparent, the toe of the bluff shall be determine to be the~~ lower end of a 50-foot segment, measured on the ground, with an average slope exceeding 18 percent or the ordinary high water level, whichever is higher.

"Top of the Bluff." The point on a bluff ~~that is where there is, as virtually observed, a clearly identifiable break in the slope, from steeper to gentler slope above. If no break in the slope is apparent, the top of the bluff shall be determined to be the~~

upper end of a 50-foot segment, measured on the ground, with an average slope exceeding 18 percent.

Section 917.01 Single Family Detached Uses

The City is proposing to change the term “servicing” to “related to” for a garage that is accessory to a residence. The “related to” text is consistent with other sections of the Ordinance that describe the relation of an accessory use to a principal use.

- A. Except as may be specifically provided, no accessory use, building, structure or equipment shall be allowed within a required front yard. With the exception of a garage ~~servicing~~related to a residential use, or a guest or caretaker's house in the R-1A Zoning District, no accessory building or equipment may be placed within a front yard.*

Section 920.04 Off-Street Parking Restrictions

The limitation on large and recreation vehicles is intended to mitigate the impacts of those vehicles within a residential neighborhood. Since storing a vehicle within a garage provides for mitigation of these impacts, the City is proposing to exempt vehicles parked within a garage from the time limitations.

- A. Boats, fish houses, school buses, house trailers, camping trailers, farm tractors, utility trailers and motor homes may not be parked, stored or otherwise continued on residential property for a period greater than 72 hours, unless placed completely in the rear yard or side yard of said property, or within a garage, and are screened from view of abutting properties and the public right-of-way.*

The City intends to limit the parking of business and commercial vehicles within the City. To clarify that intent, the City proposes to change the term “trucks” to “business and commercial vehicles”.

- B. Except where otherwise allowed in a zoning district, ~~trucks~~business and commercial vehicles of more than 12,000 GVW or greater than 30 feet in length, and contracting or excavating equipment may not be parked, stored or otherwise continued on any property within the City unless being used in conjunction with a temporary service benefiting the residential or commercial premises.*

Section 991.20 Shoreland Overlay District Variances

In 2011, the Minnesota State Legislature changed the standard of analysis for municipal variance requests from the “hardship” standard to the less stringent “practical difficulties” standard. Following that change is State Statute, the City amended the variance standards within Chapter 905 of the Zoning Ordinance but did not change the variance standards within the Shoreland Overlay Chapter 991. The City proposes to amend the Shoreland Overlay Chapter 991 to match Chapter 905 and the State Statute.

~~Variances from the provisions of this Chapter may be granted by the City Council in accordance with the process and standards of Chapter 905 of this Ordinance. in extraordinary cases, but only when the proposed use is determined to be in the public interest. The following additional criteria shall apply within shoreland areas:~~

- ~~A. Result in the placement of an artificial obstruction which shall restrict the passage of storm and flood water in such a manner as to increase the height of flooding, except obstructions approved by the U.S. Army Corps of Engineers in conjunction with sound floodplain management.~~
- ~~B. Result in incompatible land uses or which shall be detrimental to the protection of surface and ground water supplies.~~
- ~~C. Be not in keeping with land use plans and planning objectives for the City of Wayzata or which shall increase or cause danger to life or property.~~
- ~~D. Be inconsistent with the objectives of encouraging land uses compatible with the preservation of the natural land forms, vegetation and the marshes and wetlands within the City of Wayzata.~~
- ~~E. Shall constitute a hardship as defined in Chapter 905 of this Ordinance.~~
- ~~F. No permit or variance shall be issued unless the applicant has submitted a Shoreland Impact Plan as required and set forth in this Ordinance. In granting any variance, the City Council may attach such conditions as they deem necessary to ensure compliance with the purpose and intent of this Section.~~

Standards of Planning Commission Review of Application Requests

The City's Zoning Ordinance Text Amendment request is a legislative review and decision, meaning that the Planning Commission acts like a legislative body and has wide discretion on whether to recommend approval or denial if it has a rational basis for its decision.

The Planning Commission should recommend approval of the Zoning Ordinance Text Amendment if the Commission determines that there are no substantial adverse effects of the amendment in City Code § 903.02.F

Primary Question to Consider

- Is the zoning amendment consistent with the comprehensive plan?

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

Draft Planning Commission Report and Recommendation of Approval
Draft Ordinance

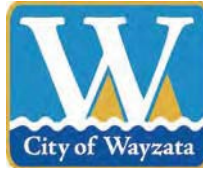
Applicable Code Provisions for Review

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

Zoning Amendment (903.02)

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:

- 1. The proposed action in relation to the specific policies and provisions of the official City Comprehensive Plan.**
2. The proposed use's conformity with present and future land 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 value in the area in which it is proposed.
6. Traffic generation 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.



