

WAYZATA PLANNING COMMISSION

Meeting Agenda

Wayzata City Hall Community Room, 600 Rice Street

Monday, June 20, 2022

6:30 PM

HYBRID MEETING INFORMATION

[Click here to join Zoom Meeting](#)

[Meeting ID: 869 8430 4619](#) [Passcode: 343076](#)

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 Draft Meeting Minutes of June 6, 2022
5. **Public Hearing Items**
 - a. Consider Development Application for Wayzata Gateway at 900 Wayzata Boulevard East
6. **Other Items**
 - a. Review of Development Activities
 - b. Planning Commission Meeting Schedule
7. **Adjournment**

Upcoming Meetings:

City Council - June 21, 2022

Planning Commission - July 6, 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.



City of Wayzata Planning Commission Agenda Report

MEETING DATE: June 20, 2022	AGENDA ITEM: 4.a
TITLE: Approval of Draft Meeting Minutes of June 6, 2022	
PREPARED BY: Valerie Quarles, Assistant Planner	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: N/A	

BACKGROUND:

See attached Draft Meeting Minutes of June 6, 2022.

ACTION REQUESTED:

Staff recommends approval of the attached regular meeting minutes of June 6, 2022.

ATTACHMENTS:

1. PC.06.06.2022 - Draft for PC Review

**WAYZATA PLANNING COMMISSION
MEETING MINUTES
JUNE 6, 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:

In-person public meetings at the City of Wayzata have now resumed. Members of the public may attend this meeting in person, provided they follow all City policies and protocols related to the pandemic, including wearing masks. Members of the public may also watch and listen remotely by logging into Zoom and entering meeting ID 83169107314 and passcode 154361 or by viewing the meeting on Channel 8, WCTV, and at the City's website at www.wayzata.orgWCTV. 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 using the Zoom chat feature. All comments must include your full name and address, and will be taken and/or read at the appropriate time during the meeting. 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. Please include "public comments" in the subject line, your name and address, and the agenda item that you are speaking to. Comments can also be submitted by calling City staff or mailing comments to Wayzata City Hall at 600 Rice St E, Wayzata, MN 55391 (Attn: Public Comments).

AGENDA ITEM 2. Roll Call

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

Present at roll call were Commissioners: Douglas, Merriam, Parkhill, Stockton, Sorensen, and Schwalbe. Community Development Director Emily Goellner and City Attorney David Schelzel were also present.

Absent at roll call was: Commissioner Severson

AGENDA ITEM 3. Approval of Agenda

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

Commissioner Schwalbe made a motion, seconded by Commissioner Merriam, to approve the June 6, 2022 agenda as presented.

The motion carried unanimously.

AGENDA ITEM 4. Consent Agenda

- a.) Acknowledgement of Development Application Withdrawal for 341 Ramsey Road
- b.) Approval of the May 16, 2022 Planning Commission Meeting Minutes

1 **c.) Approval of Planning Commission Report and Recommendation of Approval for**
2 **Parking Variance and Conditional Use Permits for Joint Use of Parking and Fee**
3 **in Lieu of Parking at 712 Lake Street**
4

5 Chair Parkhill read the items on the consent agenda and asked if any Commissioner wished to pull
6 an item for further discussion.
7

8 Chair Parkhill asked for a motion to approve the Consent Agenda as presented.
9

10 Commissioner Douglas made a motion, seconded by Commissioner Stockton, to approve the
11 Consent Agenda as presented.
12

13 The motion carried unanimously.
14

15 **AGENDA ITEM 5. Other Items:**
16

17 **a) Review of Development Activities**
18

19 Community Development Director Goellner noted that the next Planning Commission meeting
20 will be held on June 20, 2022 and explained that there will be a public hearing for the Wells Fargo
21 site at 900 Wayzata Boulevard. She stated that the plan set has been uploaded to the City's website
22 for residents who would like to view the plans prior to the meeting. She noted that the City Council
23 will be reviewing the amendments to the Zoning Ordinance recommended by the Planning
24 Commission at their next meeting.
25

26 Commissioner Douglas stated that she had received a question from a resident today regarding the
27 home across from the junior high and whether it would be a rebuild or a tear down then a rebuild.
28

29 Community Development Director Goellner stated that the blue home will be demolished within
30 the next few days and explained that at this point, the owner is not planning to build another
31 structure, but noted that it is zoned for single-family residential.
32

33 **b) Planning Commission Meeting Schedule**
34

35 Commissioner Sorensen asked if staff felt the Planning Commission would be meeting in early
36 July.
37

38 Community Development Director Goellner stated that she is not certain she will have agenda
39 items for that meeting. She explained that she would hesitate putting a larger public hearing item
40 on an agenda with just four commissioners able to attend, so it was likely that the July 6, 2022
41 meeting will be cancelled unless there are things from the June 20, 2022 meeting that can follow
42 through the Consent Agenda process.
43

44 **AGENDA ITEM 6. Adjournment.**
45

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

1
2 Commissioner Schwalbe made a motion, seconded by Commissioner Sorensen, to adjourn the
3 Planning Commission meeting.

4
5 Director Goellner completed a roll call vote on the motion. The motion carried unanimously.

6
7 The Planning Commission meeting was adjourned at 6:39 p.m.

8
9 Respectfully submitted,
10 Kayla Atkins Rokosz
11 *TimeSaver Off Site Secretarial, Inc.*
12
13

DRAFT



City of Wayzata Planning Commission Agenda Report

MEETING DATE: June 20, 2022	AGENDA ITEM: 5.a
TITLE: Consider Development Application for Wayzata Gateway at 900 Wayzata Boulevard East	
PREPARED BY: Valerie Quarles, Assistant Planner	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: August 1, 2022	

BACKGROUND:

Mithun Enterprises LLC, the owner of the property at 900 Wayzata Blvd E, has submitted a development application for a mixed-use project. The project includes a 67-unit (maximum) residential building, 9 townhomes, an office building, and a bank with drive-through service. The applicant proposes to demolish the existing building occupied by Wells Fargo. The project makes extensive use of underground parking. The application includes requests for a subdivision into three parcels, rezoning of two new parcels, three conditional use permits, five dimensional variances, and two design standards deviations.

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 subdivision, zoning map amendments, variances and conditional use permits requested in the application, for review and adoption at the next Planning Commission meeting.

ATTACHMENTS:

1. 900 Wayzata Blvd - Planning Commission Staff Report
2. 900 Wayzata Blvd - Project Attachments
3. 900 Wayzata Blvd - Public Comments Received by June 16



**Staff Report
Wayzata Planning Commission
June 20, 2022**

Project Name: Wayzata Gateway
Addresses of Request: 900 Wayzata Blvd E
Approval Request: Subdivision, Zoning Map Amendment (2), Conditional Use Permit (2), Variance (5), Design Standards Deviation (2)
Applicant: Mithun Enterprises LLC
Applicant's Representative: Burt Coffin, ESG Architecture & Design
Prepared by: Valerie Quarles, Assistant Planner
"60 Day" Decision Deadline: August 1, 2022

Development Application Introduction

Mithun Enterprises LLC, the owner of the property at 900 Wayzata Blvd E, has submitted a development application for a mixed-use project. The project includes a 70-unit residential building¹, 9 townhomes, an office building, and a bank with drive-through service. The applicant proposes to demolish the existing building occupied by Wells Fargo. The project makes extensive use of underground parking. The application includes requests for a subdivision into three parcels, rezoning of two new parcels, three conditional use permits, five dimensional variances, and two design standards deviations.

The property identification numbers and owner of the properties are as follows:

Address	PID	Owner
900 Wayzata Blvd E	06-117-22-41-0003, 06-117-22-41-0001	Mithun Enterprises LLC

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

¹ This number is likely to be reduced to 67 or fewer. See Minimum Lot Area per Unit – R-5 Allowances”.

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

Project Location

The parcels form a wedge shape that is located on the south side of Wayzata Boulevard and the north side of Superior Boulevard and Rice Street East.

Map 1: Project Location



Source: Hennepin County²

Application Requests

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

1. Subdivision §1001.02³: The applicant is requesting a Subdivision in order to create three parcels from the existing two. The three proposed parcels

² The eastern corner of the property is incorrectly depicted on Hennepin County's map. See the current site survey, attached, for the correct depiction.

³ The development application was submitted in the midst of substantial organizational changes to Wayzata's Zoning Ordinance. The second reading of proposed Ordinance 811 is scheduled to take place one day after the first Planning Commission meeting on this proposal (June 21, 2022). Hence, all code citations in this report reference the amended code. Draft Ordinance 811 is published on the City website at: "Notifications of Proposed Ordinances – 2022" at <https://www.wayzata.org/AgendaCenter>

are described as the North Parcel (Bank), East Parcel (Office), and West Parcel (Residential) in this report.

North Parcel (Bank)

2. Zoning Map Amendment §903.02: The applicant is requesting to rezone the parcel from C-1, Office and Limited Commercial, to C-3, Service District to facilitate a bank with drive-through service.
3. Conditional Use Permit for Bank Drive-Through §937.05.D: The applicant is requesting a conditional use permit to facilitate drive-through banking service in the C-3 District.
4. Design Standards Deviation for Reduced Glazing §909.13.A.1: The applicant is requesting a deviation from the Design Standards to reduce glazing from 50% to 0% on the east wall, due to the location of the bank's vault.

East Parcel (Office)

5. Side Yard Setback Variance §975.06: The applicant is requesting a side yard setback variance of 10 feet off of the required minimum of 10 feet to 0 (zero) feet from the west property line to support a shared parking garage entrance.
6. Conditional Use Permit for Off-Site Parking §920.08: The applicant is requesting that 41 of the required office parking stalls are located on the shared surface parking lot. The applicant requests that 17 stalls are located on the North Parcel (Bank) and 24 stalls located on the West Parcel (Residential).

West Parcel (Residential)

7. Zoning Map Amendment §903.02: The applicant is requesting to rezone the parcel from C-1, Office and Limited Commercial, to R-5, High Density Multiple Residential District.
8. Building Height Variance §959.08.C: The applicant is requesting a building height variance of 16 feet, 8 inches from the required maximum of 35 feet to a height of 51 feet, 8 inches to support building on a slope.
9. Impervious Surface Variance §959.08.A: The applicant is requesting an impervious surface variance of 19% from the required maximum of 50% to 69%.
10. Front Yard Setback Variance §959.06.B.1.A: The applicant is requesting a front yard setback variance of 10 feet from the required minimum of 20 feet to 10 feet from the north property line.

11. Side Yard Setback Variance §959.06.B.1.B: The applicant is requesting a side yard setback variance of 10 feet off of the required minimum of 10 feet to 0 (zero) feet from the east property line to support a shared parking garage entrance.
12. Conditional Use Permit for Swimming Pool §937.04.C: The applicant is requesting a conditional use permit to support a swimming pool for the residential building.
13. Design Standards Deviation for Massing Break §909.07.A: The applicant is requesting a design standards deviation to interrupt the required massing break with a constructed walkway.

Public Hearing Notice

Notice of the public hearing on the Application was published in the *Sun Sailor* on June 9, 2022. The public hearing notice was mailed to all property owners located within 500 feet of the subject property on June 8, 2022.

Neighborhood Notification

The applicant hosted a neighborhood meeting on April 21, 2022. Notices were mailed to all property owners and renters within 500 feet of the subject properties. 12 people were in attendance. A summary of the discussion is attached to this report. Topics of discussion consisted of questions regarding:

- Topography
- Affordable housing
- Traffic
- Residential unit types (sale, rental)
- Rooftop equipment
- Drive-through stacking
- Proximity to Maggie Manor

Public Comments

11 public comments were received before the packet publication deadline on June 16, 2022. Positive comments highlighted the reduction in surface parking, a perceived thoughtful approach to a high-profile intersection, and the longstanding community involvement from the Mithun family. Some commenters focused on the increased aesthetic appeal of the proposed development as compared to the current building. Concerned residents called attention to traffic impacts, increased building massing, and potential negative effects on neighborhood character.

Existing Conditions

The existing developed lots are 184,484 square feet (4.24 acres) in area. The existing building was built in 1981 to house Wayzata Bank and Trust, which was in turn sold to Norwest Corporation, which then merged with Wells Fargo in 1998. The properties have been associated with members of the Mithun family since the 1970s and were previously owned and occupied by the Lyman Lumber Company.

The current building was enabled by a conditional use permit to construct the bank and drive through in 1978, and a conditional use permit for a three-story addition in 1980.



Source: City of Wayzata Archives

The current three-story building is approximately 46,000 square feet in size and is primarily office space for Wells Fargo. In the past, it has supported approximately 140 employees. The attached drive through has seven drive-up lanes for bank service, in addition to the standalone ATM at the northern edge of the parking lot. There are currently 129 parking spaces on the site. The total impervious surface on site is 104,328 square feet (56.4%).

Topography

The site includes a significant slope from north to south. The highest point on the site is located at an elevation of 974' (the northern portion of the upper parking lot) and the lowest is approximately 934' (the ground above the piped Gleason Creek), creating a grade change of about 40' across the site. The current building is set into the slope and the upper parking lot is held in place by retaining walls that vary between 8' and 14' 6" in height. The steepest individual slopes are at the west and southeast.

The slope of the site can create building height calculations that are not intuitive. In code, height is measured from a horizontal grade plane ("average grade"). Average grade on a sloped site is somewhere between the highest and lowest elevations, depending on the location of the building. Buildings that occupy a large area of slope typically have a grade plane located partially underground. The grade plane of the current building is at 963' 9", creating a building height of 40' 6".

Site Access

At present, the site can be accessed via car from five entrances – three for the upper parking lot, and two for the lower. The easternmost upper access is an inbound one-way only for the drive-through; the center upper access is outbound only, with drivers able to turn left or right on Wayzata Boulevard, and the westernmost access allows drivers in and out from both directions. Turning actions are limited at the eastern accesses due to the Wayzata Boulevard median and proximity to the intersection with Superior Boulevard.

The lower accesses, on Superior Boulevard and Rice Street, allow drivers in and out from both directions.

Zoning District

The site is zoned C-1, Office and Limited Commercial District. 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.

Land Use Designation

The 2040 Comprehensive Plan land use designation for the site is Mixed-Use – Commercial/Residential (10-30 units/acre). The Comprehensive Plan describes this category at length, saying: “This designation 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. [...] 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.

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.

Areas designated for the Mixed-Use Commercial/Residential category are primarily located along the Wayzata Boulevard corridor. As noted, a majority of the area designated for future Mixed-Use Commercial/Residential is currently used for standalone commercial development; therefore, any development within these areas may include redevelopment of existing properties.

The relevant Guiding Principles from the Comprehensive Plan include:

- Charming
- Walkable and Pedestrian Friendly
- Vibrant Parks and City Spaces
- Multi-Generational
- Connected
- City Nodes with Greater Housing Diversity

Direction	Adjacent Land Use	Zoning	2040 Comp Plan Designation
North	Multi-Family Residential, Office, Single-Family Residential	R-5, C-1A, R-3A	Mixed-Use – Commercial/Residential, Central Core Residential
East	Multi-Family Residential, Office	R-5, C-1	Mixed-Use – Commercial/Residential, High Density Residential
South	Multi-Family Residential	R-5, PUD	High Density Residential, Downtown Mixed Use
West	Multi-Family Residential	PUD	High Density Residential

Design District

The site is located on the western end of the Wayzata Boulevard design district. The district extends east from the ravine at Grand/Superior Avenue to the large commercial parcels on the north frontage of I-394, including frontage parcels on both sides of Wayzata Boulevard and the east side of Central Avenue. This area is currently characterized as a typical “commercial strip,” but incremental change is anticipated that will gradually result in more mixed-use development in accordance with the 2040 Plan.

Shoreland Overlay District

The site is not located within the Shoreland Overlay District. The ravine next to the site contains a piped, buried section of Gleason Creek, which runs from Gleason Lake to Lake Minnetonka. Due to the piping, runoff from the site does not have an immediate path to surface water. The site is approximately 1,200 feet from Lake Minnetonka.

Proposed Changes – Sitewide

The applicant is proposing to redevelop the site into a mixed-use project featuring a 70-unit residential building⁴, 9 attached townhomes, a 5,500 square foot standalone bank, and a 33,944 square foot office building. The residential and office buildings would be linked by underground parking.

Traffic

As described in the attached traffic study memo from S² Traffic Solutions, which has also been reviewed by City consultant SRF Consulting, Inc., traffic generated by the site would be less than the current office building at full capacity, but greater than the current condition. (The building today is not at capacity.) Per updated responses to comments from the Engineering Dept. and traffic consultant, the westerly driveway would receive all incoming traffic from Wayzata Boulevard and no lane geometry on Wayzata Boulevard is proposed to change at this time. The proposed easterly driveway on Wayzata Boulevard would be designated as exit-only.

⁴This number is likely to be reduced to 67 or fewer. See Minimum Lot Area per Unit – R-5 Allowances”.

Parking

Surface parking on the site would decrease from 129 spaces to 77. Due to the utilization of underground parking in the proposal, the total parking would increase to 282 spaces. The proposal includes 162 underground parking stalls beneath the residential building and 45 stalls beneath the office building. The entire garage is accessed through a lower level entrance on the Superior Boulevard side. This number of spaces meets the code required parking minimums for each of the individual uses, with the residential parking met completely underground, the bank requirement met on the surface and the office parking met between their portion of the garage and surface parking. The residential portion of the garage is split into two levels. Bike parking is provided on all parcels.

The dimensions of the parking spots adjacent to sidewalks are slightly too short as depicted; the applicant is updating their plan to reflect that cars should not overhang sidewalks.

Parcel	Minimum Parking Requirement	Proposed Parking	Facility Type and Access Points
North (Bank)	15 stalls	15 stalls	Surface Lot (via Wayzata Blvd)
East (Office)	92 stalls	44 stalls (for employees)	Underground (via Superior Blvd)
		8 stalls (office parcel) 17 stalls (bank parcel)* 24 stalls (residential parcel)* (for customers)	Surface Lot (via Wayzata Blvd)
West (Residential)	158 stalls	162 stalls (for residents)	Underground (via Superior Blvd)
		8 stalls (for visitors)	Surface Lot (via Wayzata Blvd)
Total	265 stalls	283 stalls	77 Surface Lot Stalls
			162 Underground Stalls

*Cross parking easements, which allow access from one private property to another, would be required in order for the office use to meet the minimum requirement. This is discussed in the section "Conditional Use Permit for Off-Site Parking".

Loading Areas

The applicant proposes to construct a concrete paved, outdoor loading area located between the two parking garage entrances. The loading area is approximately 32 feet

wide by 52 feet deep. The loading area is located about 50 feet from the intersection of Superior Boulevard and Circle A Drive and approximately 140 feet from the Wayzata Terrace Apartments property line. The truck turning exhibit shows how a 30-foot-long box truck can maneuver within this area.

City Code requires two loading berths (one for the multiple family residential, one for the office, and none for the bank). While the proposed loading area meets all required dimensions, the turning movement exhibit should be revised to show how a 50-foot-long truck can maneuver within the area between the two garage entrances. The applicant will provide this exhibit.

Trees

There are 119 trees on the site, in varying health. The applicant proposed to remove 58 trees. While not all of these are heritage or significant trees, 92.5 caliper inches of heritage trees are proposed to be replaced at a 2:1 ratio and 1,197 caliper inches of significant trees are proposed to be replaced at a 1:1 ratio. The applicant is in the process of providing additional updates to their tree survey regarding existing street trees on Wayzata Boulevard and Rice Street.

Stormwater

All three parcels share common stormwater systems that cross property lines. The full design appears to be substantially complete, pending the implementation of responses to comments from the Engineering Dept. Cross easement and stormwater management agreements would be required to ensure the long-term maintenance of the interconnected system, both of which would be finalized as part of a development agreement process.

Pedestrian Access

Pedestrian access to and through the site is proposed to increase when compared to the current condition, due to improved sidewalk connectivity from buildings to the street, reconfigured sidewalks on public rights of way, greater pedestrian traffic generation, and a proposed pedestrian walkway/stairway between the residential and office buildings.

Signage

Signage has been preliminarily discussed by staff and the applicant. The Planning Commission could consider whether a City information sign is desirable at the intersection of Wayzata Boulevard and Superior Boulevard.

Additional Engineering Comments

Additional information about site grading cut/fill quantities is anticipated to be provided to Engineering staff.

Stormwater maintenance agreements and easements will be completed in the post-approval phase of the project.

The City has requested that the developer replace an existing pipe on the northwest corner of the site. This is anticipated to result in offsite tree removal.

Analysis of Application Requests – Sitewide

Subdivision (§1001.02)

The request for a Subdivision is fundamental to the applicant's redevelopment proposal. The applicant is requesting to re-plat the two existing platted parcels into three: North Parcel (Bank), East Parcel (Office), and West Parcel (Residential). The parcels are 29,176 square feet, 38,731 square feet, and 116,577 square feet respectively. Each parcel has frontage on one or more public streets.

Parcel	Required Minimum Lot Size	Proposed Lot Size
North (Bank) Parcel	15,000 sq. ft.	29,176 sq. ft.
East (Office) Parcel	9,000 sq. ft.	38,731 sq. ft.
West (Residential) Parcel	20,000 sq. ft.	116,577 sq. ft.

The City's Subdivision Ordinance regulates blocks, lots, easements, park dedication, sidewalks, streets, and utilities. Each parcel has frontage on one or more public streets. Therefore, there are no new blocks or streets created with this development.

The proposed lots and utilities meet all of the standards of the Subdivision Ordinance.

Subdivision Ordinance Intent and Policy Goals

The applicant states that the proposed subdivision creates a campus of separate but complementary uses that reflect substantial conformance with the zoning code, encouraging a well-planned, efficient, and attractive project without resorting to a Planned Unit Development approach. They argue that the elimination of one curb cut and improvements to sewer and water infrastructure provides for the health and safety of residents. They state that the cost of improvements is privately shouldered and that the development will not have a negative impact on public lands and waters.

The applicant states that consistency with the Comprehensive Plan and Design Standards is equivalent with preserving and enhancing Wayzata's small town character. They note that the project both retains the current commercial use while diversifying overall uses, promoting a logical transition between the east and west sides of Wayzata Boulevard. They state that the mix of units for rental and for sale – apartments for rent, townhomes for sale – helps to provide a balanced housing supply in Wayzata. Lastly, they discuss the benefits to the pedestrian environment as a projected result of the proposed project.

The Planning Commission criteria for subdivision approval are also noted in the applicant's narrative. Of note are statements regarding tree preservation and natural topography.

Sidewalks

The requirement for sidewalks is 6 feet in width where the City Council deems necessary. Sidewalks are proposed to be 7 feet in width within the Wayzata Boulevard right-of-way, are not changing in the Superior Boulevard right-of-way, and are 8 feet or greater in width between the Wayzata Blvd sidewalk and the entrances of all three buildings. Sidewalks interior to the development are proposed to be 5 feet in width with the exception of the stairway down to Superior Boulevard which is 6 feet in width. Staff recommends that the section of sidewalk to the west of the office building be increased to 6 feet in width from the building entrance to the stairway to provide an interior 6-foot-wide pedestrian pathway from Wayzata Boulevard to Superior Boulevard.

Easements

To allow the three-lot development to function as one development, the applicant is proposing to record four types of easements:

1. Cross Access and Parking
2. Sidewalks (Perimeter of Site)
3. Pedestrian Walkways (Internal to Site)
4. Open Space Access
5. Access to Shared Stormwater Management Facilities

Cross Access and Parking

The cross access and parking easements are proposed to exist over the private drives and parking areas (including sidewalks adjacent to the parking and the trash enclosure area) from the two driveway access points on Wayzata Boulevard and the one driveway access point from Superior Boulevard. The cross access and parking easements would allow all three lots to share the parking and driveway access points. Easement agreements typically describe private, shared maintenance requirements.

Sidewalks (Perimeter of Site)

The sidewalk easements are adjacent to Wayzata Boulevard and Superior Boulevard to allow the installation of public sidewalks surrounding the exterior of the site.

Pedestrian Walkways (Internal to Site)

The pedestrian easement encompasses the stairway connection from Superior Boulevard to the central parking lot and sidewalks internal to the site.

Open Spaces

The applicant is proposing to grant easements for public access to two open spaces:

1. Open space at the intersection of Wayzata Blvd and Superior Blvd
2. Open Space on the south side of the site, adjacent to the front yards of the 9 townhomes facing Rice Street.

Shared Stormwater Facilities

For shared facilities utilized by multiple properties, easements granting shared access to each property will facilitate long-term maintenance of the interconnected system.

Park Dedication (§1006.15)

As a prerequisite to final plat approval, applicants for a subdivision of land shall dedicate land for parks, playgrounds, public open spaces or trails and/or shall make a cash contribution to the City's Park Fund. Land to be dedicated shall be reasonably suitable for its intended use as determined by the City. The applicant shall consult with the Planning Commission, at the time the preliminary plat is under consideration, to secure their recommendation as to the location of any property that should be dedicated to the public. A recommendation will be sent to the City Council for their approval. Where private open space for park and recreation purposes is provided in a proposed subdivision, such areas may be used for credit, at the discretion of the City Council, against the requirement of dedication for park and recreation purposes, provided the City Council finds it is in the public interest to do so.

The applicant is proposing that two open spaces on the property be privately-owned and publicly accessible:

1. Gateway Park
2. Open Space in front of Townhomes

Gateway Park

The applicant proposes to provide a perpetual easement for public access to 7,218 square feet of newly designed park space at the corner of Superior and Wayzata Blvd. There are 2 design options provided by the applicant. The area would include significant landscaping and seating. The seating area closest to the office building would be reserved for private use by the office tenants and is not included in the perpetual easement for public use.

Open Space in Front of Townhomes

The applicant proposes to provide a perpetual easement for public access to 9,000 square feet of open space in front of the townhomes along Superior Boulevard.

Both open spaces would be privately-owned and maintained. The two spaces comprise a total of 16,218 square feet, or 8.79% of the total site area.

Proposed Changes – North (Bank) Parcel

The north parcel is the smallest at 29,176 square feet or 0.68 acres. It would include a 5,500 square foot, single-story bank building measuring 21 feet in height. It would include a 2-lane drive-through, stormwater infiltration area, 32 parking spaces, and 2 bike racks. Based on its size, the bank is required to include 16 parking spaces. The building and associated landscaping screens the drive-through and a portion of the residential building from street view. This parcel occupies an area of the current site that is now utilized for parking, the existing standalone ATM, and 4 street trees.

Analysis of Application Requests – North (Bank) Parcel

Rezone from C-1 to C-3 (§903.02)

Since the existing C-1 zoning does not support a bank use with drive-through, the project includes a request to rezone the northern parcel to C-3, Service District. This

district allows for the bank as a permitted use and the drive-through as a conditional use. The C-3 District is intended to provide an area of service facilities to the motoring public adjacent to major streets. The C-1 District is intended to exist near higher density districts for the purpose of primarily office uses. However, residential buildings with commercial uses on the ground floor are also permitted.

Regulation	C-3	Proposed
Lot Area	Minimum of 15,000 sq. ft.	29,176 sq. ft.
FAR	1.0	0.19
Lot Coverage	50%	19%
Building Setbacks (min.)	Front: 10 ft Rear: 10 ft Sides: 10 ft	Front: 10 ft Sides: 50 ft (west), 65 ft (east) Rear: 52 ft
Height	Two stories or 30 ft whichever is lesser	21 ft

Both districts have a strong presence on Wayzata Boulevard. C-3 is one of the more common districts for parcels designated under the Mixed-Use – Commercial/Residential future land use category, with 30% of parcels in that category zoned C-3, mostly east of Superior Boulevard. The category encourages both commercial and residential uses either on a traditionally mixed basis or on the block level. The site straddles the transition point on Wayzata Boulevard between parcels that are mostly zoned C-3 and parcels that are mostly zoned residential or C-1. The commercial land use on this parcel would be similar to the current use of the site, but on a reduced scale, with the office use separated out onto the adjacent parcel. The current drive-through on the site means that the property is already serving the motoring public.

Nearby roadways include Wayzata Boulevard, Superior Boulevard, Central Avenue, Glenbrook Road, Benton Avenue, and Rice Street. The applicant has provided traffic and parking studies which are attached to this report. These studies do not identify any significant impacts on the existing roadway system. The City Engineer/Public Works Director has reviewed these studies and concurs with the studies' conclusions.

Conditional Use Permit for Bank Drive-Through (§937.05.D)

A bank drive-through is a conditional use in C-3. Conditional uses are those uses which are allowed in a given zoning district if they meet standard criteria, both for their specific use and for conditional use permits in general. As discussed in the C-3 re-zoning analysis, Wayzata Boulevard is the most common area for motor-oriented uses to occur.

While the 2-lane drive-through would be replacing the existing 7-lane service at the site today, a new Conditional Use Permit is required due to the division of land. Any previous entitlements for the current drive-through cease to apply to newly platted land.

The traffic study commissioned by the applicant and reviewed by City consultant SRF Consulting, Inc. states that the access points to the drive-through are satisfactory and create a minimum of conflict, after addressing comments from the City Engineer.

The performance standards for the addition of a drive-through window appear to be met. The site plans show 200' of segregated automobile stacking and the study states that that should be sufficient space to keep waiting vehicles off of Wayzata Boulevard. Hours of operation will be confirmed in the future. The Design Standards and the conditional use standards both mandate a green strip screening the drive-through from the nearest residential district. As proposed, the green strip would shield the drive-through from the proposed residential building and the bank building would screen the drive-through from Wayzata Boulevard.

Design Standards Deviation for Reduced Glazing (§909.13.A.1)

While every project that the Design Standards apply to goes through the full Design Review process, only significant deviations are presented at the public hearing. The applicant is requesting a deviation from the minimum percentage of each façade that must be glazed (windowed). Three walls meet the requirements. The east façade has no glazing due to the location of the vault within the bank. The east façade is required to have 200 square feet of glazing (25%).

The standard's description states that it is desirable to provide extensive transparency at ground floor glazing in order to reinforce the liveliness of commercial areas. However, it should be noted that the east façade is one of the short facades of the rectangular building, measuring 800 square feet in total. The east façade is adjacent to four parking spaces. The west façade, which may be less visible than the east, is one of the faces of the bank lobby.

The standards of evaluation for a design standards deviation are based on whether the negative impact of the deviation is outweighed by one or more of a set of factors, some of which are criteria present in other requests that are part of this project. Advancement of the Comprehensive Plan and the positive effect of the project on the area are eligible factors. The extent to which the deviation permits greater conformity with other standards and policies is another. Lastly, alleviation of an undue burden is a valid reason to approve a deviation – but again, only if the negative impact of the deviation is outweighed by the positive effect of the alleviation.

Proposed Changes – East (Office) Parcel

The east parcel is the second smallest at 38,731 square feet or 0.89 acres. It includes a 34,944 square foot, two-story office building, open space, private outdoor patio amenity areas, 44 underground vehicular parking spaces, pedestrian walkway, stormwater infiltration, and 2 bike racks.

Regulation	C-1	Proposed
Lot Area	Minimum of 9,000 square-feet	38,731 sf
FAR	2.0	0.77
Lot Coverage	50%	44%
Building Setbacks (min.)	Front: 10 ft Rear: 10 ft Sides: 10 ft	Front: 10 ft Sides: 0 ft (west) , 92 ft (east) Rear: 10 ft
Height	Three stories or 35 ft whichever is lesser	35 ft

The office requires 92 parking spaces. Employees would be directed to park in the underground parking garage accessed from Superior Blvd. Visitors and customers would be directed to the surface parking lot accessed from Wayzata Blvd. Additional details regarding the parking strategy can be found under the conditional use permit evaluation for off-site parking.

The applicant has proposed two options for Gateway Park, a publicly accessible, privately owned and maintained open space on the eastern side of the property. Option #1 features a pedestrian plaza at the corner of Wayzata Boulevard and Superior Boulevard. Option #2 retains more existing trees and does not have a paved plaza. Both options are adjacent to a patio seating area directly east of the office building, which would be partially restricted to tenants of the office building. The public area and private area are proposed to be separated by landscape features.

Analysis of Application Requests – East (Office) Parcel

Side Yard Setback Variance (\$975.06)

The subdivision splits the site into three lots. However, the residential and office buildings would share an entrance to a single underground parking structure that accounts for the majority of the project's parking. The property line would cut through the parking structure at the entrance. A side yard setback variance from 10 feet to 0 (zero) feet is requested to accommodate this shared entrance.

The variance would support a shared underground parking structure, and the setback is only encroached upon by this structure. Thus, evaluation should be focused on whether enabling the underground parking entrance with a variance meets the variance criteria. Facilitating underground parking instead of surface parking is consistent with both the Design Standards and the Comprehensive Plan. The Design Standards aim to prioritize buildings and landscaping nearer to the right of way instead of parking spaces. The Comprehensive Plan encourages a more walkable environment. The location of the underground parking entrance would also allow the project to use the existing curb cut on Superior Boulevard.

The applicant has stated the ways in which they believe the shared entrance constitutes a practical difficulty. They state that their proposal is reasonable but not permitted by the Ordinance, due to underground parking being a reasonable and desirable condition. They also state that the circumstances are unique to the property, in that it is a subdivision of mixed uses with shared amenities. Finally, they argue that the location of the parking garage entrance allows the project to maintain the existing driveway access (curb cut) on Superior Boulevard, maintaining the essential character of the locality.

Conditional Use Permit for Off-Site Parking (§920.08)

The applicant is requesting that the office use fulfill a portion of its parking demand with a portion of the surface parking lot that is on the north and west parcels. There are 52 total spaces provided on the office parcel, 40 short of the office use requirement of 92 spaces. The applicant has elected to provide these additional spaces in the surface parking lot adjacent to the office building. 17 spaces would be located on the bank parcel and 24 spaces would be on the residential parcel. Employees would be directed to use the underground spaces, while visitors and customers would be encouraged to use the surface spaces.

The need for this CUP request was discovered after the applicant's submission was deemed complete, so there is limited material directly related to it within the attached documents from the applicant. Two easements would need to be executed during the development agreement phase of the project for the office and residential parcel spaces now reserved for office use.

The proposed CUP meets the specific standards in Chapter 920, which regulate access, proximity to building entrances, and ordinance compliance. Allowing the office use to fully meet its parking need through spots that are close to the building allows the parking strategy to meet the intent of the parking code. Because the physical implementation of the CUP is visually identical to how many parcels with parking act normally, the traditional CUP factors regarding the Comprehensive Plan, present and future uses, and more are less impactful than most CUP requests.

Proposed Changes – West (Residential) Parcel

The western parcel is the largest at 116,577 square feet or 2.67 acres. It's intended to contain a 70-unit apartment building⁵, 9 attached townhomes, open space, a private amenity terrace, private balconies, and a 162-space underground parking garage. Part of the stormwater system is present on this parcel. The residential use requires 158 parking spaces. While code requires that one of the two spaces required for each unit be covered, the proposal includes all required parking underground, with 8 visitor parking spaces in the surface lot. The residential garage includes storage for 42 bikes. The open space south of the townhomes is proposed to be open to public use.

⁵ This number is likely to be reduced to 67 or fewer. See Minimum Lot Area per Unit – R-5 Allowances”.

Regulation	R-5	Proposed
Lot Area	Minimum of 20,000 square-feet	116,577 sf
Min. Lot Area Per Dwelling Unit	2,175 sf	79 units proposed = 171,825 sf required, 116,577 provided ⁶
Lot Coverage	40%	38%
Impervious Coverage	50%	69%
Building Setbacks (min.)	Front: 20 ft Rear: *10 ft Sides: 10 ft	Front: 10 ft Sides: 0 ft (east) , 27 ft (west) Rear: 20 ft
Height	Three stories or 35 ft whichever is lesser	51 ft, 8 inches
Density	10-30 units per acre	29.5 units per acre

The 9 townhomes are all proposed to be two-bedroom units. The 70 apartment units⁷ are proposed to be all rental units, and at this time the unit mix is proposed to be:

- 53% are one-bedroom units (33) and “alcove” units (4) – average size 783 and 595 sq. ft., respectively
- 6% are one-bedroom plus den units (4) – average size 1,040 sq. ft.
- 37% are two-bedroom units (26) – average size 1,291 sq. ft.
- 4% are three-bedroom units (3) – average size 1,984 sq. ft.

Minimum Lot Area per Unit – R-5 Allowances

The R-5 zoning district calculates the allowed density of a development by the minimum lot area of per dwelling unit, which has a base value of 2,175 square feet per unit. The R-5 zoning district allows for additional density if the development provides certain features that the City has found valuable through a calculation called “allowances”. Allowances are described in code and based on the values in the Comprehensive Plan. Below is a table showing the allowances implemented within the development and how much can be subtracted from the base area per unit. This calculation increases density. Allowances are an administrative action and not a separate approval from the City Council.

⁶ See “Minimum Lot Area per Unit – R-5 Allowances”. The applicant has indicated that they will bring the residential density into compliance by reducing the total number of units to a maximum of 76.

⁷ See “Minimum Lot Area per Unit – R-5 Allowances”.

R-5 Allowances				
Category	Amount	Factor	Units	Reduction
Publicly Accessible, Privately Maintained Open Space	20,696 sq. ft.	100 sq. ft. per 1,000 sq. ft. of open space	79 units	26.20 sq. ft. per unit
Underground Parking Spaces	162 spaces	300 sq. ft. per space	79 units	615.19 sq. ft. per unit
Total	N/A	N/A	79 units	641.39 sq. ft. per unit

The table below shows the adjusted minimum lot area per unit of 1,533.61 square feet.

Minimum Area per Unit		
Base Minimum Area	R-5 Allowance Subtraction	Adjusted Minimum Area
2,175 sq. ft. per unit	641.39 sq. ft. per unit	1,533.61 sq. ft. per unit

The table below shows that conversion of the adjusted minimum lot area into the more common density factor of 28.40 dwelling units per acre (du/ac).

Allowed Density		
Square Feet per Acre	Minimum Area per Unit	Maximum Density
43,560 sq. ft.	1,533.61 sq. ft.	28.40 du/ac

The development proposes 79 dwelling units on a lot of 2.67 acres creating a proposed density of 29.59 dwelling units per acre. This proposal exceeds the maximum density by 1.19 dwelling units per acre (three units too many). This information has been relayed to the applicant and they are open to adjusting the unit mix in order to comply with the maximum density. This will likely result in a residential building with 67 or fewer apartment units instead of 70.

Usable Open Space

City Code § 919.08 requires at least 500 feet of usable open space for each multi-family dwelling. The ground level open space on the residential parcel, the balconies of the upper-level units, and the open space on the office parcel with a park dedication easement total 39,458 square feet of open space. With 76 residential units, the average open space per unit is 519.18 square feet per unit.

Residential Open Space	Residential Units	Open Space per Unit
39,458 sq. ft.	76 units ⁸	519.18 sq. ft. per unit

⁸ The calculation based on 76 units instead of 79 was created after the discovery of the potential residential density adjustment.

Analysis of Application Requests – West (Residential) Parcel

Rezone from C-1 to R-5 (§903.02)

Since the existing C-1 zoning does not support a 100% residential building, the project includes a request to rezone the western parcel to R-5, High Density Multiple Residential. R-5 is intended to provide a district for high density residential uses in those areas where such development property relates well to other land uses and thoroughfares, or where such use may act as a transition between different types of land uses. C-1 is intended to adjoin high density residential districts like R-5.

The R-5 zoning district is common on Wayzata Boulevard. It is a compatible zoning district for properties guided as Mixed-Use – Commercial/Residential land use designation. The zoning table at the beginning of the report emphasizes the relatively high amount of residential and mixed-use development directly adjacent to the site today. Traffic generated by the proposed use, along with the proposed use's impact on existing public services, are covered in the sitewide analysis and in the attached memos regarding traffic, sewer, and water capacity. Notably, the applicant has adjusted their initial traffic memo to eliminate changes to Wayzata Boulevard lane geometry.

Building Height Variance (§959.08.C)

The site is on a significant slope. Due to this condition, virtually any building proposed on the site that allows access to both Wayzata Boulevard and Rice Street would require a height variance. Allowing access to both streets allows for traffic to be distributed to different streets and access points. The design encourages residents to utilize Superior Boulevard and Rice Street to access underground parking for overnight use. Visitor parking and ride share drop-offs for the residential building would be accommodated on the surface parking lot accessed from Wayzata Blvd. Underground parking improves the walkability of the site and promotes a design that is more connected, whether by car, bike, or foot, to the surrounding neighborhood.

As noted previously, building height is measured from the grade plane (“average grade”) which on a sloped site is somewhere between the lowest and highest site elevations adjacent to the proposed building. The average grade for the proposed residential building is at an elevation of 955’ 1”. For reference, this is 14’ 11” below the existing upper parking lot (970’).

Consequently, the height of the residential building is 51’ 8”, 16’ 8” over the R-5 limit of 35’. In practice, the impact of the building’s height appears to be mitigated through significant step-backs on the Superior Boulevard side, where a viewer would look up at the slope. The west face of the building faces the interior of the block, and benefits from existing high tree cover between the site and Maggie Manor. The north and east faces of the building, of which there are multiple, benefit from “top-down” viewing and read as two- and three- story buildings from Wayzata Boulevard and the parking lot.

The applicant states that their practical difficulty rests with the unique slope of the site, but that they have used the slope to their advantage in order to provide extensive underground parking. They also argue that the highly terraced nature of the building

allows it to protect light, air, and views in the historical spirit of height regulations, making it a reasonable proposal despite the need for a variance. The impact of the proposed height on the character of the locality should be discussed by the Commission. The existing Wells Fargo building is a non-conforming structure. It would require a variance today for the same issue, though the current building is not as large as the proposal.

Impervious Surface Variance (§959.08.A)

The project includes a request to increase the impervious surface from 50% to 69% on the western parcel. As noted, the parcel is not in the Shoreland Overlay District, but the City Engineering Department typically requests projects that are over on hardcover to provide stormwater mitigation system(s) for the excess impervious surface. The project as proposed uses surface and underground systems on all three parcels to treat and manage stormwater. Impervious surface includes all hard surfaces that impede water from entering the ground, like buildings, parking lots, sidewalks, and plazas. Staff and the applicant are continuing to work together to finalize details around system capacity.

The subdivision strategy for the whole site has a mixed impact on the impervious surface measure for each individual parcel. The overall project as proposed is 76.18% impervious. While the western parcel is 69% impervious (over the R-5 limit), the northern parcel is 80.69% impervious and the eastern parcel is 81.44% impervious. C-1 and C-3 do not have impervious surface limits. The current site is 56.40% impervious in total, so this proposal would represent an approximate 12.6% increase over the entire project site. The variance, however, is only for the residential parcel overage of 19%.

The applicant states that the slope of the site affects how and where parking and amenity structures can be located, contributing to the increased impervious surface coverage.

Front Yard Setback Variance (§959.06.B.1.A)

The applicant is requesting a front yard setback variance on the north side (Wayzata Boulevard side) of the residential building (the top of the "L"), reducing the requirement from 20' to 10'. The applicant argues that while that face of the building sits 10' from the property line, the unusual articulation of the property line at that location creates a unique condition. They state that if the property line as it sits on the rest of the north side of the site were extended, the building face would meet the required setback and accordingly be reasonable and not detrimental to local character. Regardless of the proposed building's relationship to the curb, setbacks are always measured from the property line.

Side Yard Setback Variance (§959.06.B.1.B)

The proposed subdivision splits the site into three lots, but the residential and office buildings share underground parking across the proposed property line. This is the same variance as the eastern parcel side yard setback variance, but for the other side of the property line. A full description and evaluation criteria are provided in the East (Office) Parcel section of this report.

Conditional Use Permit for Swimming Pool (§937.04.C)

A swimming pool is a conditional use in the R-5 District. The proposed pool appears to meet the specific conditional use criteria, including required fencing, location, and setbacks. The overall impact of the pool is evaluated through compliance with the Comprehensive Plan, compatibility with present and future uses, and effect on the area. Pools are a common single-family use in Wayzata, but are less prevalent in the city's multifamily developments. The Planning Commission could evaluate whether the location of the pool, proposed screening, and potential limitations to the hours of operation are sufficient in limiting the pool's impact on the neighborhood.

The applicant argues that the pool is an amenity, that the proposed screening exceeds the fencing standards stipulated by the conditional use permit requirements, that they are willing to accommodate additional conditions set as part of the public hearing process, and that the pool represents thoughtful investment in the property. They also state that pool use would be restricted to residents and their guests. The pool measures approximately 15' by 35'.

Design Standards Deviation for Massing Break (§909.07.A)

The Design Standards state that building facades longer than 150 feet and facing a public right of way require a significant massing break. A significant massing break is defined as a massing void providing a minimum width of 25 feet, located above the ground floor level and extending through the depth of the building; or a publicly accessible midblock pedestrian connection or street through the building with a minimum clear width of 25 feet. The right of way in question for the southern portion of the residential building has been defined as Superior Boulevard, but the slope of the site means that a significant massing break would be tough to achieve no matter which right of way was chosen as the principal side for design standards purposes. As depicted, the southern portion of the residential building is 151' away from Wayzata Boulevard and 71' from Superior Boulevard. The Wayzata Boulevard side is also screened by the bank building, making it more difficult to say that that is the primary face of the residential building "on" a right of way.

On top of the slope issue, the applicant has also stated that the circulation of the residential building is significantly impacted without an avenue between the two "wings" created by the massing break. The project appears to attempt to mitigate the visual impact of the deviation by creating a transparent walkway instead of an opaque one.

The design standards state that the intention of the massing break is to reduce the perception of building mass, preserve views of Lake Minnetonka from inland locations, and ensure resilient pedestrian connections where possible. While a view of Lake Minnetonka is difficult to achieve from a site that is this far inland, the applicant argues that the intention of the break is achieved through walkway transparency (reduce building mass perception) and through the public pedestrian walkway to the east of the residential building.

The standards of evaluation for a design standards deviation are based on whether the negative impact of the deviation is outweighed by one or more of a set of factors: advancement of the Comprehensive Plan, the positive effect of the project on the area, the extent to which the deviation permits greater conformity overall, and whether the deviation alleviates an undue burden.

Standards of Planning Commission Review of Application Requests

Primary Questions to Consider:

North (Bank) Parcel

1. Does the proposed re-zoning to C-3, Service District fit with the Mixed-Use – Commercial/Residential land use designation in the Comprehensive Plan?
2. Does the proposed bank with drive-through service fit the vision and policies of the Comprehensive Plan, through use and physical design?
3. Does the proposed bank with drive through have a positive effect on the area?
4. Do the achievements enabled by the reduced glazing on the east side outweigh the negative impact of less façade transparency?

East (Office) Parcel

1. Does the side yard setback variance to support underground parking -contribute to the goals of the Comprehensive Plan?
2. Is the side yard setback variance to support underground parking rooted in a practical difficulty?
 - a. Is the shared entrance to the underground parking structure reasonable?
 - b. Is the plight of the landowner due to circumstances unique to the property, and not created by the landowner?
 - c. Will the shared entrance to the underground parking structure alter the essential character of the neighborhood?