WAYZATA PLANNING COMMISSION

March 21, 2022

REPORT AND RECOMMENDATION OF APPROVAL OF ZONING ORDINANCE AMENDMENTS

DRAFT

SUMMARY OF RECOMMENDATION

Approval* of Zoning Ordinance Amendments to better clarify and streamline language related to bluffs, single family detached uses, off-street parking, and Shoreland variances

REPORT AND RECOMMENDATION

Section 1. BACKGROUND

- 1.1 Zoning Ordinance Amendments (text). City planning staff has reviewed existing language of the Zoning Ordinance related to definitions of garages, bluffs, and variances, and existing language related to single family detached uses, off-street parking, and shoreland variances, and recommends certain amendments to better clarify and streamline the language, and to bring it more in line with state standards and the goals and guidance of the 2040 Comprehensive Plan. A draft amendment to the Zoning Ordinance (Part IX of City Code) has been prepared by City Staff and is attached to this Report as Attachment A (the “Zoning Ordinance Amendments”).
- 1.2 Notice and Public Hearing. Notice of the public hearing on the Zoning Ordinance Amendment was published in the *Sun Sailor* on March 10, 2022 and on the City’s website. The public hearing on the Zoning Ordinance Amendment was held at the March 21, 2022 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, 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 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 clarify and streamline the definitions and existing language related to bluffs, single family detached uses, off-street parking, and Shoreland variances, and bring the language more in line with state standards and the goals and guidance of the 2040 Comprehensive Plan. 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 them in a clearer and more efficient manner.
- B. The Zoning Ordinance Amendments would conform with the present and future land uses within the City.
- C. The Zoning Ordinance Amendments would conform with all performance standards contained in the Zoning Ordinance, and improve the clarity of several standards, making them easier to understand and apply.
- D. The Zoning Ordinance Amendments would not have a negative effect on any areas of the City, including bluff and shoreland areas.
- E. The Zoning Ordinance Amendments would not have any known effect on property values in the City.
- F. There would be no additional traffic generation by 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.

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 21st day of March 2022.

Attachments:

Attachment A: Zoning Ordinance Amendment

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

**AN ORDINANCE AMENDING CHAPTERS 902, 917, 920, AND 991
OF THE ZONING ORDINANCE**

WHEREAS, City planning staff and the Planning Commission have reviewed existing language of the Zoning Ordinance related to definitions of garages, bluffs, and variances, and existing language related to single family detached uses, off-street parking, and shoreland variances, and recommends the amendments to the Zoning Ordinance detailed in the Report and Recommendation of the Planning Commission dated _____, 2022 that would clarify and streamline such provisions, and bring them more in line with state standards and the goals and guidance of the 2040 Comprehensive Plan.

NOW THEREFORE, THE CITY OF WAYZATA ORDAINS:

Section 1. Amendments to Certain Definitions of Part IX of City Code (Zoning Ordinance). The definitions of “Garage, Private (Residential)”, “Variance”, “Toe of the Bluff”, and “Top of the Bluff” in Chapter 902 of the Zoning Ordinance are hereby amended to read in their entirety as follows (~~struck~~ text deleted, underlined text added):

"Garage, Private (Residential)." An accessory building or accessory portion of the principal building which is intended for and used to ~~store the private passenger vehicles and trucks not exceeding 12,000 pounds gross weight, for storage for~~ of the family or families resident upon the premises, and in which no business service or industry is carried on.

"Variance." A variance is permission to depart from a provision of this Ordinance that may be requested and granted under Chapter 905 of this Ordinance~~where such deviation will not be contrary to the public interest and where, owing to physical conditions unique to the individual property under consideration and not the result of the actions of the applicant, a literal enforcement of the ordinance would result in unnecessary and undue hardship.~~

"Toe of the Bluff." The point on a bluff ~~that is where there is, as visually observed, a clearly identifiable break in the slope, from gentler to steeper slope above. If no break in the slope is apparent, the toe of the bluff shall be determine to be the lower end of a 50-foot segment, measured on the ground, with an average slope exceeding 18 percent or the ordinary high water level, whichever is higher.~~

"Top of the Bluff." The point on a bluff ~~that is where there is, as virtually observed, a clearly identifiable break in the slope, from steeper to gentler slope above. If no break in the slope is apparent, the top of the bluff shall be determined to be the upper end of a 50-foot segment, measured on the ground, with an average slope exceeding 18 percent.~~

Section 2. Amendments to Certain Provisions of Zoning Ordinance Related to Single Family Detached Uses. Section 917.01 – Single Family Detached Uses of Chapter 917 is hereby amended to read in its entirety as follows (~~struck~~ text deleted, underlined text added):

917.01 - Single Family Detached Uses.

- A. Except as may be specifically provided, no accessory use, building, structure or equipment shall be allowed within a required front yard. With the exception of a garage ~~servicing~~ related to a residential use, or a guest or caretaker's house in the R-1A Zoning District, no accessory building or equipment may be placed within a front yard.