West (Residential) Parcel

1. Is the proposed re-zoning from C-1 to R-5 appropriate in the Mixed-Use – Commercial/Residential land use designation in the Comprehensive Plan?
2. Does the introduction of the residential use have a positive effect on the area?
3. Does the residential use contribute to a balanced housing supply available to all people, no matter their income, age, race, or ethnicity?
4. Are the height, impervious surface, and front yard setback variances consistent with the goals of the Comprehensive Plan?
5. Are the height, impervious surface, and front yard setback variances rooted in practical difficulties?
 - a. Is each variance reasonable?
 - b. Is the plight of the landowner due to circumstances unique to the property, and not created by the landowner?
 - c. Do any of the variances alter the essential character of the neighborhood?
6. Do the achievements enabled by the residential walkway outweigh the negative impacts of the massing break interruption?

Sitewide

1. When considered in full, does the proposal relate redevelopment to the natural characteristics of the land, enhancing for the benefit of the development and preserving attractive natural amenities like trees, slopes, and other community assets?
2. When considered in full, does the proposal respect the existing scale, character, and pattern of the city, recognizing existing neighborhoods and commercial areas?

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 variance and conditional use permits requested in the application, for review and adoption at the next Planning Commission meeting.

Attachments

1. General Plan Submission (66 pages)
2. Narrative (17 pages)
3. Civil Plans (21 pages)
4. Office Parking Site Distribution (1 page)
5. Existing Building Grade Plane Exhibits (1 page)
6. Tree Schedule and Canopy Plan (1 page)
7. Office and Bank Buildings Floor Plans and Elevations (14 pages)
8. Residential Building Floor Plans (6 pages)
9. Residential Building Elevations (6 pages)
10. Open Space Diagrams and Calculations (2 pages)
11. Photometric Plan - Selected Sheets* (9 pages)
12. Traffic Analysis Memo (13 pages)
13. SRF Consulting, Inc. Review of Traffic Analysis Memo (3 pages)
14. Applicant Responses to Public Works Comments (3 pages)
15. Stantec Review of Water and Sewer Capacity (6 pages)
16. Executive Summary of Stormwater Management Plan* (5 pages)
17. Notes from April 21, 2022 Neighborhood Meeting (1 page)
18. Public Comments received by June 16, 2022 (12 pages)

**Complete documents are available at City Hall for those engineering documents that have been abridged or reduced. Additional exhibits on other topics, including the full stormwater management documentation, are also available.*

Applicable Code Provisions for Review

Staff has analyzed the facts provided by the applicant in comparison with the criteria for approval. Staff has highlighted in **bold** the criteria that may require additional discussion with the Planning Commission.

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:

- 7. The proposed action in relation to the specific policies and provisions of the official City Comprehensive Plan.**
- 8. The proposed use's conformity with present and future land uses of the area.**
- 9. The proposed use's conformity with all performance standards contained herein (i.e., parking, loading, noise, etc.).**
- 10. The proposed use's effect on the area in which it is proposed.**
11. The proposed use's impact upon property value in the area in which it is proposed.
12. Traffic generation by the proposed use in relation to capabilities of streets serving the property.
13. 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 Criteria (§904.02.F)

Conditional Use Permits may be granted by the City Council in accordance with Chapter 904 of this Ordinance.

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.

Conditional Use Permit for Swimming Pool⁹ (§937.04.C)

1. The use is fenced in accordance with Chapter 918 of this Ordinance.
2. The use is not located within the required front yard.
3. The use meets setbacks for accessory structures

Conditional Use Permit for Drive-Through Bank (§937.05.D)

Drive-thru, sales and services

1. Access. The driveway access is not on a residential street. The curb cut setbacks and parking must be in conformance with Chapter 920.
2. **Compatibility. The service windows and driveway are be screened from view if adjacent to a residentially used property.**
3. Green Strip. At any common boundary shared with a residential district, a strip of not less than five feet is landscaped and maintained so as to create an effective visual screen and sound buffer and separation of uses.
4. Hours. Hours of operation are be limited as necessary to minimize the effect of nuisance factors such as traffic, noise and glare upon any existing neighboring residential uses.
5. Noise. The stacking lane, order board intercom, and service window are 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 satisfy established state regulations.
6. Stacking. Not less than 180 feet of segregated automobile stacking lane is provided for the service window.
7. **Traffic Control. The stacking lane and its access is designed to control traffic in a manner to protect the pedestrians, buildings and green area on the site.**
8. Use of Street. No part of the public street or boulevard is used for stacking of automobiles.

Conditional Use Permit for Off-Site Parking (§920.08)

When parking is provided on a site other than the lot or tract upon which a principal use is located, said parking area shall be in the ownership of and remain in the possession of the owner of the principal use for which it is designated. No authorization for separate parking facilities shall be given until such time as the City Council is reasonably certain that the ownership and use of the parking area will continue and that the site will be well maintained. Off-site parking facilities may only be allowed by conditional use permit and shall be subject to the following conditions:

⁹ The development application was submitted in the midst of substantial organizational changes to Wayzata's Zoning Ordinance. The second reading of proposed Ordinance 811 is scheduled to take place one day after the first Planning Commission meeting on this proposal (June 21, 2022). Hence, all code citations in this report reference the amended code. Draft Ordinance 811 is published on the City website at: "Notifications of Proposed Ordinances – 2022" at <https://www.wayzata.org/AgendaCenter>

Ordinance Compliance. Off-site parking shall be developed and maintained in compliance with all requirements and standards of this Ordinance.

9. Access. Reasonable improved access from off-street parking facilities to the use being serviced shall be provided.
10. Proximity to Multiple Residence. Off-site parking for multiple family dwellings shall not be located more than 100 feet from any normally used entrance of the principal use serviced.
11. Proximity for Non-Residential Uses. Off-site parking for non-residential uses shall not be located more than 300 feet from the main entrance of the principal use being served. No more than one main entrance shall be recognized for each principal building.

Variance Criteria (§905.01.C)

Variances may be granted by the City Council in accordance with Chapter 905 of this Ordinance.

1. **Variances shall only be permitted when they are:**
 - a) **In harmony with the general purposes and intent of this Ordinance;**
 - and**
 - b) **Consistent with the Comprehensive Plan.**
2. **Variances may be granted when the Applicant for the variance establishes that there are practical difficulties in complying with this Ordinance.**
3. "Practical difficulties," as used in connection with the granting of a variance, means that:
 - a) **The property owner's proposal for the property is reasonable but not permitted by this Ordinance;**
 - b) **The plight of the landowner is due to circumstances unique to the property, and not created by the landowner; and**
 - c) **The variance, if granted, will not alter the essential character of the locality.**
4. Economic considerations alone do not constitute practical difficulties. Practical difficulties include, but are not limited to, inadequate access to direct sunlight for solar energy systems.
5. Variances shall be granted for earth sheltered construction as defined in Minn. Stats. § 216C.06, Subd. 14, when in harmony with this Ordinance.
6. The City Council shall not permit as a variance any use that is not allowed under this Ordinance for property in the zoning district where the affected person's land is located, except the City Council may permit as a variance the temporary use of a one family dwelling as a two family dwelling.
7. The City Council may impose conditions in the granting of variances. A condition must be directly related to and must bear a rough proportionality to the impact created by the variance.
8. An application for a variance shall set forth reasons that the variance is justified under the criteria of this section in order to make reasonable use of the land, structure or building.

Design Standards Deviation Criteria (§909.29.A)

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

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

Subdivision Purpose (§1001.02.A):

1. To encourage well planned, efficient and attractive subdivisions, by establishing adequate and impartial standards for design and construction.
2. To provide for the health and safety of residents, by requiring properly designed streets and adequate sewer and water service.
3. To place the cost of improvements against those benefiting from their construction
4. To secure the rights of the public with respect to public lands and waters.
5. To set the minimum requirements necessary to protect the public health, safety, comfort, convenience and general welfare.

Subdivision Goals (§1001.02.B):

1. Preserve and enhance Wayzata's "small town" character (Comprehensive Plan).
2. **Respect the existing scale, character and pattern of the City, recognizing existing neighborhoods and commercial areas (Wayzata Physical Plan).**
3. **Provide a balanced housing supply available for all people no matter their income, age, race or ethnicity (Comprehensive Plan).**
4. Support a pedestrian environment at a human, not automotive scale (Wayzata Physical Plan).
5. **Relate development/redevelopment to the natural characteristics of the land to enhance the development through the preservation of attractive natural amenities (i.e., lakes, wetlands, creeks, wooded areas, slopes, etc.) (Comprehensive Plan).**

Subdivision Planning Commission Criteria (§1003.02.E)

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.

JUNE 2nd, 2022

GENERAL PLAN
REVIEW

900 WAYZATA BLVD
WAYZATA, MN
MITHUN ENTERPRISES



Dear Commissioners,

We are excited to share our proposed plan for 900 Wayzata Blvd E with you. After two years of working on the design and incorporating feedback from our neighbors and community, we believe we have arrived at a concept that will provide meaningful enhancement to Wayzata.

As you will see, we hope to turn an underutilized and blacktop-heavy site into a mixed-use property that provides accessibility and walkability to the public, a beautiful home to its residents, and a vibrant business setting for its commercial tenants and their local customers.

One benefit of having poured through so many iterations and models on the front-end is that we know what will work and what won't. While we continue to incorporate community feedback and look forward to hearing the Planning Commission's feedback, we also know that certain elements of our design, like height and density, are necessary for the project to work.

The topography of the site, namely the dramatic drop in elevation from the north to the south, means that any financially viable redevelopment would require a height variance. The current Wells Fargo building would also require a height variance if built today and stands only slightly shorter than our proposed residential building. The existing building would also have a very tough time with Wayzata's current design standards ☺.

The decision to pursue redevelopment was not made lightly. The building has been part of our family for 40 years and we have a wonderful tenant in Wells Fargo. It would be all too easy (and a lot less risky) to continue with the status quo. But, in my humble opinion (and I can be humble because it's our expert team of architects, engineers, landscape designers, and consultants who deserve the credit), the plan is beautiful and worthy of pursuit. It also represents an investment in the community where we live, in a property we plan to steward indefinitely.

As you look through the materials, please consider a few themes:

Parking & Pavement – currently there are approximately 160 surface “front yard” parking stalls on Wayzata Blvd & Superior, plus seven drive-thru lanes. This project moves the vast majority of the stalls underground, with the remainder between buildings, creating more of a “plaza” feel. The drive-thru lanes will go from seven to two and also be contained within the plaza.

Public Use/Walkability – I'll let the images speak for themselves, but the project will provide meaningful public space, walkway, and a complete landscape refresh.

Value & Aesthetic – We want the site, that many refer to as the “gateway” to Wayzata, to evoke a sense of community and pride, adding significant value to the City, offering environmental and architectural appeal from every angle.

Sincerely,



Matt Mithun

matt@mithunent.com

LANDSCAPE ARCHITECT



CIVIL ENGINEER



ARCHITECT - RESIDENTIAL & TOWNHOMES



ARCHITECT - BANK & OFFICE



OWNER





At present, the existing site is made up of two large surface parking lots and a drive-through that serve a two-story office building that is 40 years old. In the past, the office building has been the home of roughly 140 employees and the surface parking lots have directly supported the office use.

This proposal is to bring 70 dwelling units and nine townhomes to the site. The code required number of parking stalls will be located within an enclosed parking garage. In addition, 30,000 SF of office space is proposed in a new office building and the Wells Fargo banking functions will be consolidated into a new 5,500 sq ft structure. The proposal keeps height to a three-story maximum while following the guidance from the Comprehensive Plan and Wayzata Design Guidelines. The project also removes one of the existing curb cuts on Wayzata Boulevard and one of the existing curb cuts on Rice Street.

The proposed mix of land uses, utilization of existing curb cuts, enclosed residential parking, active and passive green space and significant public realm improvements make this project an example of a development that deftly balances the city’s desire for public benefit with meaningful private investment.



Supporting the Wayzata 2040 Comprehensive Plan:
The master plan for the site includes three buildings with a mix of uses, each contributing to the Comprehensive Plan goals in a variety of ways. The project supports a number of the guiding principles from the city’s 2040 Vision with thoughtful design of the building exteriors that will contribute to the charm of Wayzata and a site design that will improve the walkable and pedestrian-friendly nature of the site. The project will increase housing access and the diversity of housing options for Wayzata residents. Providing density at this site will add activity and interest that will dramatically improve this very important node within the city.

The key design objective of this redevelopment project is the transformation of this gateway site into a mixed-use community at this prominent location in Wayzata. The proposed project will dramatically improve the site and enhance the area by replacing an office building, a drive through bank and extensive parking lot with a small campus of buildings. This will include a three-story residential building, a two-story office building and a single-story bank building with drive-through. The project vision is based upon timeless urban design principles and key goals of the Wayzata Comprehensive Plan. Guiding principles include:

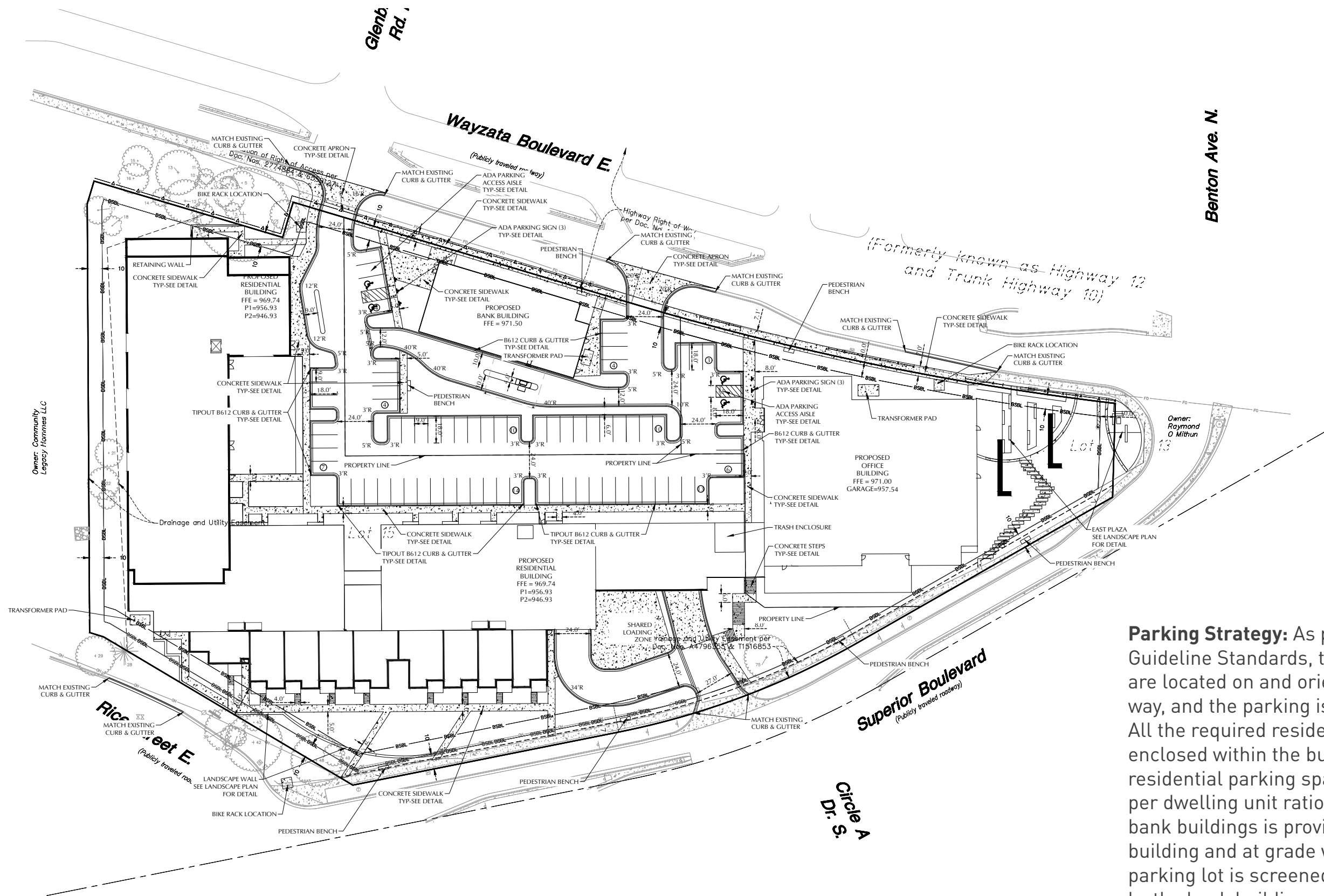


- Fostering charm in a community known for its small-town character by focusing on the quality of the design of the buildings and the landscape. The Wayzata Design Guidelines are key to maintaining a small-town feel.
- Enhancing a walkable and pedestrian-friendly environment. The project will integrate seamlessly into Wayzata Boulevard and Superior Boulevard to support this goal.
- Enhancing a connection to nature through the creation of rich green spaces at each end of the development.



- Full integration of the new buildings into the new Wayzata and Superior Boulevard streetscape reconstruction including updated pedestrian connections and an enlarged sidewalk (7' wide) along Wayzata Boulevard as per the Wayzata Design Guidelines.
- Enhanced landscaping within the setbacks to improve the pedestrian experience.

- A small public plaza with seating at the corner of Superior Boulevard and Wayzata Boulevard that includes updated landscaping.
- Intensive landscaping that acknowledges the topographical uniqueness of the site.



Parking Strategy: As per the Wayzata Design Guideline Standards, the proposed buildings are located on and oriented to public rights of way, and the parking is in the center of the site. All the required residential parking spaces are enclosed within the buildings. The code-required residential parking spaces are met at a two stalls per dwelling unit ratio. Parking for the office and bank buildings is provided both below the office building and at grade within the surface lot. This parking lot is screened from Wayzata Boulevard by the bank building and generous landscaping. The parking requirement of 3 stalls per 1,000 sq ft is met for the office space and bank building.

- The office and bank buildings exhibit timeless architectural design based on Wayzata design guidelines. Both utilize high quality brick and stone materials carefully integrated into the landscape with tremendous outdoor spaces that bring a real sense of the local landscape.
- The architecture of the residential building is restrained and follows classical precepts of balance and symmetry. With a subtle brick blend as its primary material, each level features a regular rhythm of large window and balcony openings that are framed slightly differently on each level to bring variation to each facade. The balconies are recessed to provide privacy for residents. Horizontal bands of brick soldier coursing and a clean cornice at the roof lines provide a distinct articulation of base, middle and crown. Upper-level setbacks provide opportunity for ample outdoor spaces for individual units. First level recessed porches and stoops further emphasize the residential nature of the building and its connection to the immediate residential context.
- The masonry architecture of the two-story townhomes along Superior Boulevard consists of a darker palette that ties into, and screens, the base of the residential building above. Each townhome features a double high bay window expression, a contemporary version of a traditional form. A raised and recessed front porch provides security and privacy for each dwelling unit and a second-level recessed balcony provides access from the primary bedroom suite. The townhomes are also capped by a strong cornice line.
- While each building exhibits individuality based on its function, the overall campus forms a pleasing balance of styles tied together with the classical design strategy of rhythm and balance, the use of high-quality masonry materials and a robust landscaping package.





Project Summary:

NAME OF PROJECT: 900 Wayzata Blvd

TYPE OF PROJECT: Mixed Use

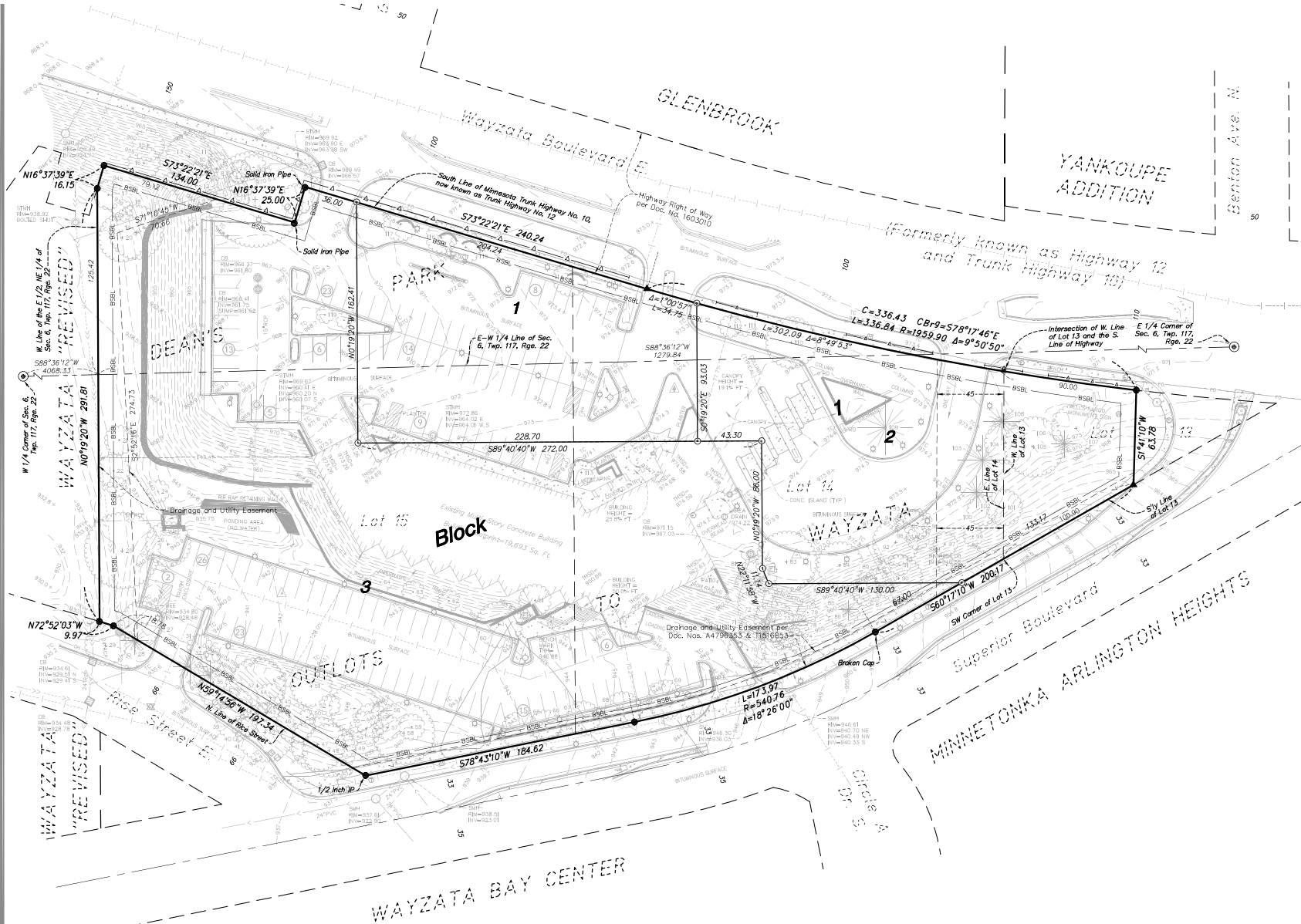
LOCATION: 900 Wayzata Blvd, Wayzata, MN 55391

ACREAGE: 4.24 Acres

OWNER(S): Mithun Enterprises

ARCHITECT: ESG Architects

Current Plat:

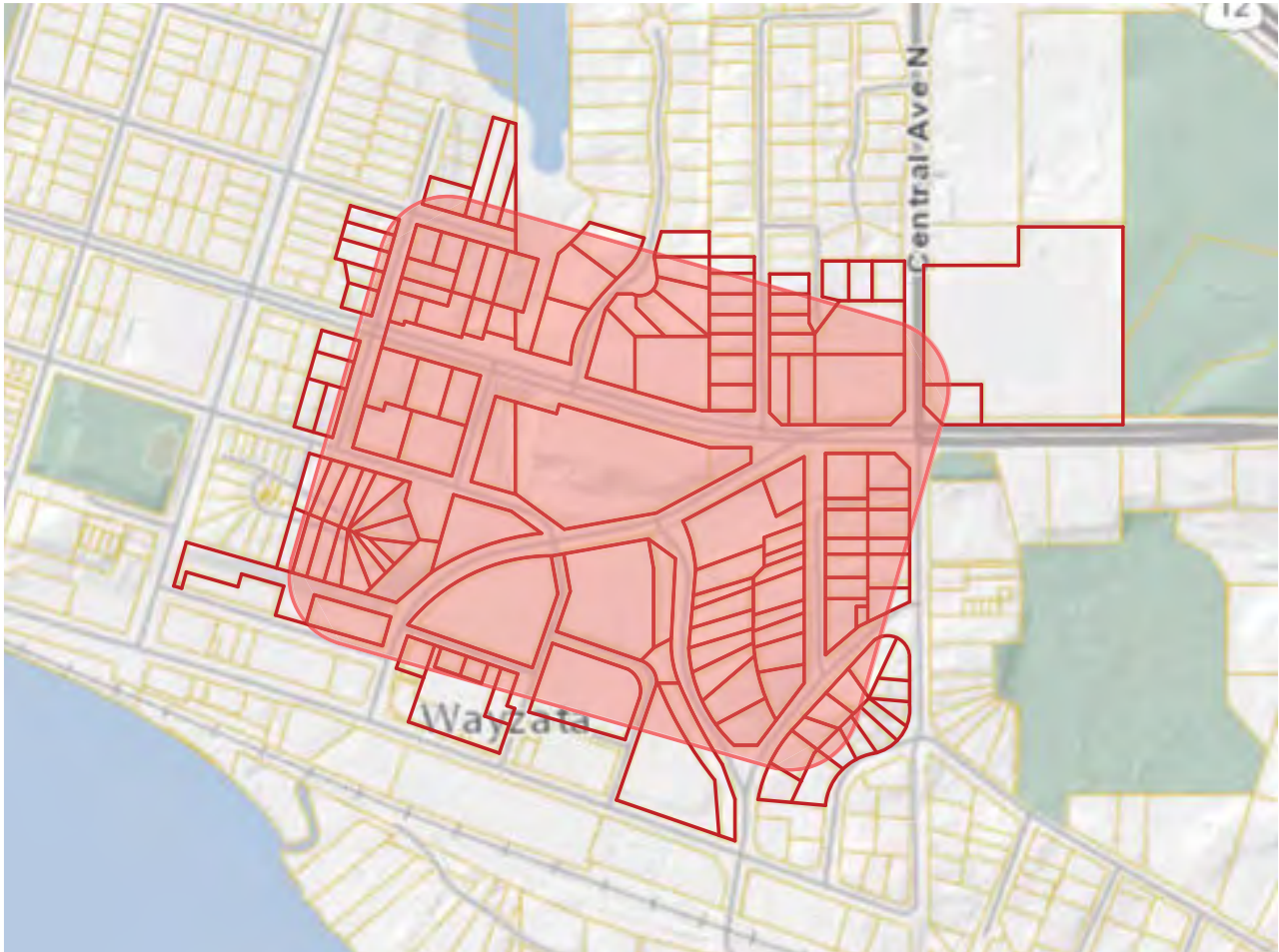


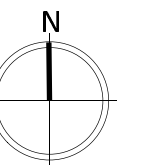
Development Statement:

The project consists of three buildings each contributing to the Comprehensive Plan Goals in a variety of ways. Those include but are not limited to the following:

The proposed project intends to serve market demand multi-family housing and a series of two story rental townhomes. The project also includes a two story office building and a neighborhood branch bank that will serve the community with a two lane drive-through.

PROPERTIES NOTIFIED FOR NEIGHBORHOOD MEETING
500 FT AROUND PROPERTY







URBAN ECOSYSTEMS
LANDSCAPE ARCHITECTS



URBAN ECOSYSTEMS
LANDSCAPE ARCHITECTS

The site, currently a commercial property, is proposed as a mixed-use project. We have calculated the difference per city code requirements and are able to go beyond the requirement to deliver what we believe will become a valuable asset to the city and its residents.

We propose to provide a perpetual easement for public access to 7,218 square feet of newly designed park space at the corner of Superior and Wayzata Blvd. It will be thoughtfully landscaped and will include seating and tables. It should become an inviting space to relax for the community. We propose to pay for the improvements to this area, which we estimate to be approximately \$850,000.

We also believe that the space in front of the townhomes along Superior Boulevard would be an attractive space for the public to use and would welcome including that area in the overall calculus. There will be significant interaction between the public and townhome greenspace with the boardwalk running between this area and Superior Blvd. This area is approximately 9,000 sf in size.

The landowner will pay for the upkeep of the agreed upon property in perpetuity. We feel that this approach will provide a public benefit to the community without the associated long-term maintenance and ownership costs.

Between the land options and the improvement expenses, we believe we will meet if not surpass the park dedication ordinance obligation. We certainly look forward to further discussion on this topic with staff and all the stakeholders involved.

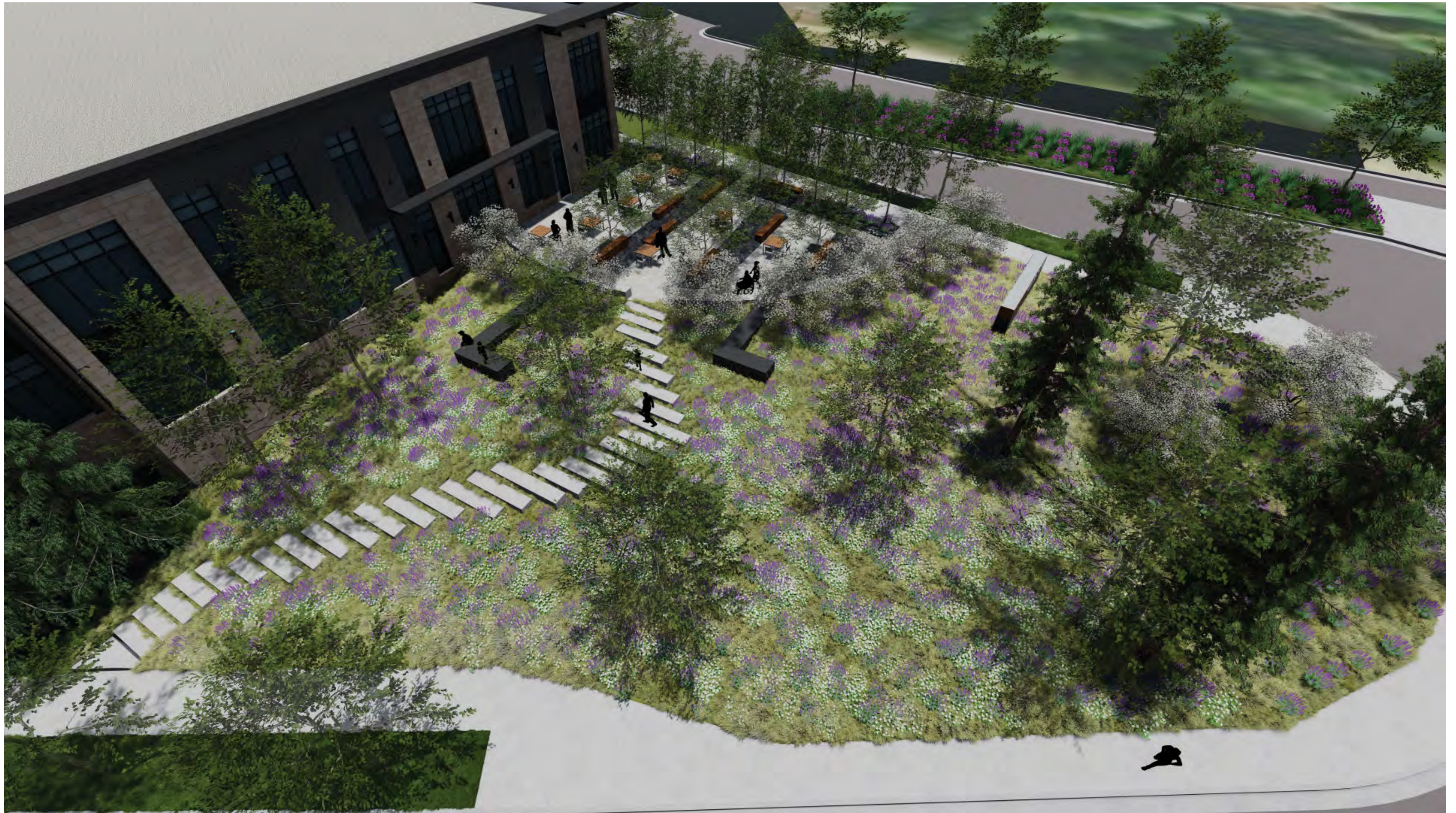




URBAN ECOSYSTEMS
LANDSCAPE ARCHITECTS











URBAN ECOSYSTEMS
LANDSCAPE ARCHITECTS



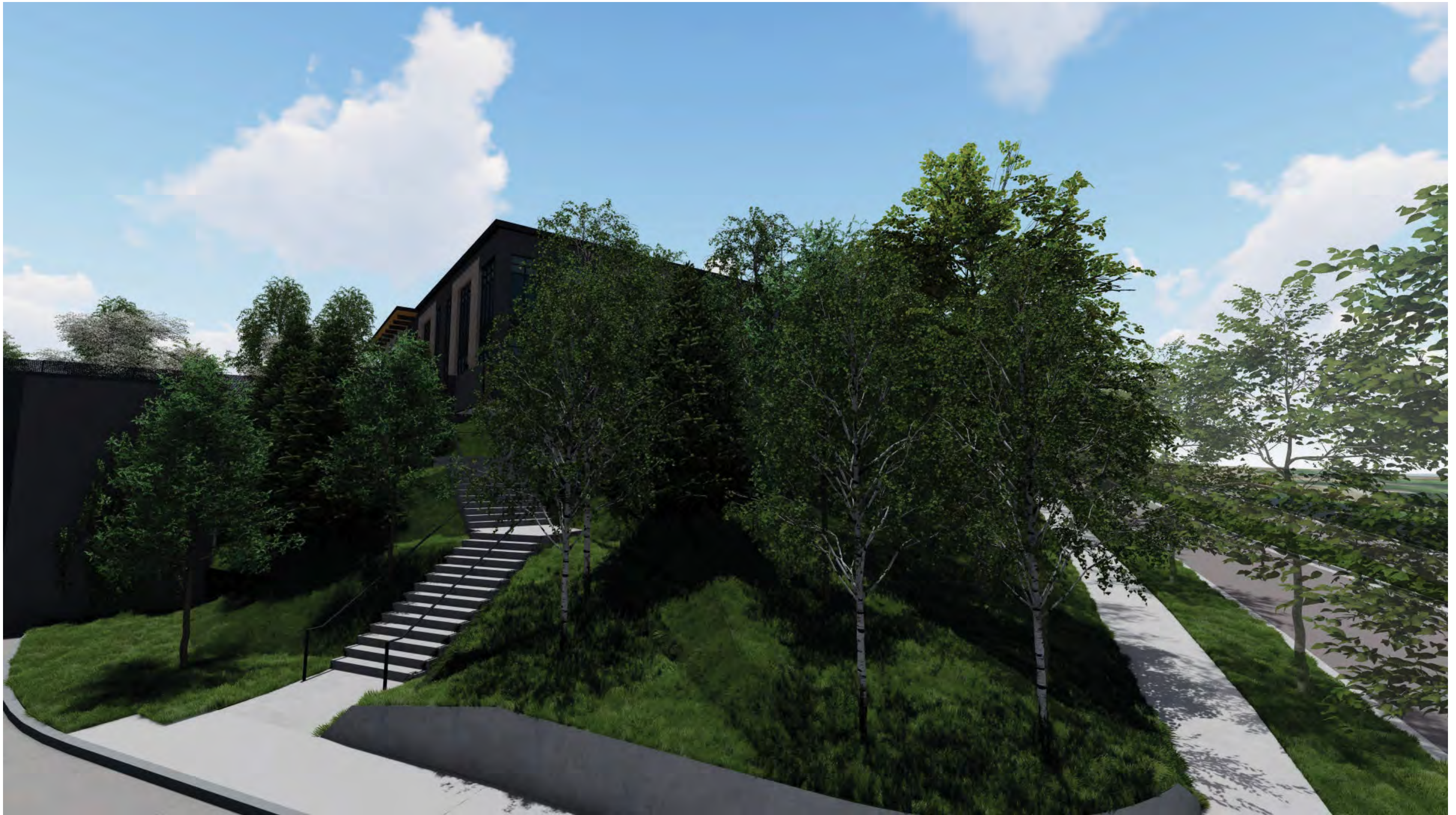
URBAN ECOSYSTEMS
LANDSCAPE ARCHITECTS



URBAN ECOSYSTEMS
LANDSCAPE ARCHITECTS



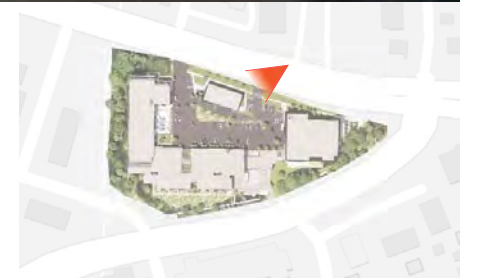
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LANDSCAPE ARCHITECTS

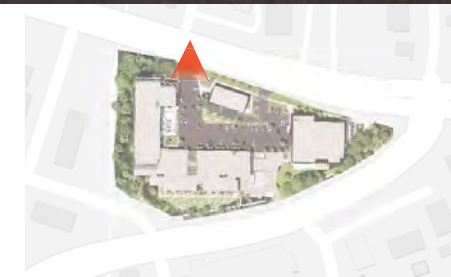


URBAN ECOSYSTEMS
LANDSCAPE ARCHITECTS

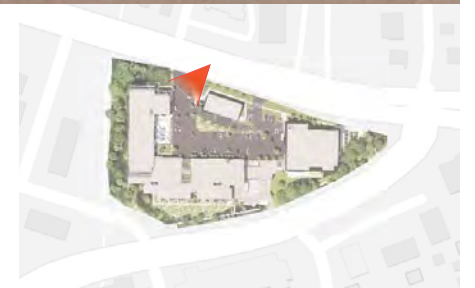




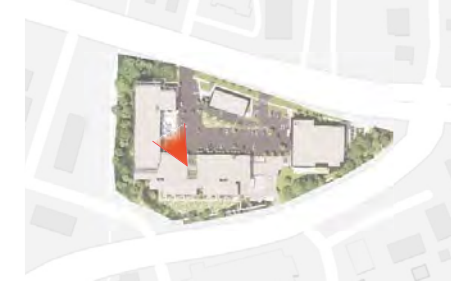






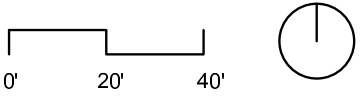








① ILLUSTRATIVE SITE PLAN - CENTRAL COURTYARD
1" = 20'-0"



TREE SCHEDULE AND CANOPY INFORMATION							
#	KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	NOTES	CANOPY AT 10 YRS
TREES							
68	AA	Amelanchier arborea	SERVICEBERRY	3" CAL.	B&B	CLUMP	96 SF
52	AB	Abies balsamea	BALSAM FIR	4" CAL.		12' HEIGHT	44 SF
12	AF	Acer x fremanii	AUTUMN BLAZE MAPLE	4" CAL.	B+B	MATCHED SPECIMEN	150 SF
79	BP	Betula populifolia 'Whitespire'	WHITESPIRE BIRCH	3" CAL.	B+B	MATCHED SPECIMEN	90 SF
66	GT	Gleditsia triacanthos	SKYLINE HONEYLOCUST	4" CAL.	B&B	MATCHED SPECIMEN	165 SF
2	LL	Larix laricina 'Tamarack'	EASTERN LARCH	4" CAL.	B&B	12' HEIGHT	50 SF
3	NP	Pinus resinosa	NORWAY PINE	4" CAL.	B+B	MATCHED SPECIMEN	42 SF
11	PS	Pinus strobus	EASTERN WHITE PINE	4" CAL.	B+B	MATCHED SPECIMEN	44 SF
45	PT	Populus tremuloides	QUAKING ASPEN	3" CAL.	B+B	MATCHED SPECIMEN	52 SF
23	QB	Quercus bicolor	SWAMP WHITE OAK	4" CAL.	B&B	MATCHED SPECIMEN	160 SF
50	QR	Quercus robur 'Crimschmidt'	CRIMSON SPIRE COLUMNAR OAK	3" CAL.	B+B	MATCHED SPECIMEN	40 SF
410	TOTAL REPLACEMENT DBH: 1,402"						
5	EX	HERITAGE TREE TO PROTECT				PROTECT	
9	EX2	SIGNIFICANT TREE TO PROTECT				PROTECT	
19	EX3	SIGNIFICANT TREE TO PROTECT 2				PROTECT	



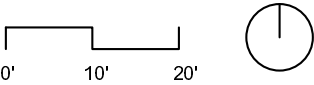
URBAN ECOSYSTEMS
LANDSCAPE ARCHITECTS



URBAN ECOSYSTEMS
LANDSCAPE ARCHITECTS



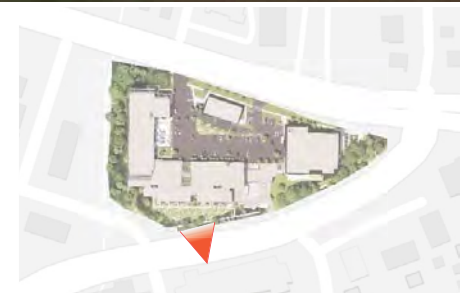




NOT ALL PLANTS LOCATED ON THIS SHEET

TREE SCHEDULE AND CANOPY INFORMATION						
#	KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	NOTES
CANOPY AT 10 YRS						
TREES						
72	AA	Amelanchier arborea	SERVICEBERRY	3" CAL.	B&B	CLUMP
52	AB	Abies balsamea	BALSAM FIR	4" CAL.		12' HEIGHT
13	AF	Acer x freemanii	AUTUMN BLAZE MAPLE	3" CAL.	B+B	MATCHED SPECIMEN
70	BP	Betula populifolia 'Whitespire'	WHITESPIRE BIRCH	3" CAL.	B+B	MATCHED SPECIMEN
71	GT	Gleditsia triacanthos	SKYLINE HONEYLOCUST	4" CAL.	B&B	MATCHED SPECIMEN
2	LL	Larix laricina 'Tamarack'	EASTERN LARCH	4" CAL.	B&B	12' HEIGHT
3	NP	Pinus resinosa	NORWAY PINE	4" CAL.	B+B	MATCHED SPECIMEN
11	PS	Pinus strobus	EASTERN WHITE PINE	4" CAL.	B+B	MATCHED SPECIMEN
46	PT	Populus tremuloides	QUAKING ASPEN	3" CAL.	B+B	MATCHED SPECIMEN
23	QB	Quercus bicolor	SWAMP WHITE OAK	3" CAL.	B&B	MATCHED SPECIMEN
51	QR	Quercus robur 'Crimson Spire'	CRIMSON SPIRE COLUMNAR OAK	3" CAL.	B+B	MATCHED SPECIMEN
414	TOTAL REPLACEMENT DBH: 1,384"					
4	EX		HERITAGE TREE TO PROTECT			PROTECT
9	EX2		SIGNIFICANT TREE TO PROTECT			PROTECT
20	EX3		SIGNIFICANT TREE TO PROTECT 2			PROTECT

KEY METRICS:
1. OVER 1400 SF OF USABLE OPEN SPACE COMPRISED OF LAWN OR ARTIFICIAL TURF.
2. OVER 5000 SF OF PERENNIAL AND GROUND COVER PLANTINGS.
3. 860 SF DECK AREA
4. 1500 SF FORB MEADOW