Section 3. Amendments to Certain Provisions of Zoning Ordinance Related to Off-Street Parking Restrictions. Subsections A and B of Section 920.04 – Off-Street Parking Restrictions in Chapter 920 is hereby amended to read in their entirety as follows (~~struck~~ text deleted, underlined text added):

- A. Boats, fish houses, school buses, house trailers, camping trailers, farm tractors, utility trailers and motor homes may not be parked, stored or otherwise continued on residential property for a period greater than 72 hours, unless placed completely in the rear yard or side yard of said property, or within a garage, and are screened from view of abutting properties and the public right-of-way.
- B. Except where otherwise allowed in a zoning district, ~~trucks~~ business and commercial vehicles of more than 12,000 GVW or greater than 30 feet in length, and contracting or excavating equipment may not be parked, stored or otherwise continued on any property within the City unless being used in conjunction with a temporary service benefiting the residential or commercial premises.

Section 4. Amendments to Certain Provisions of Zoning Ordinance Related to Variances in the Shoreland Overlay District. Section 991.20 – Variance of Chapter 991 – S Shoreland Overlay District is hereby amended to read in its entirety as follows (~~struck~~ text deleted, underlined text added):

991.20 - Variance.

Variances from the provisions of this Chapter may be granted by the City Council in accordance with the process and standards of Chapter 905 of this Ordinance. ~~in extraordinary cases, but only when the proposed use is determined to be in the public interest. The following additional criteria shall apply within shoreland areas:~~

- ~~A. Result in the placement of an artificial obstruction which shall restrict the passage of storm and flood water in such a manner as to increase the height of flooding, except obstructions approved by the U.S. Army Corps of Engineers in conjunction with sound floodplain management.~~
- ~~B. Result in incompatible land uses or which shall be detrimental to the protection of surface and ground water supplies.~~
- ~~C. Be not in keeping with land use plans and planning objectives for the City of Wayzata or which shall increase or cause danger to life or property.~~

- ~~D. Be inconsistent with the objectives of encouraging land uses compatible with the preservation of the natural land forms, vegetation and the marshes and wetlands within the City of Wayzata.~~
- ~~E. Shall constitute a hardship as defined in Chapter 905 of this Ordinance.~~
- ~~F. No permit or variance shall be issued unless the applicant has submitted a Shoreland Impact Plan as required and set forth in this Ordinance. In granting any variance, the City Council may attach such conditions as they deem necessary to ensure compliance with the purpose and intent of this Section.~~

Section 3. Effective Date. This Ordinance will become effective upon passage and publication.

Adopted by the City Council this ____ day of _____, 2022.

Johanna Mouton
Mayor

ATTEST:

Jeffrey Dahl
City Manager

First Reading:
Second Reading:
Publication:



City of Wayzata Planning Commission Agenda Report

MEETING DATE: March 21, 2022	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, April 4 at 6:30 p.m. The 2022 City Meeting Calendar and Liaison Schedule are attached.

ACTION REQUESTED:

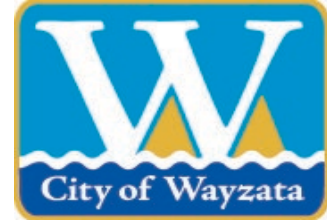
N/A

ATTACHMENTS:

1. 2022 Wayzata City Calendar
2. 2022 Planning Commission Liaison Schedule

City of Wayzata

2022 Meeting Calendar



January 2022						
S	M	T	W	Th	F	S
						1
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23	24	25	26	27	28	29
30	31					

February 2022						
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March 2022						
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April 2022						
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May 2022						
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June 2022						
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July 2022						
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31						

August 2022						
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September 2022						
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October 2022						
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30	31					

November 2022						
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27	28	29	30			

December 2022						
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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

Precinct Caucuses - Feb 1, 2022

Primary Election - August 9, 2022

General Election - November 8, 2022

2022 Planning Commission Assignments at Council Meetings

	<u>Meeting Date</u>	<u>Commission Representative</u>
Tuesday	January 4, 2022	Ken Sorensen
Tuesday	January 18, 2022	Peggy Douglas
Tuesday	February 8, 2022	Laura Merriam
Tuesday	February 22, 2022	Jeffrey Parkhill
Tuesday	March 8, 2022	Bonnie Schwalbe
Tuesday	March 22, 2022	Jennifer Severson
Tuesday	April 5, 2022	Larissa Stockton
Tuesday	April 19, 2022	Ken Sorensen
Tuesday	May 3, 2022	Peggy Douglas
Tuesday	May 17, 2022	Laura Merriam
Tuesday	June 7, 2022	Jeffrey Parkhill
Tuesday	June 21, 2022	Bonnie Schwalbe
Tuesday	July 5, 2022	Jennifer Severson
Tuesday	July 19, 2022	Larissa Stockton
Wednesday	August 3, 2022	Ken Sorensen
Tuesday	August 16, 2022	Peggy Douglas
Tuesday	September 6, 2022	Laura Merriam
Tuesday	September 20, 2022	Jeffrey Parkhill
Tuesday	October 4, 2022	Bonnie Schwalbe
Tuesday	October 18, 2022	Jennifer Severson
Tuesday	November 1, 2022	Larissa Stockton
Tuesday	November 15, 2022	Ken Sorensen
Tuesday	December 6, 2022	Peggy Douglas
Tuesday	December 20, 2022	Laura Merriam