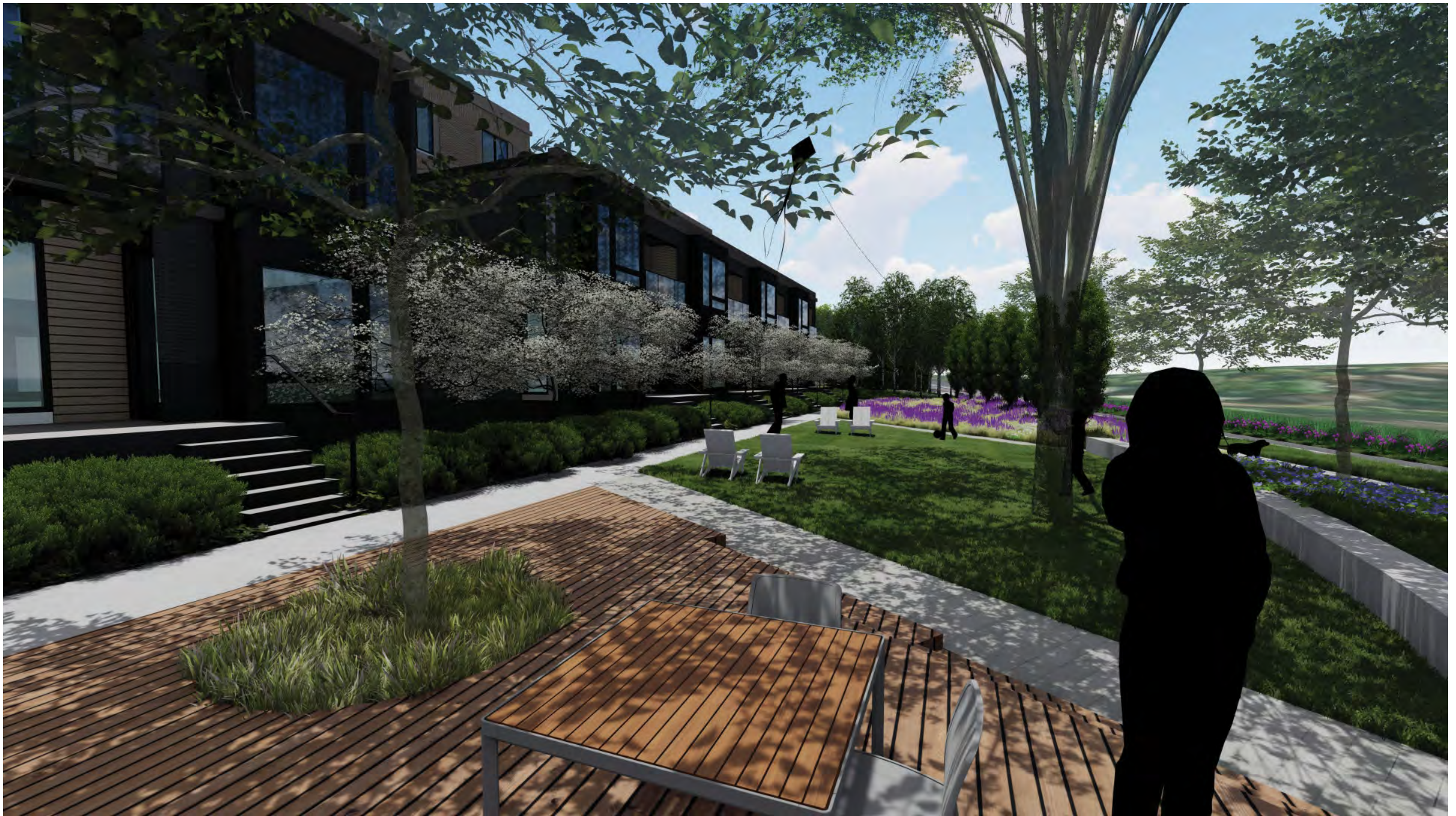




URBAN ECOSYSTEMS
LANDSCAPE ARCHITECTS



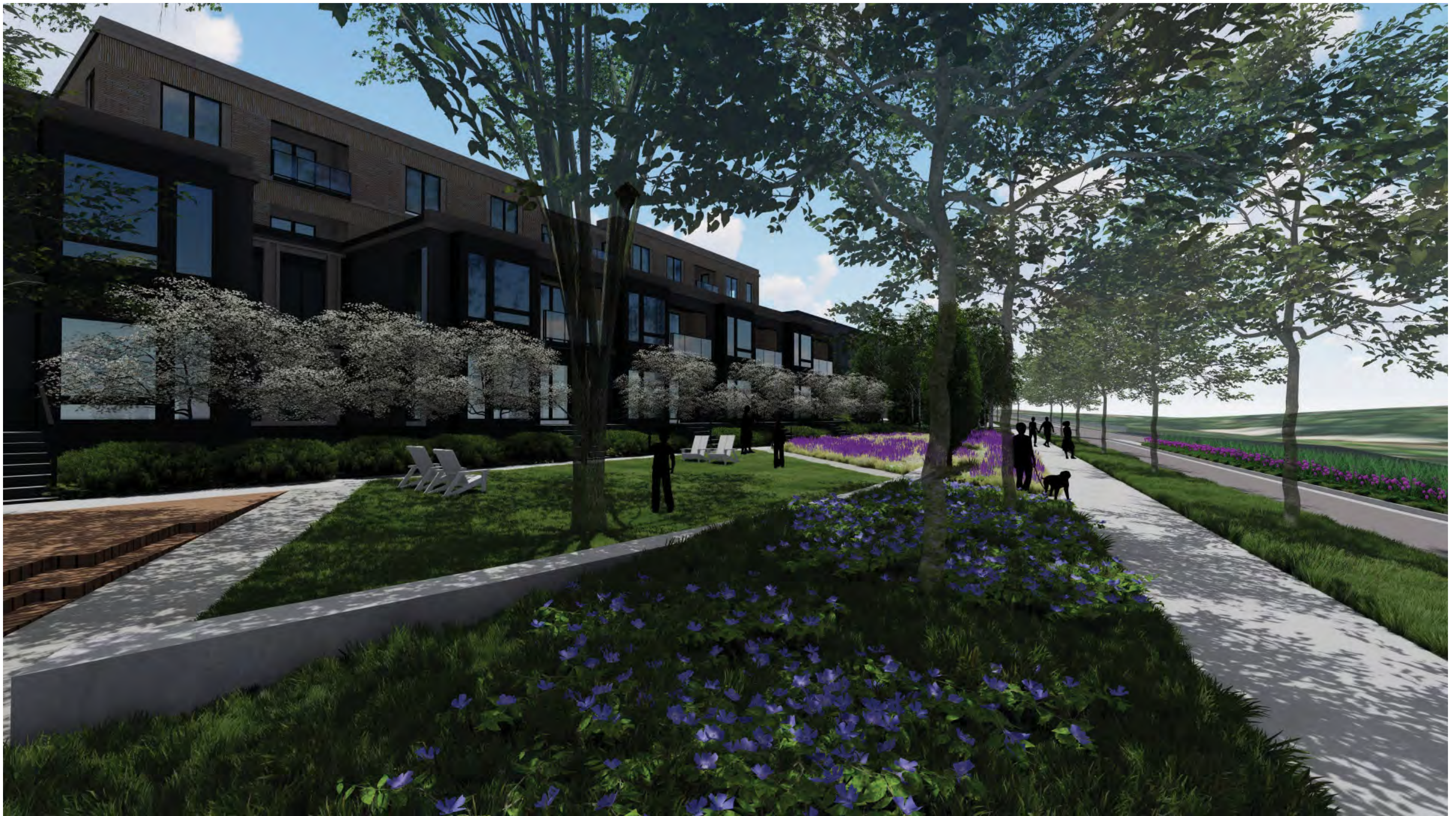
URBAN ECOSYSTEMS
LANDSCAPE ARCHITECTS



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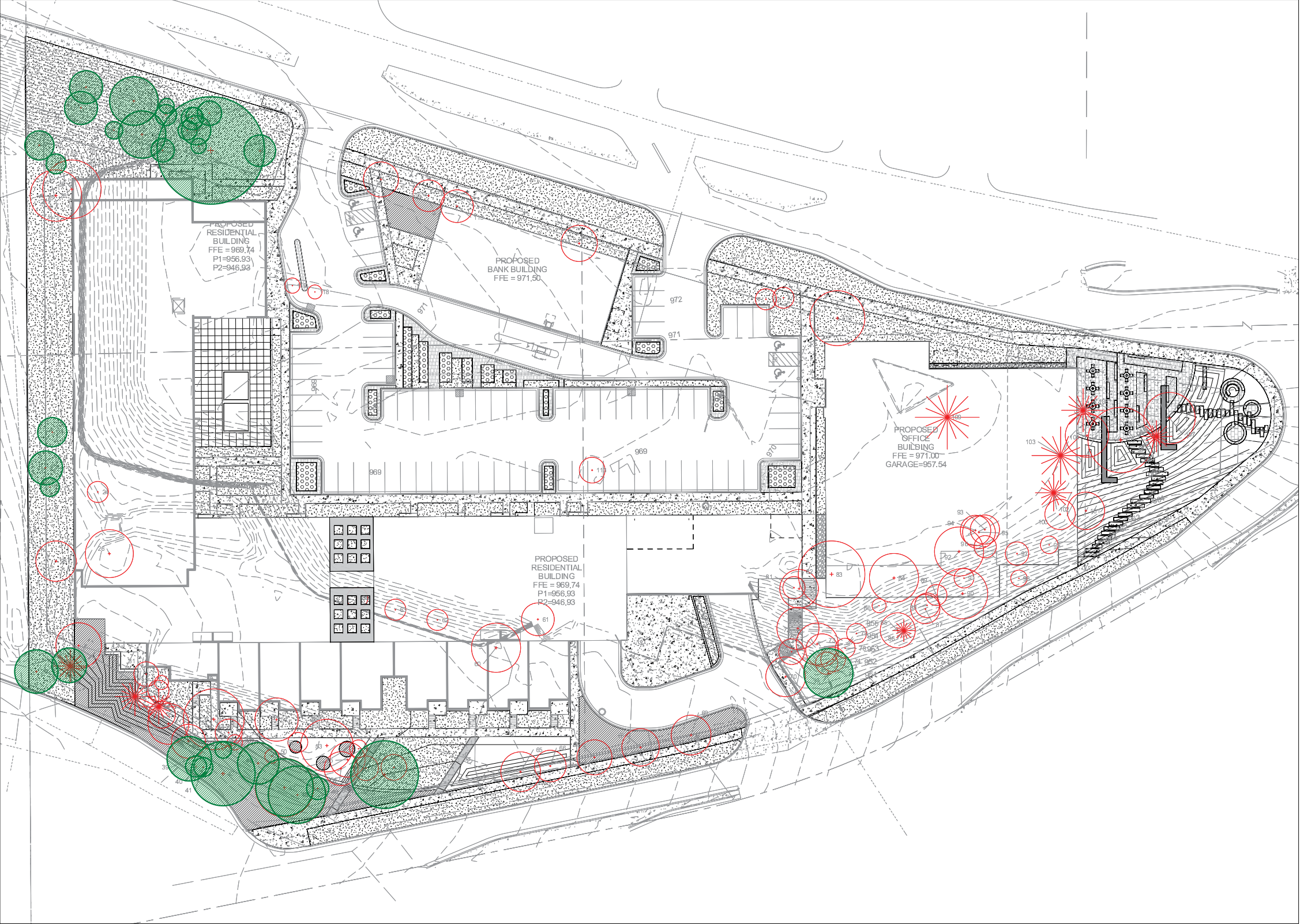


EXISTING

PROPOSED



VIEW FROM RICE ST.



① TREE SURVEY
1" = 30'-0"

Tree Table				
TREE #	SIZE	SPECIES	STEMS	CONDITION
1	13.3	Hackberry	1	Good
2	46.0	Cottonwood	1	Fair
3	8.5	Ash green	1	Good
4	12.5	Ash green	2	Good
5	10.3	Ash green	1	Good
6	7.8	Ash green	1	Fair
7	9.5	Ash green	1	Good
8	8.0	Ash green	2	Fair
9	10.0	Ash green	1	Good
10	9.0	Ash green	1	Good
11	6.5	Ash green	1	Good
12	20.0	Cottonwood	1	Good
13	21.0	Elm Siberian	1	Good
14	7.5	Ash green	1	Good
15	14.0	Elm American	1	Good
16	14.0	Elm American	1	Good
17	12.5	Ash green	1	Good
18	8.5	Ash green	1	Fair
19	25.0	Cottonwood	1	Good
20	22.0	Cottonwood	1	Fair
21	12.5	Ash green	1	Fair
22	14.5	Ash green	1	Fair
23	8.0	Ash green	1	Fair
24	9.0	Ash green	1	Good
25	36.0	Willow	1	Fair
26	20.5	Honeylocust	1	Good
27	18.5	Linden	1	Good
28	12.5	Douglasfir	1	Good
29	18.5	Cherry black	1	Good
30	15.0	Douglasfir	1	Fair
31	10.5	Ash green	1	Good
32	6.0	Maple sugar	1	Fair
33	9.0	Ash green	1	Fair
34	13.0	Douglasfir	1	Good
35	11.5	Ash green	2	Good
36	17.5	Maple sugar	1	Good
37	26.0	Ironwood	4	Good
38	14.5	Maple sugar	1	Fair
39	19.0	Oak bur	1	Good
40	9.0	Linden	1	Good
41	8.0	Linden	1	Good
42	27.5	Linden	3	Fair
43	7.0	Ironwood	2	Fair
44	11.5	Ironwood	2	Good
45	8.5	Ironwood	1	Fair
46	17.5	Linden	1	Fair
47	25.0	Oak bur	1	Good
48	24.5	Ash green	2	Good
49	9.5	Ash green	1	Good
50	6.0	Ash green	1	Good
51	18.5	Cottonwood	1	Good
52	8.5	Linden	1	Good
53	22.5	Maple sugar	1	Good
54	14.5	Ash green	1	Good
55	15.0	Oak white	1	Good
56	7.5	Maple sugar	1	Good
57	10.5	Linden	1	Fair
58	29.0	Linden	2	Fair
59	11.0	Ash green	1	Good
60	21.0	Honeylocust	1	Fair

Tree Table				
TREE #	SIZE	SPECIES	STEMS	CONDITION
61	14.0	Crabapple	1	Good
62	9.0	Hackberry	1	Good
63	9.0	Hackberry	1	Good
64	9.0	Hackberry	1	Good
65	17.0	Crabapple	1	Good
66	13.5	Crabapple	1	Good
67	15.0	Crabapple	1	Good
68	16.0	Crabapple	1	Good
69	17.0	Crabapple	1	Good
70	17.0	Linden	1	Good
71	11.0	Maple sugar	1	Good
72	18.0	Maple sugar	3	Fair
73	18.0	Linden	1	Good
74	14.0	Linden	1	Fair
75	21.0	Boxelder	1	Good
76	9.5	Ash green	1	Good
77	10.5	Ash green	1	Good
78	8.5	Ash green	1	Good
79	8.5	Ash green	1	Good
80	6.0	Ash green	1	Good
81	9.5	Ironwood	1	Good
82	16.5	Ironwood	2	Good
83	28.5	Oak bur	1	Good
84	21.0	Linden	1	Good
85	15.0	Elm American	1	Good
86	8.5	Redcedar	1	Good
87	12.5	Ash green	1	Good
88	10.5	Ash green	1	Good
89	9.0	Ash green	1	Good
90	21.5	Ash green	1	Good
91	8.5	Ash green	1	Good
92	21.0	Ash green	1	Good
93	12.5	Linden	1	Fair
94	15.0	Linden	1	Fair
95	14.0	Linden	1	Fair
96	9.5	Maple sugar	1	Good
97	10.0	Ash green	1	Fair
98	7.0	Walnut	1	Good
99	7.5	Ash green	1	Fair
100	13.0	Ash green	1	Good
101	16.0	Boxelder	1	2
102	14.0	Spruce blue	1	Fair
103	22.0	Pine Scots	1	Good
104	18.5	Walnut	1	Good
105	28.0	Boxelder	1	Fair
106	12.0	Pine red	1	Good
107	22.0	Birch paper	1	Good
108	16.5	Pine Austrian	1	Fair
109	24.5	Pine Scots	1	Good
110	23.5	Hackberry	1	Good
111	9.0	Ironwood	1	Good
112	9.0	Ironwood	1	Good
113	11.0	Crabapple	1	Good
114	15.5	Hackberry	1	Good
115	14.0	Hackberry	1	Good
116	13.5	Hackberry	1	Good
117	15.0	Hackberry	1	Good
118	6.0	Crabapple	1	Good
119	6.5	Crabapple	1	Good

GREEN CIRCLE TREES TO PROTECT AND PRESERVE
H = HERITAGE TREE
RED CIRCLE TREES TO REMOVE

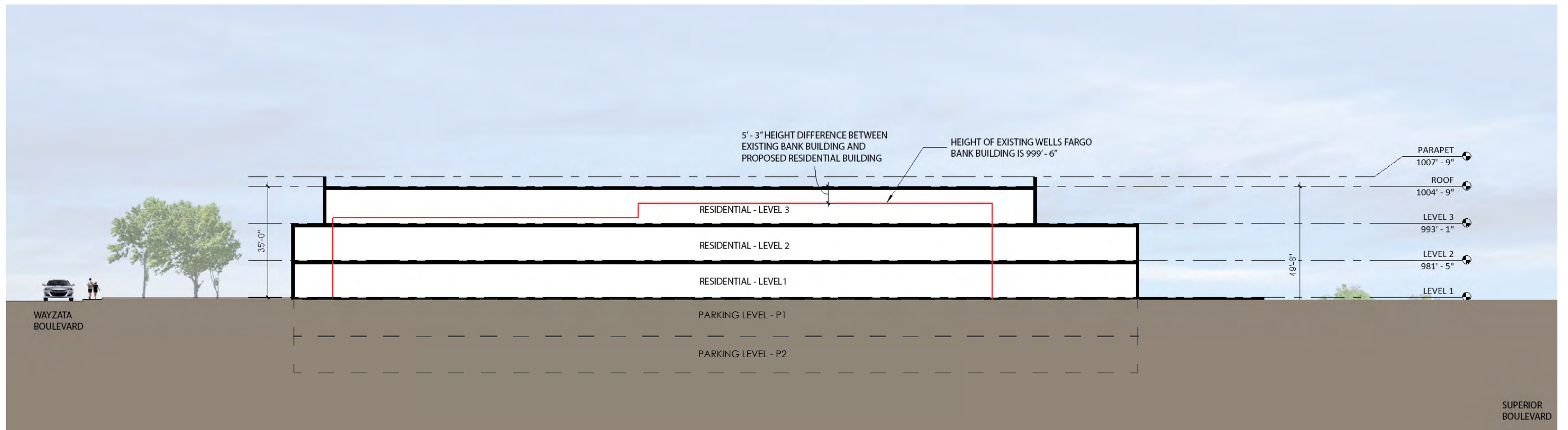
HERITAGE TREES:
EXISTING HERITAGE TREE DBH INCHES: 218 INCHES
PRESERVE: 125.5 INCHES

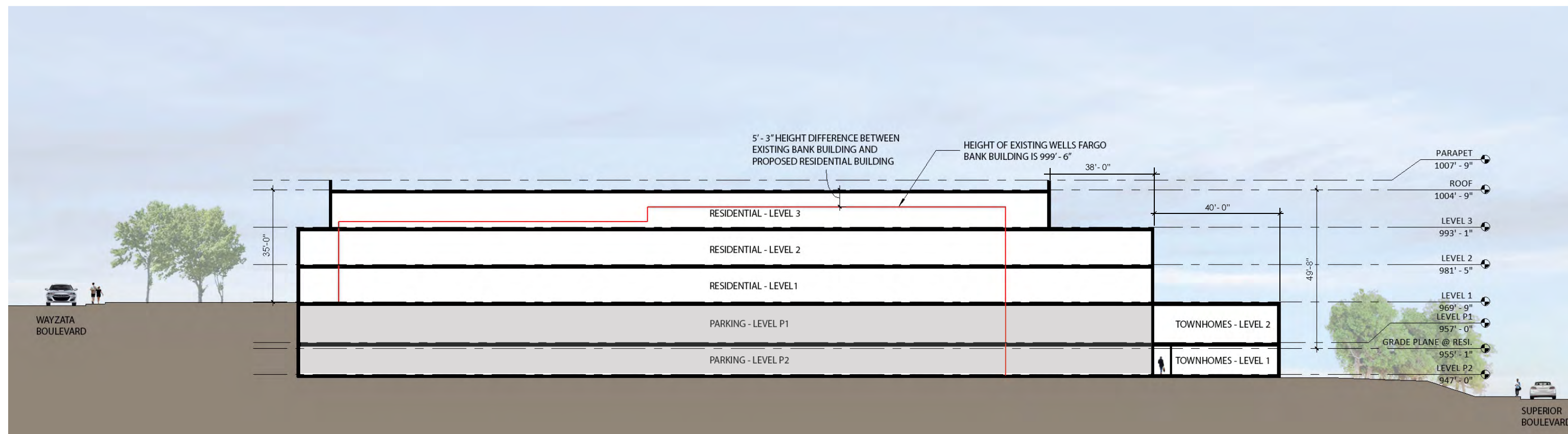
REPLACEMENT (2" FOR EVERY 1" REMOVED): 185"

SIGNIFICANT TREES:
EXISTING SIGNIFICANT TREE DBH INCHES: 1542 INCHES
PRESERVE: 345 INCHES

REPLACEMENT (1" FOR EVERY 1" REMOVED): 1,197"

SEE L1 FOR REPLACEMENT SPECIES AND SIZES
MIN. INCHES TO BE REPLACED: 1382"





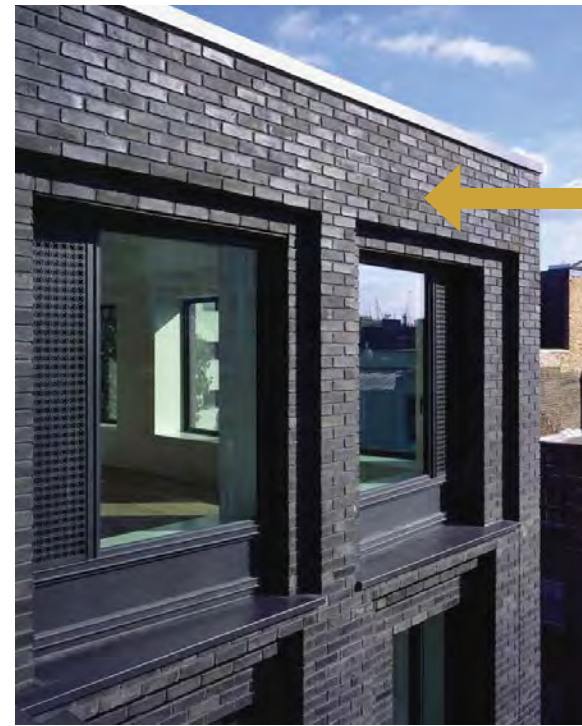
BUILDING SECTION



PROXIMITY TO NEIGHBOR



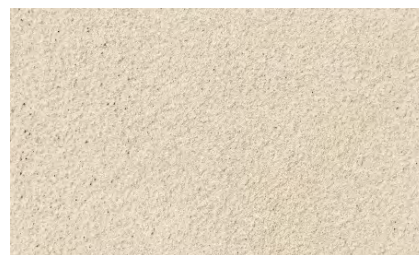
MASONRY **1A/3A** (MASONRY 1B SIMILAR)



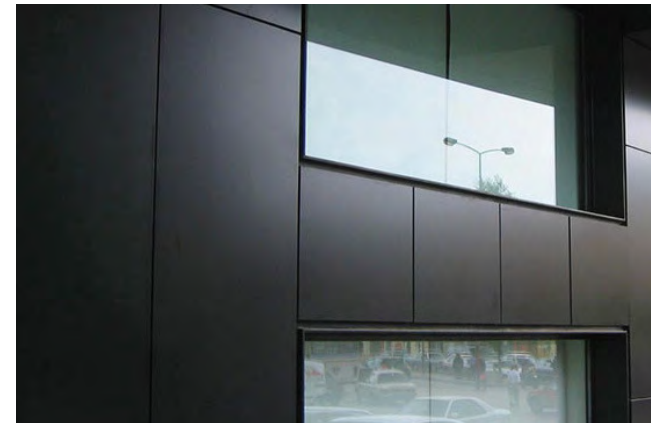
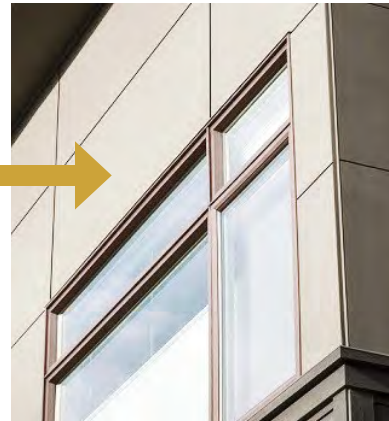
MASONRY **1C**



CAST STONE **2A**



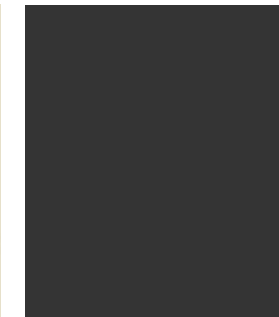
ARCHITECTURAL PANEL **6A**



ARCHITECTURAL PANEL **6C**



COLUMN COVER **16C**/
PERGOLA **16D**/
FLASHING **10A**



METAL RAILING **16A**/
FLASHING **10B**
(**16E, 16F** SIMILAR)



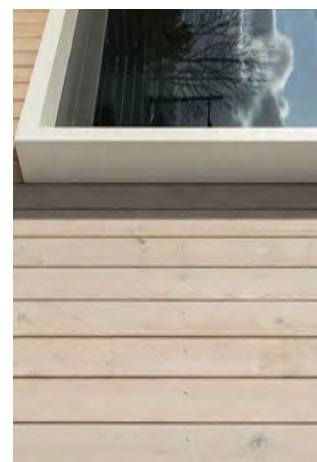
CAST STONE **2B**/
ARCHITECTURAL PRECAST **3B**



CAST STONE **2C**



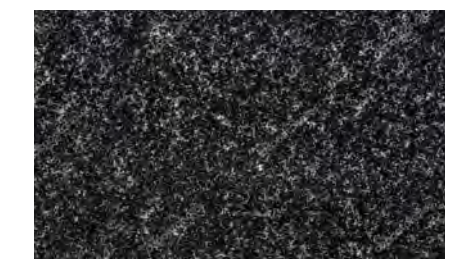
WINDOW FRAME **8A/8B**



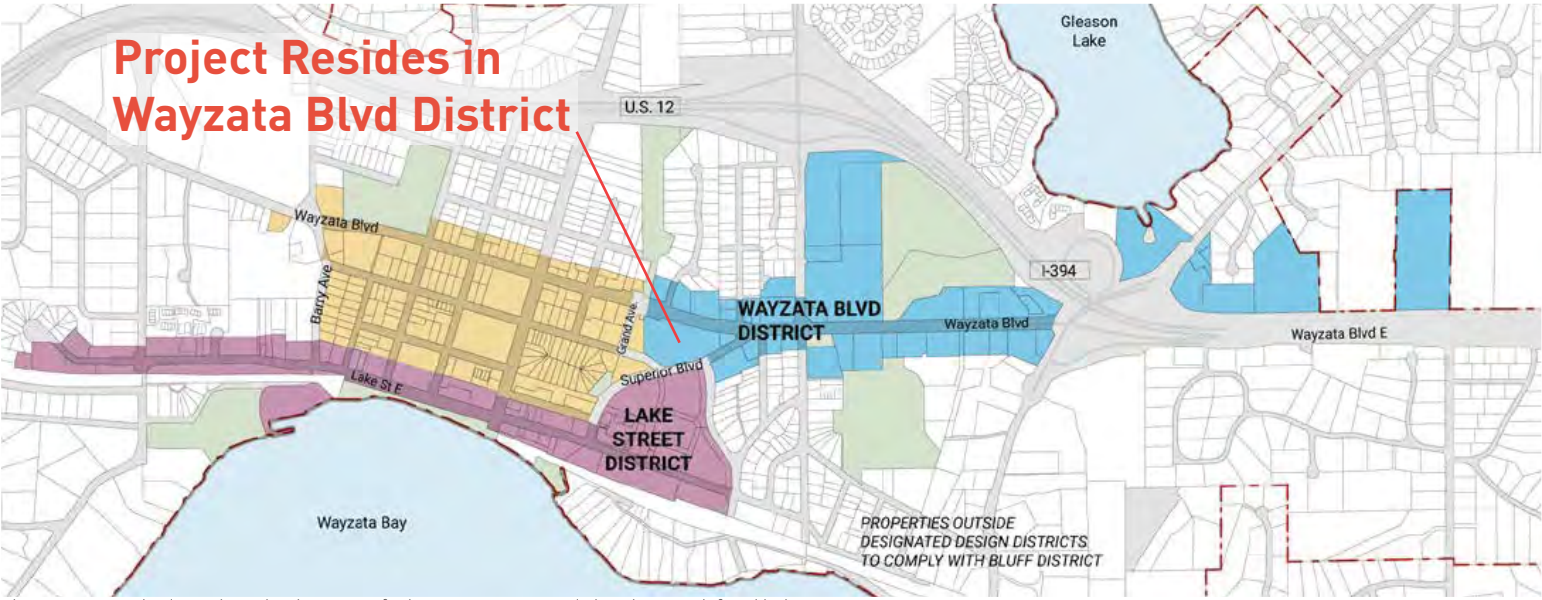
ACCENT WOOD SIDING **6D**



ARCHITECTURAL PANEL **6B**



STONE **2D**



The Design Standards apply to the three specified Design Districts and elsewhere as defined below.

Land Uses in the Design Districts

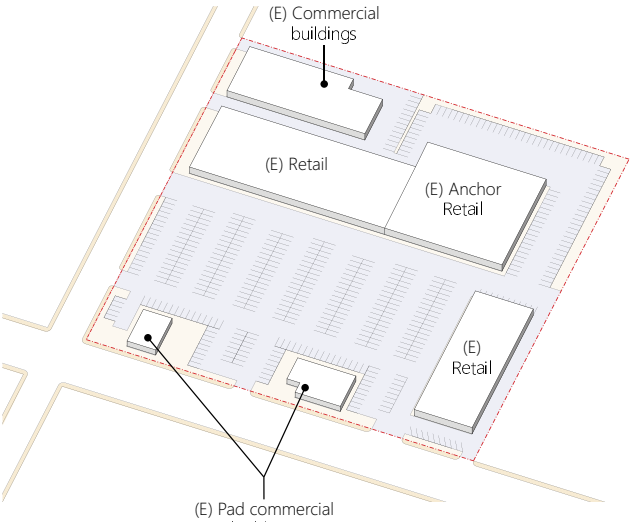
Land Uses in all Design Districts are controlled by the underlying zoning standards specified in the Wayzata Zoning Ordinance.

Standards Outside the Design Districts

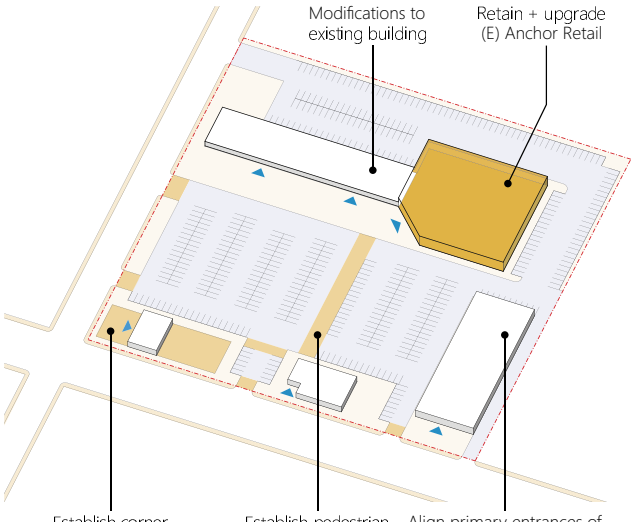
In areas outside of the three Design Districts, Standards shall apply based on the Land Use identified within the Wayzata Comprehensive Plan and summarized in the following table:

Project Location	Comprehensive Plan Land Use	Applicable Design Standards
Lake Street District	All Land Uses	Lake Street District
Bluff District	All Land Uses	Bluff District
Wayzata Boulevard District	All Land Uses	Wayzata Boulevard District
Commercial, Multi-family Residential, and Mixed Use Developments located outside the designated Design Districts	Estate Single Family	n/a
	One Acre Single Family	n/a
	Low Density Residential	Bluff District
	Central Core Residential	Bluff District
	Medium Density Residential	Bluff District
	High Density Residential	Bluff District
	Mixed-use Commercial/Residential	Wayzata Boulevard District
	Institutional/Public	Bluff District
	Semi-public/Private	Bluff District
	Vacant	Bluff District

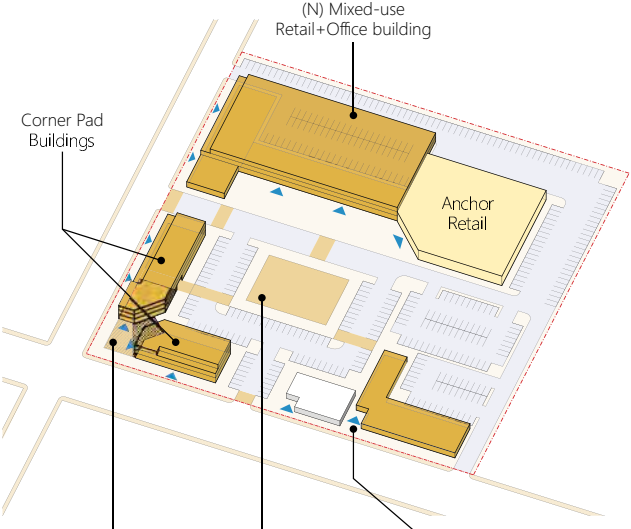
ADOPTED: JUNE 15, 2021



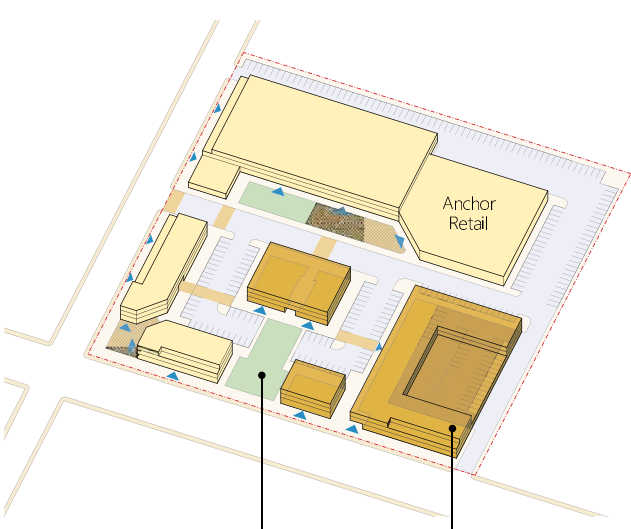
PHASE 0: EXAMPLE OF AN EXISTING COMMERCIAL CENTER SITE



PHASE 1: BUILDING RENOVATIONS + SITE MODIFICATIONS
Upgrading retained buildings and creating pedestrian connections within the site.



PHASE 2: DEFINING STREET FRONTAGE + GATHERING SPACES
Adding new buildings and improving internal connectivity.



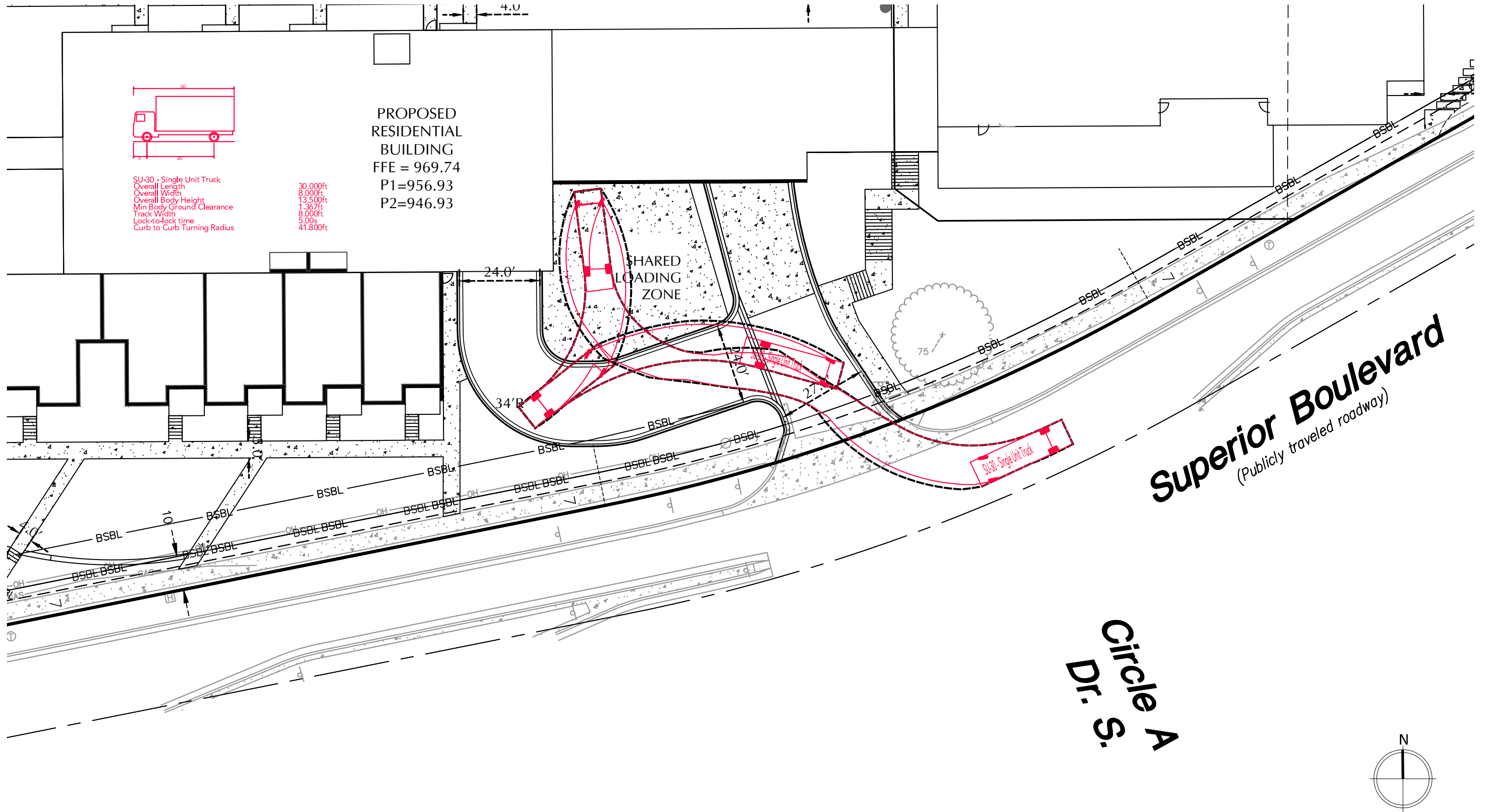
PHASE 3: FUTURE MASTER PLAN COMPONENTS + OPEN SPACE FEATURE
Adding more new buildings and creating connected open spaces.



Fig. 2.7 Guidance for phased development of a large site.

ADOPTED: JUNE 15, 2021

19.



RESIDENTIAL BUILDING METRICS:

MITHUN ENTERPRISES
900 Wayzata Blvd, Wayzata - Residential

Use		Total GSF	Parking GSF	Service	Common/ Circulation	Lobby and Amenity	Residential GSF	RSF	Units
Level 3	Residential	17,907			2,228		17,907	15,679	13
Level 2	Residential	36,152			5,171		36,152	30,981	31
Level 1	Residential/Amenity	36,235			5,235	4,337	36,235	26,663	26
Level P1	Parking/Res	51,050	36,543	5,746			14,507	8,761	
Level P2	Parking/Res	45,040	36,543		1,400		8,497	7,097	9

OFFICE & BANK BUILDING METRICS:

MITHUN ENTERPRISES
900 Wayzata Blve, Wayzata - Commercial Office

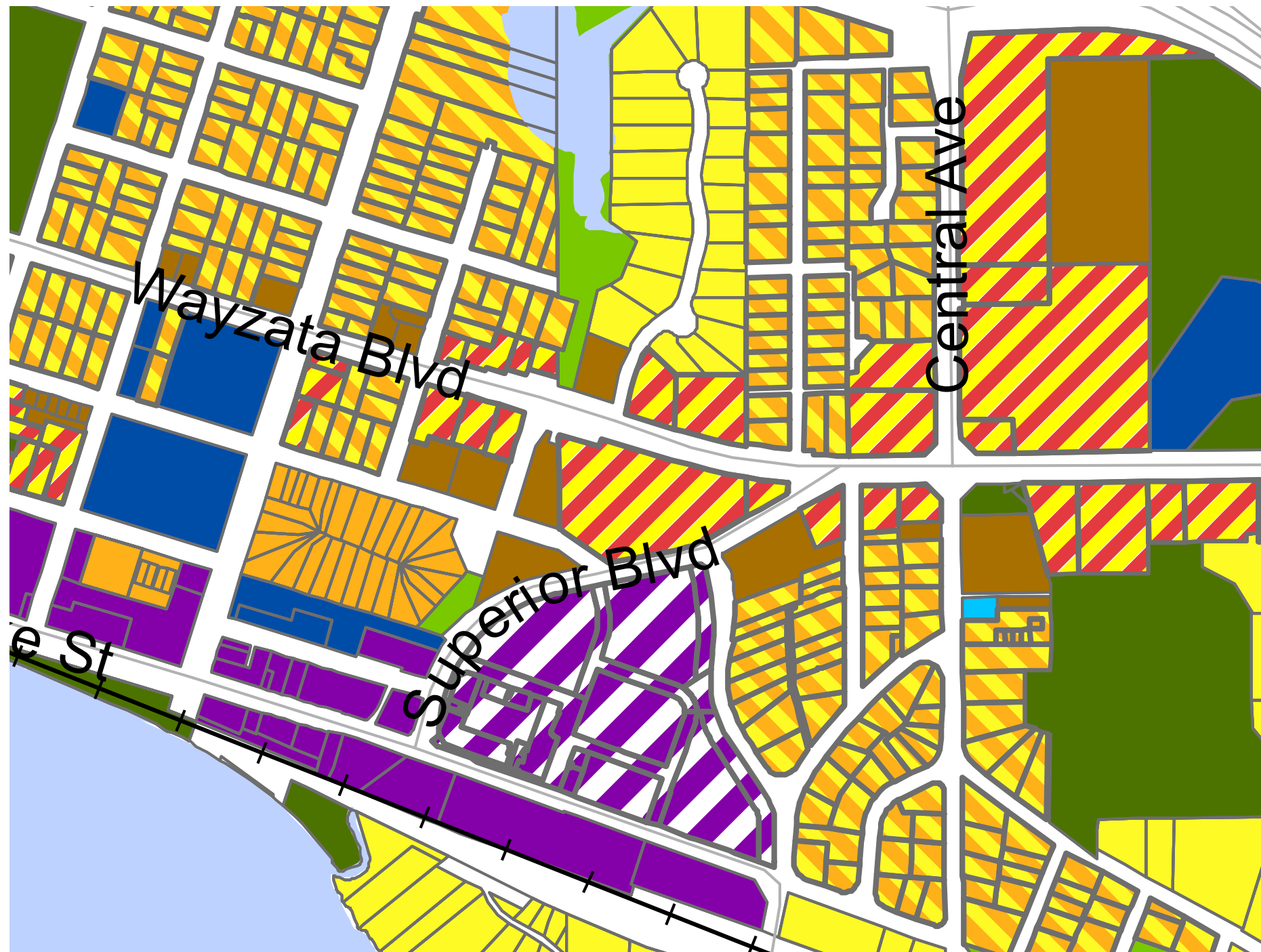
Use		Total GSF	Parking GSF	Service	Common/ Circulation	Lobby and Amenity	Residential GSF	RSF	Units	Parking
Level 2	Commercial	16,972			808					
Level 1	Commercial	16,972			2,128					
Level 0	Parking	19,083	19,083	538	735					44
Total		53,027	19,083	538	3,671	0	0	0		44

900 Wayzata Blve, Wayzata - Commercial Bank

Use		Total GSF	Parking GSF	Service	Common/ Circulation	Lobby and Amenity	Residential GSF	RSF	Units	Parking
Level 1	Commercial	5,500		79						

PARKING METRICS:

Use	Code Required	Provided		Structured Parking	Surface Parking
Residential	2 spaces per unit		P2	78	
	79 x 2		P1	82	
	158	160			
Residential Guest		8			8
Office	3/1,000 Net SF				
	30,000 NSF		P1	44	49
	90	93			
Bank	3/1,000				
	5,500 Net SF				
	16	20			20
Total	264	281		204	77

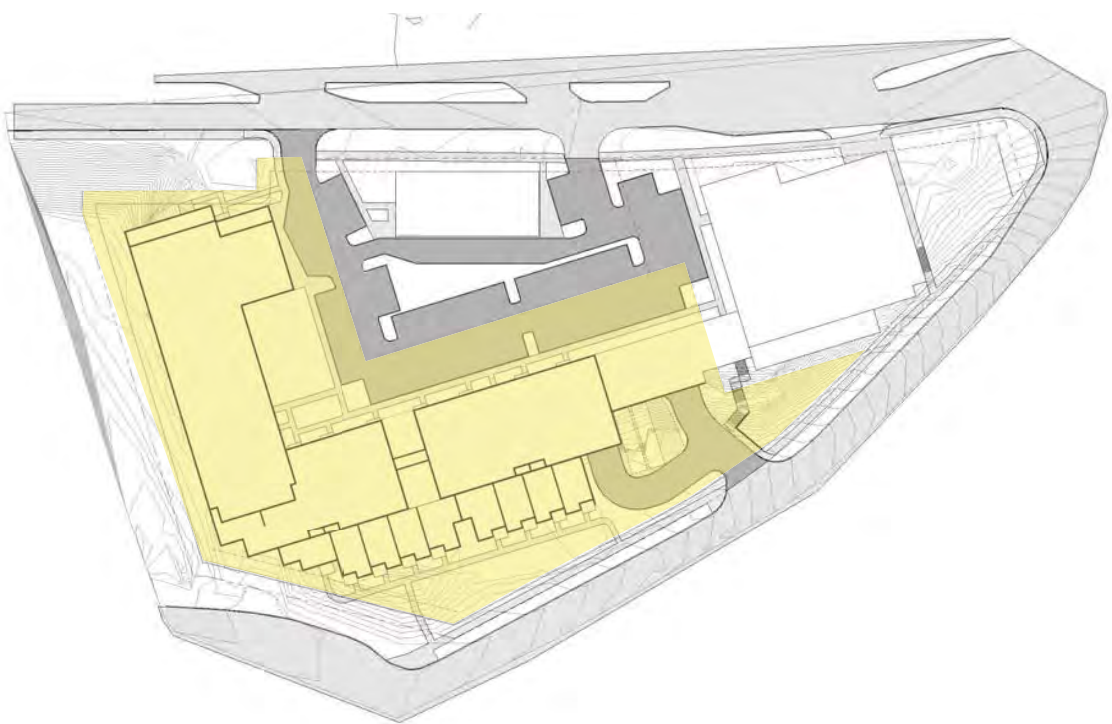


Comprehensive Plan 2040

Legend

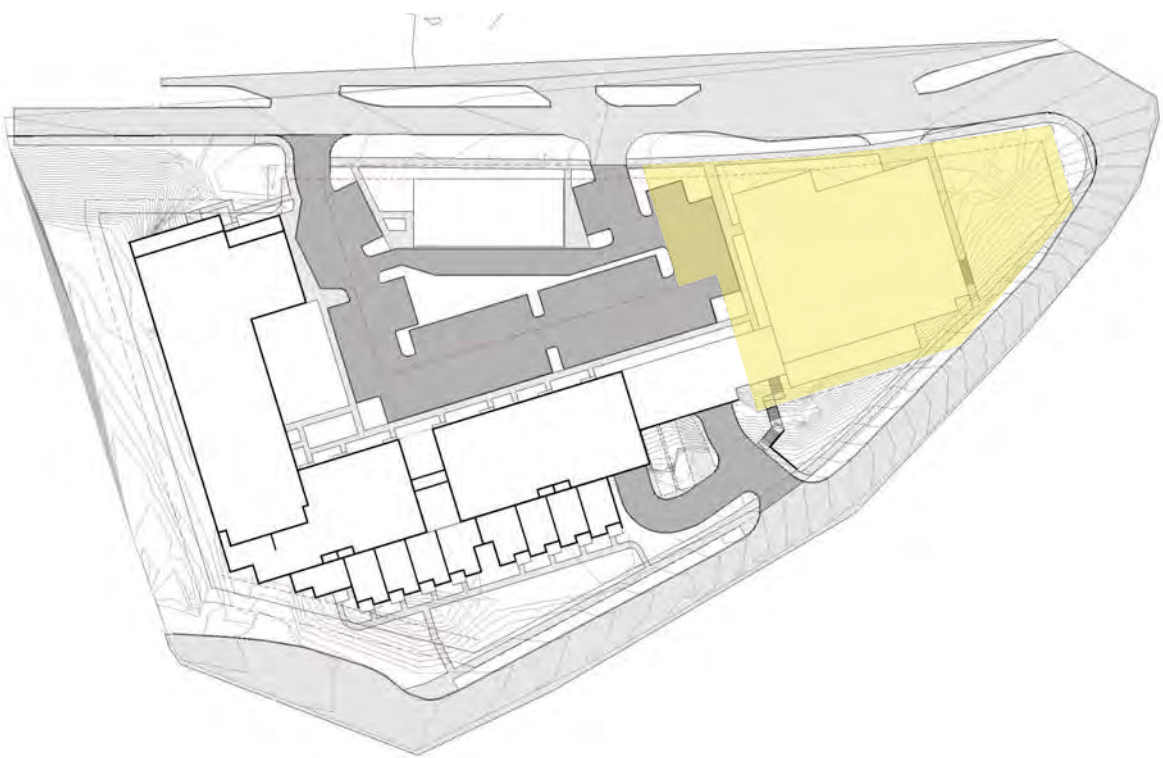
Future Land Use

-  Estate Single Family - 0.25 to 0.5 unit/acre
-  One Acre Single Family - 0.5 to 1 unit per acre
-  Low Density Residential - 1 to 3 units/acre
-  Central Core Residential - 3 to 6 units per acre
-  Medium Density Residential - 6 to 12 units/acre
-  High Density Residential - 12 to 40 units/acre
-  Mixed-Use - Commercial/Residential - 10 to 30 units/acre
-  Central Business District - 20 to 30 units/acre
-  Downtown Mixed Use District - 20 to 30 units/acre
-  Institutional/Public
-  Semi-Public/Private
-  Parks
-  Public Open Space
-  Lakes

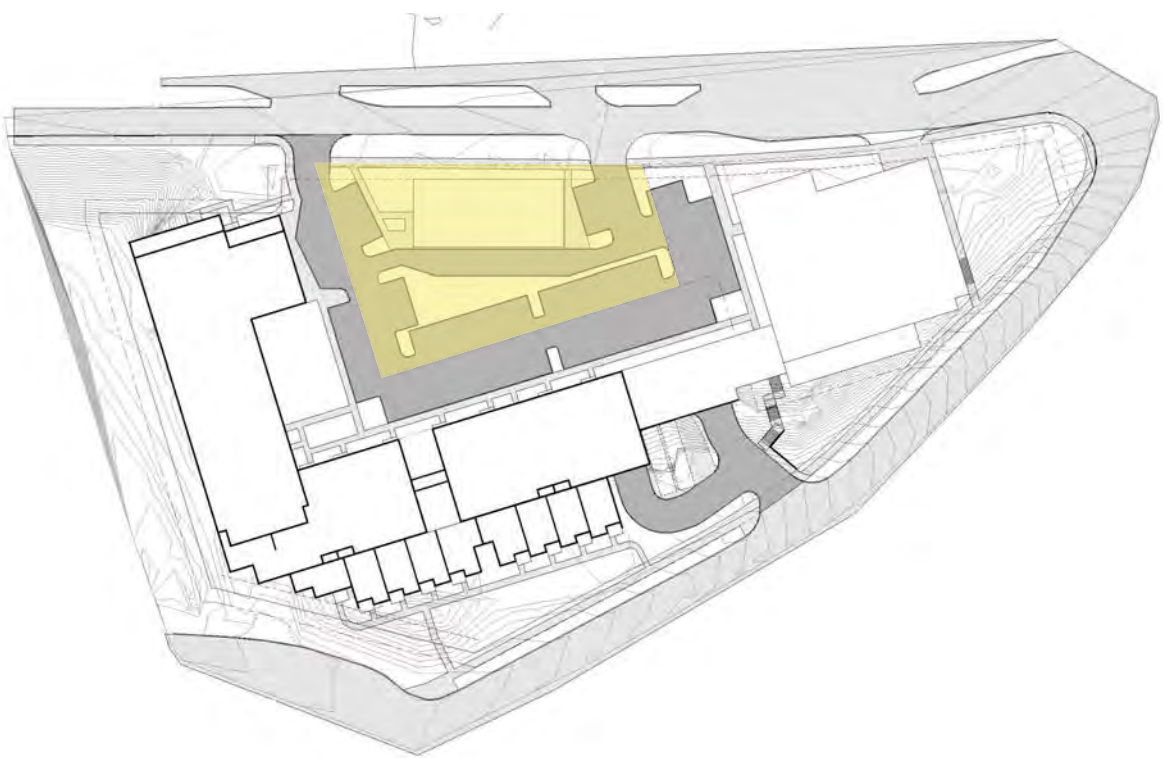


	Residential Building - R5		
Zoning Category/Application	R5 Requirement	Project	Variance/No Variance/CUP
General Plan Review			
Height	3 stories and 35' maximum	3 stories and 51'-8"	Variance Required
FAR	1.0 maximum	0.95 FAR	No Variance
Lot Coverage	40% maximum	38%	No Variance
Impervious Surface	50% maximum	69%	Variance Required
Usable Open Space per DU	500 SF/DU	510 SF/DU	No Variance
Min. Lot Area per DU	See Calculation	1,469 SF/DU	No Variance
Loading Zone	(2) 12 x 50 spaces	(2) 12 x 50 spaces provided	No Variance
Swimming Pool		yes	Conditional Use Permit
Parking per DU	2 spaces	2 spaces	No Variance
Sidyard Setback		0' - 0"	Variance Required

ZONING SUMMARY: OFFICE PARCEL



	Office Building - C1		
Zoning Category/Application	C1 Requirement	Project	Variance/No Variance/CUP
General Plan Review			
Height	3 stories and 35' maximum	2 stories and 35'	No Variance
FAR	2.0 maximum	Meets Requirements	No Variance
Lot Coverage	50% maximum	Meets Requirements	No Variance
Impervious Coverage	not regulated		Not Applicable
Setbacks	10' on all sides	Meets Requirements	No Variance
Loading Zone	12 x 50 space	Located on Residential Parcel	No Variance
Parking	3 stalls/1,000 SF	Meets Requirements	
Sideyard Setback		0' - 0"	Variance Required



	Bank Building - C3		
Zoning Category/Application	C3 Requirement	Project	Variance/No Variance/CUP
Concept Review			
Height	2 stories and 30' maximum	1 story and 21'	No Variance
FAR	1.0 maximum	Meets Code	No Variance
Lot Coverage	50% maximum	Meets Requirements	No Variance
Impervious Coverage	Not Regulated		Not Applicable
Set Backs	10' front, side and rear yards	Meets Requirements	No Variance
Drive Through			Conditional Use Permit
Loading Zone	1 space if over 30,000 sf	5,500 SF	Not Applicable
Parking	1 stall/350 SF	20 Spaces Provided	No Variance
East Elevation of Building	25% Glazing Required	0% Glazing Provided	Deviation Required



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May 20, 2022

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

Re: Application for redevelopment of the Wells Fargo Bank building- Gateway to Wayzata Project

Dear Ms. Goellner:

We represent Mithun Enterprises (“Mithun”) in conjunction with Wells Fargo Bank (the “Bank”) to redevelop the Bank’s current property at 900 Wayzata Boulevard (the “Property”). The proposed Mithun redevelopment will provide a new Bank building with reduced drive-through, 30,000 square feet of office space and 79 new market rental units including townhomes. The proposal includes significant investments in pedestrian access and improvements along Wayzata and Superior Boulevards, public plaza, and enhanced greenspace alongside these new commercial and residential uses. Mithun has worked with staff to bring forward strategic redevelopment of this important gateway parcel keeping the City of Wayzata’s (the “City”) planning and design goals at the forefront of this work. Please accept this letter, together with the attached materials, as an application by Mithun for redevelopment of the Property.

I. Project Summary

The key design objective of the Mithun redevelopment project is transformation of the 4.24 acre gateway site into a mixed-use community (the “Project”). The City has grown from a resort town in the nineteenth century to a vibrant suburban community, benefiting from its premier access to Lake Minnetonka, as well as its proximity to the Minneapolis-St. Paul metropolitan area. The high standard of living and quality of life enjoyed by many of the community’s residents is both a source of pride as well as an asset that attracts many new residents to the community. The Project will dramatically improve the Property and enhance the area by replacing an office building, a drive-through bank and underutilized parking lot with a small mixed-use campus comprised of a three-story residential building, a two-story office building and a single-story bank building with drive-through.

The residential building will provide 70 dwelling units and nine townhomes. The proposed residential project includes a swimming pool and code compliant parking with all stalls located in an enclosed parking garage. In addition, 30,000 square feet of office space is proposed in a new office building and the Wells Fargo banking functions will be consolidated into a new 5,500

square foot structure. The proposal keeps height impacts to three visible stories while following the guidance from the Comprehensive Plan and Wayzata Design Guidelines. The Project also removes one of the existing curb cuts on Wayzata Boulevard and one of the existing curb cuts on Rice Street. The proposed mix of land uses, utilization of existing curb cuts, enclosed residential parking, active and passive green space and significant public realm improvements deftly balance the City's desire for public benefit with meaningful private investment.

II. Key Design Features

Comprehensive Plan - The Property is approximately 4.24 acres and is guided Mixed Use-Commercial Residential pursuant to the City's 2040 Comprehensive Plan (2040 Plan). The Mixed Use-Commercial Residential calls for approximately fifty percent commercial and office uses and fifty percent residential use and is designed to encourage the inclusion of residential uses in historically commercial spaces. The proposed Project meets these standards.

The Project vision is based upon timeless urban design principles and key goals of the Wayzata Comprehensive Plan. Guiding principles include:

- Fostering charm in a community known for its small-town character by focusing on the quality of the design of the buildings and the landscape. The Wayzata Design Guidelines are key to maintaining a small-town feel.
- Enhancing a walkable and pedestrian-friendly environment. The Project will integrate seamlessly into Wayzata Boulevard and Superior Boulevard to support this goal. Enhancing a connection to nature through the creation of rich green spaces at each end of the development.

Public realm and Streetscape - As per the Wayzata Design Guideline Standards, the proposed buildings are located on and oriented to public rights of way, and the parking is in the center of the Property. All the required residential parking spaces are enclosed within the buildings. The code-required residential parking spaces are met at a two-stalls-per-dwelling-unit ratio. Parking for the office and bank buildings is provided both below the office building and at grade within the surface lot. This parking lot is screened from Wayzata Boulevard by the bank building and generous landscaping. The parking requirement of 3 stalls per 1,000 sq ft is met for the office space and bank building.

Building Design - All three buildings will incorporate high high-quality exterior materials, including cast stone, brick, stucco, metal accents and large windows. The Project was designed to ensure building details and setbacks maintain an appropriate scale relative to the surrounding properties. First floor dwelling units are connected to the ground plane with porches and stoops encouraging integration of the built environment into a pedestrian friendly corridor intended to seamlessly integrate the Property with the City's public realm investments on Lake Street and Superior Boulevard.

The Mithun team has benefited from the opportunity to collaborate with City staff in bringing this Project forward. Because much of the redevelopment work for the Property can be achieved

without significant flexibility required from the Zoning Ordinance, the Application is focused on meeting City Code standards, seeking targeted rezoning and variances when required rather than utilizing a Planned Unit Development overlay. The Property is currently zoned C-1 Office and Limited Commercial. Redevelopment of the Property will break the parcel into three unique districts: the 79 unit residential building (the “Residential Parcel”), the 30,000 square foot commercial office space (the “Office Parcel”), and lastly the redesigned Wells Fargo Bank building with drive-through teller access (“Bank Parcel”).

III. Residential Parcel

The proposed Residential Parcel is 2.699 acres. The proposed multi-family residential building will provide 79 units, with 29.3 units per acre consistent with the 2040 Plan guidance of between 10 and 30 units per acre in the Mixed Use- Commercial Residential land use. To accommodate the proposed development, Mithun is seeking to rezone the Residential Parcel from C-1 to R5 and requesting variances for: 1) front yard setback along Wayzata Boulevard, 2) side yard setback to accommodate shared access with the Commercial Parcel, 3) building height and 4) impervious surface. An outdoor swimming pool is proposed as part of the building’s amenity package, requiring a conditional use permit (CUP). The City Code provides standards and criteria of approval for rezonings, variances, and conditional uses. The proposed residential development meets the required findings and is in harmony with the general purpose and intent of the City Code and the Comprehensive Plan as described below.

A. The application meets the required findings and criteria of approval for rezoning the Residential Parcel to R-5.

1. The proposed action in relation to the specific policies and provisions of the official City Comprehensive Plan. The 2040 Plan guides the Property Mixed Use-Commercial Residential. The proposed residential parcel is 2.699 acres. The proposed multi-family residential building will provide 79 units, with 29.3 units per acre consistent with the 2040 Plan guidance of between 10 and 30 units per acre in the Mixed Use-Commercial Residential land use.
2. The proposed use's conformity with present and future land uses of the area. Unique to this proposal, the overall site plan retains commercial uses-office and banking-while also providing for multifamily residential. By rezoning the Residential Parcel to R-5, the Property will evolve in conformity with the 2040 Plan. The Mixed Use-Commercial Residential land use specifically encourages the inclusion of residential uses in these historically commercial spaces. Rezoning the Residential Parcel to the R-5 Zoning District is in conformity with the 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.) The proposed multi-family residential use is in conformance with all performance standards such as parking, loading requirements, or other use-based impacts to the surrounding neighborhood described by the City Code. The proposed residential building incorporates high-quality exterior materials, including cast stone, brick, metal accents and large windows. The purpose of the R-5 District is to

provide general multiple residence district uses of average density in those areas where such development may act as a transition between land uses. Rezoning the Residential Parcel to R-5 is consistent with both the 2040 Plan and the purpose and intent of the District, providing a transition from the residential uses on the western border of the Property to the commercial uses proposed for the eastern and northern portions of the Property.

4. The proposed use's effect on the area in which it is proposed. The proposed residential building will be located adjacent to existing multifamily residential to the west with other multifamily residential uses to the south and southeast including the Widsten Townhomes and Folkestone across Superior Boulevard. Parking access for the residential building will be along Superior Boulevard where existing street improvements serve the Property with limited impact on the surrounding neighborhood.
5. The proposed use's impact upon property value in the area in which it is proposed. Overall the proposed redevelopment of the Property will allow for underutilized parking lots to be redeveloped into productive housing and commercial uses. The proposed use will benefit the surrounding properties and property values as a whole.
6. Traffic generation by the proposed use in relation to capabilities of streets serving the property. The Property is served by Wayzata Boulevard, Superior Boulevard and Rice Street East. The main access point for the residential parcel proposed along Superior Boulevard is designed to accommodate the contemplated traffic impacts for the residential parcel. By utilizing the existing curb cut along Superior Boulevard, the overall Project benefits from the street improvements made by the City along Superior Boulevard. The traffic study reflects that the current am and pm peak numbers will see a slight reduction with the proposed development. Pedestrian improvements proposed for the entire Property will increase the walkability of the Residential Parcel, allowing residents better access to the significant public improvements made by the City along Superior Boulevard and Lake Street.
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 Mithun team has worked diligently with planning and engineering staff to limit negative impacts to existing public services and facilities. The proposed residential use can be accommodated by the existing utilities available on the Property while providing improved stormwater treatment for new runoff. The proposed residential site provides a variety of rental housing options designed to accommodate both existing residents who may be downsizing to families seeking a new home in Wayzata to take advantage of its top-notch school district and public amenities.

B. The application meets the required findings and criteria of approval for the necessary variances to accommodate the Residential parcel.

1. The proposed project is in harmony with the general purposes and intent of the Ordinance and is consistent with the Comprehensive Plan. Wayzata's Comprehensive Plan guides

the Property as Mixed Use-Commercial Residential with a density of 10 to 30 units/acre. The proposed Project is consistent with the Comprehensive Plan and in general harmony with the R-5 District.

2. *The property owner's proposal for the property is reasonable but not permitted by this Ordinance.*

- a. **Building Height** - R-5 zoning allows up to three stories and 35 feet in height. In order to accommodate parking pursuant to City Code standards, the required number of units per acres and taking into account the steep slope of the Property, the proposal for the residential building height is reasonable but not expressly permitted by the Zoning Ordinance. Historically, height regulations have five principal purposes: protection from fire hazards, protection against aviation accidents, protection of view, protection of character and protection of light and air. The final three purposes apply and require consideration here. While the overall structure will exceed the 35' maximum height by approximately 16 feet, the nature of the Property itself requires deviation from the Code standard. Because the proposed residential building will be constructed into the steep slope that runs along Superior Boulevard, from Wayzata Boulevard, the building will have the visual impact of a 3-story building. It will not impact views or cast cavern-creating shadows along the Superior or Wayzata frontages.
- b. **Side Yard Setback** - Staff recommended the development team engage with the City's existing Zoning Districts rather than apply for PUD flexibility. Much of the proposed redevelopment is in conformance with existing Zoning Districts; however the Zoning Ordinance does not provide for zero lot line setbacks even when there are shared amenities within a common redevelopment site. For this reason, Mithun is seeking reduction of the eastern side yard setback for both the residential and commercial buildings in order to facilitate use of the existing curb cut along Superior Boulevard. Residents and office tenants will access the Property through a shared drive aisle with covered access and then proceed to their respective underground parking facilities. The proposed shared use is reasonable but not expressly permitted by the Zoning Ordinance.
- c. **Front Yard Setback** - The R5 District requires a 20 foot setback. A cursory review of the Property reveals how the property line along Wayzata Boulevard reduces the overall size of the Residential Parcel in this area. If the property line to the east was extended along Wayzata Boulevard, the building would be set back over 35 feet from the property line. For this reason Mithun is seeking a limited 10 foot variance from the 20 foot standard not otherwise permitted by the Zoning Ordinance.
- d. **Impervious Surface** - The R-5 District allows 50 percent impervious surface coverage. The Residential Parcel as currently designed requires 69 percent



impervious surface coverage. The increased impervious surface coverage will not harm the surrounding properties or impact the stormwater management on site. While the Property is not within the shoreland overlay, the City Council has frequently granted flexibility with regard to impervious coverage at other similar sites. The proposal for the Property is reasonable but not expressly permitted by the Ordinance.

3. *The plight of the landowner is due to circumstances unique to the property, and not created by the landowner.*
 - a. **Building Height** - There is a 35-foot grade change on the site between Wayzata Boulevard and Superior Boulevard. This site topography creates practical difficulties in maintaining a 35' building height when measured from average grade plane. The plight of the landowner is due to circumstances unique to the Property not created by the landowner.
 - b. **Front Yard Setback** - The west side of the north property line varies over 25 feet from the lot line on the east side of the Residential Parcel, requiring a practical setback of 45 feet rather than 20 feet as intended by the Zoning Ordinance. The plight of the landowner is due to circumstances unique to the Property and not created by the landowner.
 - c. **Side Yard Setback** - Similarly to the required deviation for building height, in order to accommodate parking in the center of the Property as required by the Zoning Ordinance, and based on the existing slope of the site and available access points, the Project requires use of a shared parking entrance for the Residential and Office Parcels. These variables are due to circumstances unique to the Property and not created by the landowner.
 - d. **Impervious Surface** - The grade of the Property impacts how and where parking and amenity structures can be located. These are circumstances unique to the Property not created by the landowner.
4. *The variance, if granted, will not alter the essential character of the locality.*
 - a. **Building Height** - The residential building as viewed from Wayzata Boulevard will be three stories tall, but the technical measurement from grade plane results in a height of 51'-8". This building will not alter the essential character along this stretch of Wayzata Boulevard, nor will the building alter the essential character of the neighborhood as viewed from Rice Street or Superior Boulevard.
 - b. **Front Yard Setback** - The building will be 51 feet away from the sidewalk and 57 feet away from the back of the curb on Wayzata Boulevard. Reducing the front yard setback allows the Project to save a number of the existing trees on site thereby maintaining the existing natural environment and screening a portion of the residential building. The variance will not alter the essential character of the locality.

- c. **Side Yard Setback** - By approving the requested deviation, the proposed development can utilize the existing curb cut on Superior Boulevard, thereby maintaining the current traffic pattern and character of the locality.
- d. **Impervious Surface** - The variance if granted will allow for increased impervious surface on the Residential Parcel with the benefit of additional green space and screening on the Bank and Office Parcels. The variance if granted will allow multifamily residential development in the density recommended by the Comprehensive Plan and R-5 District. Furthermore, in allowing for additional impervious surface on the Residential Parcel, the Bank and Office Parcels benefit from strategic retention of green space.

C. The application meets the required findings and criteria of approval for the proposed conditional accessory use.

Section 959.05 of the Zoning Ordinance allows for swimming pools as a conditional accessory use so long as the use is not located within the front yard, meets accessory structure setbacks, is fenced and all City permits are obtained for the use. The proposed swimming pool amenity meets the performance standards of the Zoning Ordinance. In addition, the proposed CUP meets the required findings of Section 904.02 F governing conditional uses as described below.

1. The proposed action in relation to the specific policies and provisions of the official City Comprehensive Plan. The 2040 Plan contemplates multifamily residential uses in the Mixed Use-Commercial Residential land use. The proposed pool is an accessory use in the R5 District, subject to this CUP, and a beneficial amenity to the residential building.
2. The proposed use's compatibility with present and future uses of the area. The proposed pool is compatible with the proposed multifamily residential use contemplated by the 2040 Plan.
3. The proposed use's conformity with all performance standards contained herein (i.e., parking, loading, noise, etc.) The proposed use conforms with the described pool performance standards in the R5 District. Moreover, in addition to being fully fenced, the pool will be fully screened from the adjacent parking lot serving the Bank and Office Parcels.
4. The proposed use's effect on the area in which it is proposed. The proposed use will have little impact on the surrounding area. Any impacts can be addressed through conditions on the use such as limited hours and screening requirements.
5. The proposed use's impact upon property values in the area in which it is developed. As with the Project as a whole, the proposed pool is evidence of thoughtful investment in the Property. The proposed use will not negatively impact 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. Pool use would be restricted to residents and their guests. No additional traffic impacts are anticipated to be generated by inclusion of this amenity.
7. The proposed use's impact upon existing public services and facilities including parks, schools, streets and utilities, and the City's service capacity. After consultation with the City engineering and planning staff, the inclusion of the pool will not have negative impacts on existing public services.

D. The application meets the required findings for deviation from design standard 909.07.

The Zoning Ordinance permits deviation from the Design Standards enumerated in Chapter 909 upon a finding by the City Council that the negative impact of such deviation is outweighed by one or more enumerated factors in Section 909.29. For the proposed residential building, a massing break is required every 150 feet of façade. That break must extend through the building. A massing break is proposed but will incorporate a first and second floor pedestrian walkway to accommodate building circulation and thus the break will not fully extend through the building. A complete massing break without the walkway connection would not be usable by residents because of the slope of the site. A deviation is appropriate when the purpose and intent of the Design Guidelines are achieved. Here, a transparent walkway will connect the residential building providing a massing break but also facilitating building circulation. The team is providing a cross site pedestrian path with stairway to accomplish the site circulation component and intent of the design standards. This pedestrian pathway is located on the west side of the Office Parcel with steps leading down to Superior Boulevard.

IV. Office Parcel

Except for the side yard variance addressed in the Residential Parcel findings, the Office Parcel is Code compliant with the C-1 District. The proposed variance reduces the side yard setback to a zero-lot line for the limited purpose of leveraging shared access for underground parking on the Residential and Office Parcels.

V. Bank Parcel

A. The application meets the required findings and criteria of approval for rezoning the Bank Parcel from C-1 to C-3.

Mithun proposes to rezone the Bank Parcel from C-1 to C-3. The C-1 District contemplates traditional office uses where there is limited contact with the public and no exterior display or selling of merchandise. The current banking use is a conditional use in the C-1 District and drive-through facilities are prohibited, although the existing bank has seven drive-through lanes that were approved at the time the Property was originally entitled. The Bank desires to provide limited drive-through teller services in order to continue to serve its existing local customers. The C-3 District is intended to service facilities-like drive-through banking services-in areas of the City well served by major streets. The Bank Parcel is located along Wayzata Boulevard.

The proposed use meets the required findings for rezoning and is in harmony with the purpose and intent of the Zoning Ordinance and 2040 Plan.

1. The proposed action in relation to the specific policies and provisions of the official City Comprehensive Plan. The Mixed-Use-Commercial/Residential land use category represents a broad range of uses that incorporate service, office, and multi-family residential. The proposed C-3 use is consistent with the recommendations of the 2040 Plan.
2. The proposed use's conformity with present and future land uses of the area. From Highway 12 to Superior Blvd, all properties along the south side of Wayzata Boulevard are zoned C-3. Extending C-3 zoning to the Bank Parcel is in conformity with the present and future land use of the area.
3. The proposed use's conformity with all performance standards contained herein (i.e., parking, loading, noise, etc.) Wells Fargo is proposing a reduction from seven drive-through lanes to two, with the drive-through portion of the site fully screened by the building and landscaping from the street. The drive-through component of the Bank Parcel will not impact pedestrian circulation or accessibility.
4. The proposed use's effect on the area in which it is proposed. The proposed use is well accommodated by the proposed site design. The proposed Bank Parcel accommodates vehicle parking, pedestrian and drive-through traffic. Approval of the rezoning is consistent with the longstanding use of the Property.
5. The proposed use's impact upon property value in the area in which it is proposed. The proposed use has been in place for decades, the scope of the bank's impact will be reduced by over 70 percent. Accordingly, the proposed use will not have a negative impact on property values.
6. Traffic generation by the proposed use in relation to capabilities of streets serving the property. The current Wells Fargo building utilizes seven drive-through teller windows. Traffic generated by the proposed use will be reduced based on: 1) the reduced size of the bank building and 2) reduced number of drive-through lanes.
7. The proposed use's impact upon existing public services and facilities including parks, schools, streets, and utilities, and the City's service capacity. The proposed use is consistent with the eastern portion of Wayzata Boulevard adjacent to the Property and facilitates the ongoing historical use of the Property for banking with drive-through services.

B. The application meets the required findings and criteria of approval for proposed conditional uses.

Section 977.05 of the Zoning Ordinance permits drive-through facilities for banks, or savings and loan associations subject to performance standards and approval of a CUP. As proposed, the

drive-through for the Bank Parcel is compatible with the surrounding architectural elements of the site, provides clear vehicular access points, and will provide for 180 feet of segregated automobile stacking without impacts to pedestrian users. The stacking lanes and service intercoms are designed to minimize impacts on the adjacent residential development. The site design maximizes maneuverability of vehicles on the site. No part of the public street will be used for stacking of cars. All consumer vehicles will be accommodated on the Bank Parcel. In addition, the proposed CUP meets the required findings of Section 904.02 F governing conditional uses as described below.

1. The proposed action in relation to the specific policies and provisions of the official City Comprehensive Plan. The Mixed-Use-Commercial/Residential land use category represents a broad range of uses that represent retail, service, office and multi-family residential. The proposed C-3 use is consistent with the recommendations of the 2040 Plan.
2. The proposed use's conformity with present and future land uses of the area. From Highway 12 to Superior Boulevard all of the properties on the south side of Wayzata Boulevard are zoned C-3, with drive-through service providers including McDonalds, Starbucks, and BMO Harris Bank. Permitting the teller drive-through access is in conformity with the 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.) Wells Fargo proposes to reduce the number of drive-through lanes from seven to two, with the drive-through portion of the site fully screened by the building and landscaping from the street. The drive-through component of the Bank Parcel will not impact pedestrian circulation or accessibility.
4. The proposed use's effect on the area in which it is proposed. The proposed use is well accommodated by the proposed site design. The proposed Bank Parcel accommodates vehicle parking, pedestrian and drive-through traffic. Approval of the CUP is consistent with the longstanding use of the Property.
5. The proposed use's impact upon property value in the area in which it is proposed. The proposed use has been in place for decades, the scope of the use will be reduced by over 70 percent. Accordingly, the proposed use will not have a negative impact on property values.
6. Traffic generation by the proposed use in relation to capabilities of streets serving the property. The current Wells Fargo building utilizes seven drive-through teller windows. Traffic generated by the proposed use will be limited based on 1) the reduced size of the bank building and 2) reduced number of drive-through lanes.
7. The proposed use's impact upon existing public services and facilities including parks, schools, streets, and utilities, and the City's service capacity. The proposed use is consistent with the drive-through banking and restaurant uses on the eastern portion of

Wayzata Boulevard adjacent to the Property and facilitates the ongoing historical use of the Property for banking with limited drive-through services.

C. The application meets the required findings and criteria of approval for a variance from the building material requirements for the Bank Parcel.

1. The proposed project is in harmony with the general purposes and intent of the Ordinance and is consistent with the Comprehensive Plan. Wayzata's Comprehensive Plan guides the Property as Mixed Use-Commercial Residential. The proposed Project is consistent with the Comprehensive Plan and in general harmony with the C-3 Zoning Ordinance.
2. The property owner's proposal for the property is reasonable but not permitted by this Ordinance. The Zoning Ordinance requires that that east elevation of the Bank building incorporate windows or glazing into its design. Based upon the proposed design of the bank building, the vault will be located along the east elevation and cannot be relocated.
3. The plight of the landowner is due to circumstances unique to the property, and not created by the landowner. Only the south elevation of the proposed bank building is not viewable from Wayzata Boulevard and thus subject to heightened designed standards. The bank vault must be encased pursuant to specific construction standards and glazing cannot be used for security purposes. The three-elevation exposure of the building is unique to the requirements of the Property, not created by the landowner.
4. The variance, if granted, will not alter the essential character of the locality. City requirements will be met or exceeded on all other elevations and will not alter the essential character of the locality. The requested deviation is consistent with the purpose and intent of the Zoning Ordinance.

VI. Subdivision Standards

The subdivision of the Property into three lots reflects the three separate uses proposed by this Project- residential, office, and commercial services. The Mithun Family has owned this property for over 40 years and intends to retain the redeveloped Property. Where the existing building met the needs of the City when developed, the Property is underutilized and does not meet the City's design and development goals today.

A. The application meets the required findings of Section 1001.02 of the City's Subdivision Ordinance.

Per the Comprehensive Plan, Figure 3-6, the development of this property fits within the time frame the City has defined as Stage 2: 2020-2030. The redevelopment of the Property will improve stormwater treatment and drainage, has adequate water supply, and can accommodate wastewater usage based on the analysis completed by Project engineers in collaboration with the City's team. The Project utilizes and improves existing roads and provides public improvements which will be maintained by Mithun for the benefit of the public. The Project meets the following required findings of the City's Subdivision Ordinance.

1. To encourage well planned, efficient, and attractive subdivisions, by establishing adequate and impartial standards for design and construction. The intent of the proposed subdivision is to provide for a campus of separate but complementary uses that reflect substantial conformance to the City's zoning ordinance without the use of Planned Unit Development flexibility. By following this process, the proposed subdivision encourages a well-planned, efficient and attractive project meeting the requirements of the City's Comprehensive Plan and Zoning Ordinance.
2. To provide for the health and safety of residents, by requiring properly designed streets and adequate sewer and water service. The redesigned Property improves upon existing sewer and water connections. By eliminating an existing curb cut from Wayzata Boulevard and Rice Street, the Project improves upon the existing street design.
3. To place the cost of improvements against those benefiting from their construction. The proposed redevelopment is funded with private dollars, no public support is sought with this application. Moreover, approval of the proposed subdivision will improve the stormwater treatment on the site, provide a significant public space and create new walkability along Superior Boulevard all without any additional cost to the City.
4. To secure the rights of the public with respect to public lands and waters. The proposed subdivision will not have negative impacts on public lands and waters. Rather, as proposed, the subdivision provides for new public greenspace at a priority intersection of the City and eliminates unused parking in favor of beneficial and tax producing residential, office, and banking uses.
5. To set the minimum requirements necessary to protect the public health, safety, comfort, convenience and general welfare. As previously described, the goal of this Project is to thoughtfully redevelop the Property in compliance with the City's Comprehensive Plan, Zoning Ordinance, and Design Standards. Compliance with these provisions ensure that the Project meets the policy goals of the City, thereby protecting the public health, safety, comfort, convenience, and general welfare of its residents.

B. The proposed plat meets the policy goals of the Subdivision Ordinance.

In addition to the findings of the City's Subdivision Ordinance, all subdivisions approved within the City must be guided by the City's underlying policy goals. This Project meets the City's policy goals as detailed below.

1. Preserve and enhance Wayzata's "small town" character. Wayzata's Comprehensive Plan guides the Property as Mixed Use-Commercial Residential with a density of 10 to 30 units/acre. The proposed Project is consistent with the Comprehensive Plan. Furthermore, every part of the Project has been designed with the goal of meeting the City's recently adopted Design Standards. The buildings are thoughtfully placed to both maximize green space and tree preservation on the Property.

2. Respect the existing scale, character, and pattern of the City, recognizing existing neighborhoods and commercial areas. This Project retains the current commercial uses on the Property thereby honoring the existing commercial needs of the City. The addition of the residential component instead of rows of unused surface parking allows for the highest and best use of the Property. Moreover, the addition of the residential component provides for a transition between the commercial uses of Wayzata Boulevard and the existing multifamily residential uses to the west of the Property as intended by the R-5 District. The scale of all three buildings intentionally mirrors the surrounding area so that the Project seamlessly integrates into the neighborhood.
3. Provide a balanced housing supply available for all people no matter their income, age, race or ethnicity. The unit mix of the residential building is designed to provide a balanced housing supply. In particular, the inclusion of rental townhomes provides new rental opportunities for families within the City. At the same time, one, two and three bedroom units are equally accessible to seniors seeking to downsize from single family homes but remain in the area or young professionals desiring all of the benefits Wayzata has to offer- walkability, open space, recreational amenities and accessibility to the metro-wide job market.
4. Support a pedestrian environment at a human, not automotive scale. While the three parcels provide for code compliant parking- parking and automobile use are not emphasized as part of this Project. The existing site does not support a pedestrian environment. The Project is designed to encourage pedestrian activity via walking paths to accommodate residents, office workers, and the public accessing the Property. A mid-block pedestrian connection is proposed to help encourage pedestrian use. Moreover, the redesigned Property amplifies the sidewalk connections and traffic calming investments made by the City to Superior Boulevard in 2019.

C. The application meets the required findings of Section 1003.02, Planning Commission Criteria.

1. The proposed subdivision or lot combination shall be consistent with the Wayzata Comprehensive Plan. Wayzata's Comprehensive Plan guides the Property as Mixed Use-Commercial Residential with a density of 10 to 30 units/acre. With residential, office, and commercial services designed to better utilize the Property, the proposed Project is consistent with the 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. The Project is designed to maximize green space and tree preservation on the Property. In fact, the building pads resulting from this subdivision were intentionally crafted to preserve as much tree cover as

possible and provide for removal of non-native species and buckthorn currently impacting the property. Moreover, the subdivision provides for enhanced public areas.

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. The proposed building pads and associated structures carefully utilize the difficult topography of the Property so as to create visual interest and elevate an important gateway to the City. The building pads were selected and located with respect to the natural topography of the Property to highlight and account for the mix of uses for the platted lots and to minimize as much as possible grading of a very topographically challenging site.

4. Existing stands of significant trees shall be retained where possible. Existing stands of significant trees shall be retained where possible. The Mithun team has developed a tree preservation plan designed to preserve existing stands of significant and healthy trees where possible and the proposed preliminary plat is reflective of that work.

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. The design of the Property is geared towards removing an outdated use- an office building with a large underutilized parking lot and infusing the site with complementary uses all crafted utilizing the City's design standards. Approval of the preliminary plat will not adversely impact the scale, pattern, or character of the City but bring this site into conformance with the goals of the Comprehensive Plan.

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. The lots, building pads, and overall site layout create a seamless campus that works together to capture the vision of the Comprehensive Plan. Each use is designed to be consistent with the surrounding lots and uses- the residential component of the Property is adjacent to existing residential, while the commercial and office are focused along Wayzata Boulevard.

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. All three lots meet minimum lot area, width, and depth standards established by the Zoning Ordinance.

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. As described in Section III B, findings 1, 2a, 3a, and 4a the topography of the Property is unique, but the design of this campus is tied to ensuring that the architectural appearance, scale, mass and roofline is consistent with the zoning districts and surrounding properties. The design elements fully take into account the City's standards and are reflective of the Mithun Team's commitment to ensuring high quality development and elevating the current condition of the Property.

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. Subject to the findings outlined in Section III D of this narrative, the proposed buildings are in compliance with the architectural guidelines outlined in Chapter 909 and this application shall comply with the review process as described.

10. The proposed lot layout and building pads shall conform with all performance standards contained herein. The proposed lot layout and building pads conform with the performance standards of the subdivision ordinance more fully described in Section VI D (below).

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. This subdivision represents a substantial investment in a prime gateway property for the City. As proposed the subdivision will only serve to increase the values of neighboring properties in the area.

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. As previously described, the proposed subdivision will enhance the current stormwater treatment on the Property, better utilize the existing access points to the Property and City-led infrastructure investment along Superior Boulevard, will not overburden the City's utility capacity on the Property and will make strategic and impactful pedestrian improvements benefiting not only the residential and commercial tenants of the Property but the public. The Proposed subdivision does not require any City investment and will not overburden the City's service capacity.

D. In addition to compliance with the required findings and policy goals of the Subdivision Ordinance, the proposed plat complies with the technical specifications of the Ordinance.

Requirement	Compliance	Additional Information
Lot area	Yes	All three lots meet minimum lot area, width, and depth standards established by the Zoning Ordinance.
Side lot lines	Yes	The new lots incorporate right angles to street lines, radial to curved street lines to the extent that the topography of the site allows.
Buildable site	Yes	Each lot provides adequate building sites at least one foot above the street grade. No butt lots are proposed.
Minimum frontage	Yes	Each lot meets the minimum frontage required by the Zoning Ordinance

Setback	Yes* <i>See</i> Section III B, 1, 2c, 3c, 4c.	The Residential and Office parcels require a zero-lot line setback to accommodate shared covered parking structure. This requirement is met so long as the variance requested subject to the findings in Section IIIB1, 2c, 3c, and 4c, is granted.
Watercourses	Yes	The proposed subdivision does not abut a watercourse as contemplated by the Zoning Ordinance or Shoreland Ordinance. The proposed subdivision and associated development meets all stormwater requirements.
Features of existing Property	Yes	The proposed subdivision incorporates a tree preservation plan thereby showing due regard for existing natural features and enhancing the attractiveness and stability of the proposed development.
Double frontage	Yes	The residential parcel has frontage on both Wayzata Boulevard and Rice Street. Because Wayzata Boulevard is a minor arterial street frontage along both roadways and based upon the topography of the site, is permitted by the Subdivision Ordinance.
Easements	Yes	Easements for drainage and utilities provided on all lot lines, drainage easement provided for stormwater.
Erosion and Sediment Control	Yes	Property is developed with focus on topography, natural vegetation protected based on tree preservation plan, all erosion and siltation procedures will be followed pursuant to City and watershed requirements.
Stormwater Management Plan Compliance	Yes	The City's stormwater management plan has been a guiding force in the redevelopment plan for this Property.
Parkland Dedication	Yes	Mithun intends to comply with the City Code requirements related to Park Dedication.
Public Recreation Space	Yes	A portion of the subdivided property shall be used for public active and passive green space and will include significant public realm improvements.
Sidewalks	Yes	All sidewalk improvements with the related standard in 1006.08.
Public Utilities	Yes	Each lot is equipped with sufficient water and wastewater access.
Lakeshore frontage	Not Applicable	
Flag lots	Not Applicable	
Lot remnants	Not Applicable	

Based on the findings above and the attached materials, redevelopment of the Property meets all applicable required findings necessary for approval.

Please do not hesitate to contact a member of the Mithun team if you have any questions or would like to discuss further.

Sincerely,

Peter J. Coyle, for
Larkin Hoffman

Direct Dial: (952) 896-3214
Direct Fax: (952) 841-1704
Email: pcoyle@larkinhoffman.com

Megan C. Rogers, for
Larkin Hoffman

Direct Dial: (952) 896-3395
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Email: mrogers@larkinhoffman.com

cc: Matt Mithun
Mark McLane
Tim Marco
Burton Coffin
Jon Knutson

MITHUN PARK

R.T. DOC. NO. _____

C.R. DOC. NO. _____

KNOW ALL PERSONS BY THESE PRESENTS: That Mithun Enterprises, LLC, a Minnesota limited liability company, fee owner of the following described property situated in the County of Hennepin, State of Minnesota, to wit:

The Easterly 45 feet of all that part of Lot 14, DEAN'S PARK OUTLOTS TO WAYZATA lying South of the Minnesota Trunk Highway No. 10, now known as Trunk Highway No. 12, according to the recorded plat thereof, and situate in Hennepin County, Minnesota.

Abstract Property

AND

All that part of Lots 14 and 15, "DEAN'S PARK OUTLOTS TO WAYZATA", except the East 45 feet of said Lot 14 lying between the Southerly line of State Highway No. 12 and the Northerly line of Rice Street extended across said lots, according to the recorded plat thereof, and situate in Hennepin County, Minnesota.

Torrens Property

AND

That part of Lot 13, "DEAN'S PARK OUTLOTS TO WAYZATA", lying South of Trunk Highway No. 10, now known as Trunk Highway No. 12 more fully described as follows: Commencing at the point of intersection of the West line of said Lot 13, with the South line of the Highway as now laid out; thence South along the West line of said Lot 13, to the Southwest corner of said Lot 13; thence Easterly along the Southerly boundary line of said Lot 13; a distance of 100.9 feet; thence Northerly to a point on the South line of said Trunk Highway No. 12, as now laid out, which point is distant 90 feet along the South line of said Trunk Highway from the point of beginning; thence Westerly along the South line of said Trunk Highway, to the point of beginning, according to the recorded plat thereof, and situate in Hennepin County, Minnesota.

Torrens Property

Has caused the same to be surveyed and platted as MITHUN PARK, and does hereby dedicate to the public for public use the drainage and utility easements as created by this plat.

In witness whereof said Mithun Enterprises, LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this _____ day of _____, 20_____.

MITHUN ENTERPRISES, LLC

Signature

Printed Name, Title

STATE OF _____
COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20_____, by _____, as _____ of Mithun Enterprises, LLC, a Minnesota limited liability company, on behalf of the company.

Signature

Printed Name, Notary

Notary Public, _____ County, _____
My Commission Expires _____

SURVEYORS CERTIFICATION

I Max L. Stanislowski 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_____.

Max L. Stanislowski, Licensed Land Surveyor
Minnesota License No. 48988

STATE OF MINNESOTA
COUNTY OF HENNEPIN

This instrument was acknowledged before me this _____ day of _____, 20_____, by Max L. Stanislowski.

Signature

Printed Name, Notary

Notary Public, _____ County, Minnesota
My Commission Expires January 31, 2025

CITY COUNCIL, CITY OF WAYZATA, MINNESOTA

This plat of MITHUN PARK was approved and accepted by the City Council of the City of Wayzata, Minnesota, at a regular meeting thereof held this _____ day of _____, 20_____, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subdivision 2.

City Council, City of Wayzata, Minnesota

By: _____, Mayor

By: _____, Clerk

RESIDENT AND REAL ESTATE SERVICES, Hennepin County, Minnesota

I hereby certify that 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 DIVISION, Hennepin County, Minnesota

Pursuant to Minnesota Statutes Section 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 MITHUN PARK 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 MITHUN PARK was recorded in this office this _____ day of _____, 20_____, at _____ o'clock _____.M.

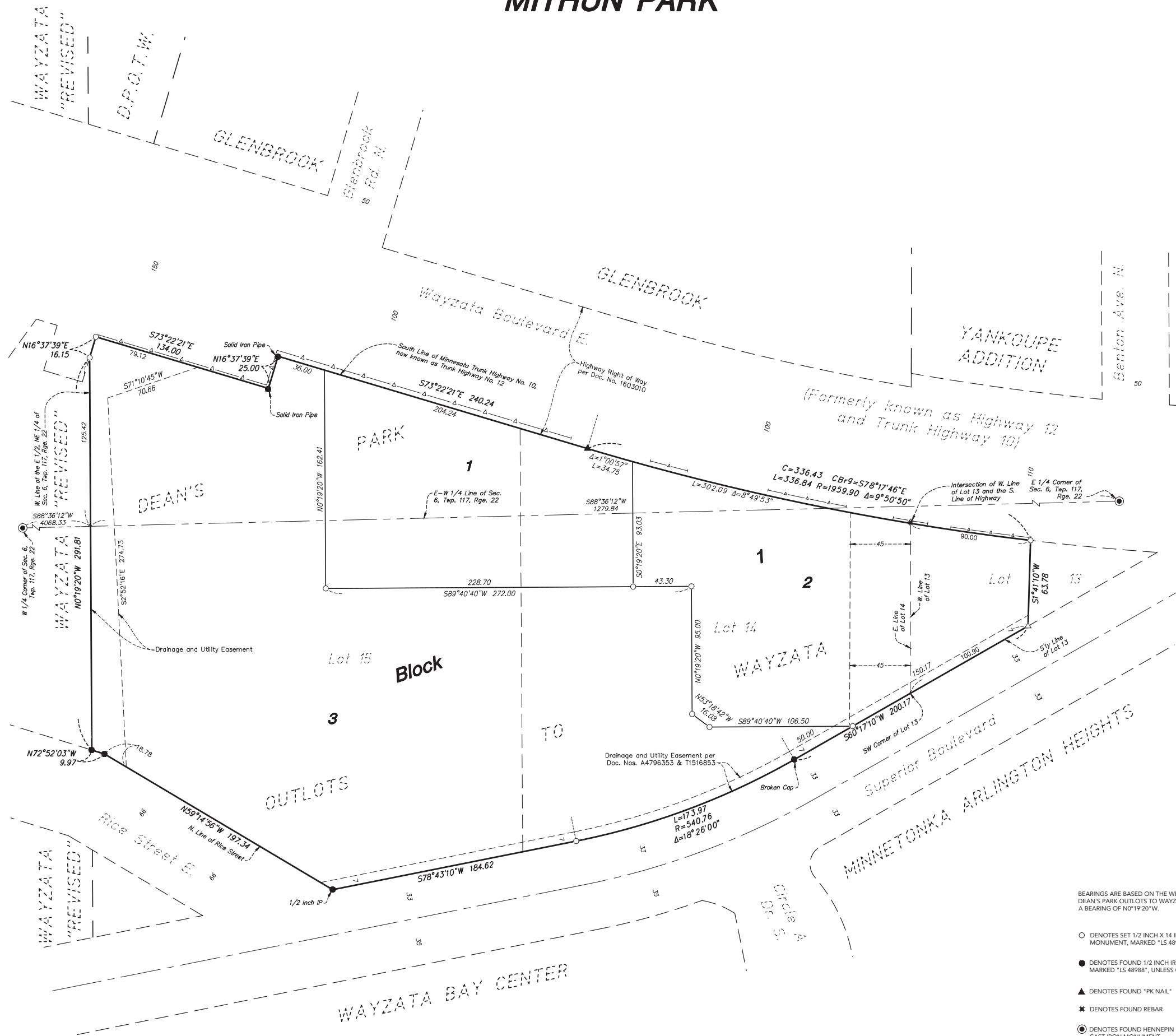
Amber Bougie, County Recorder

By: _____, Deputy

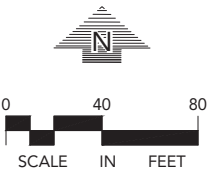
MITHUN PARK

R.T. DOC. NO. _____

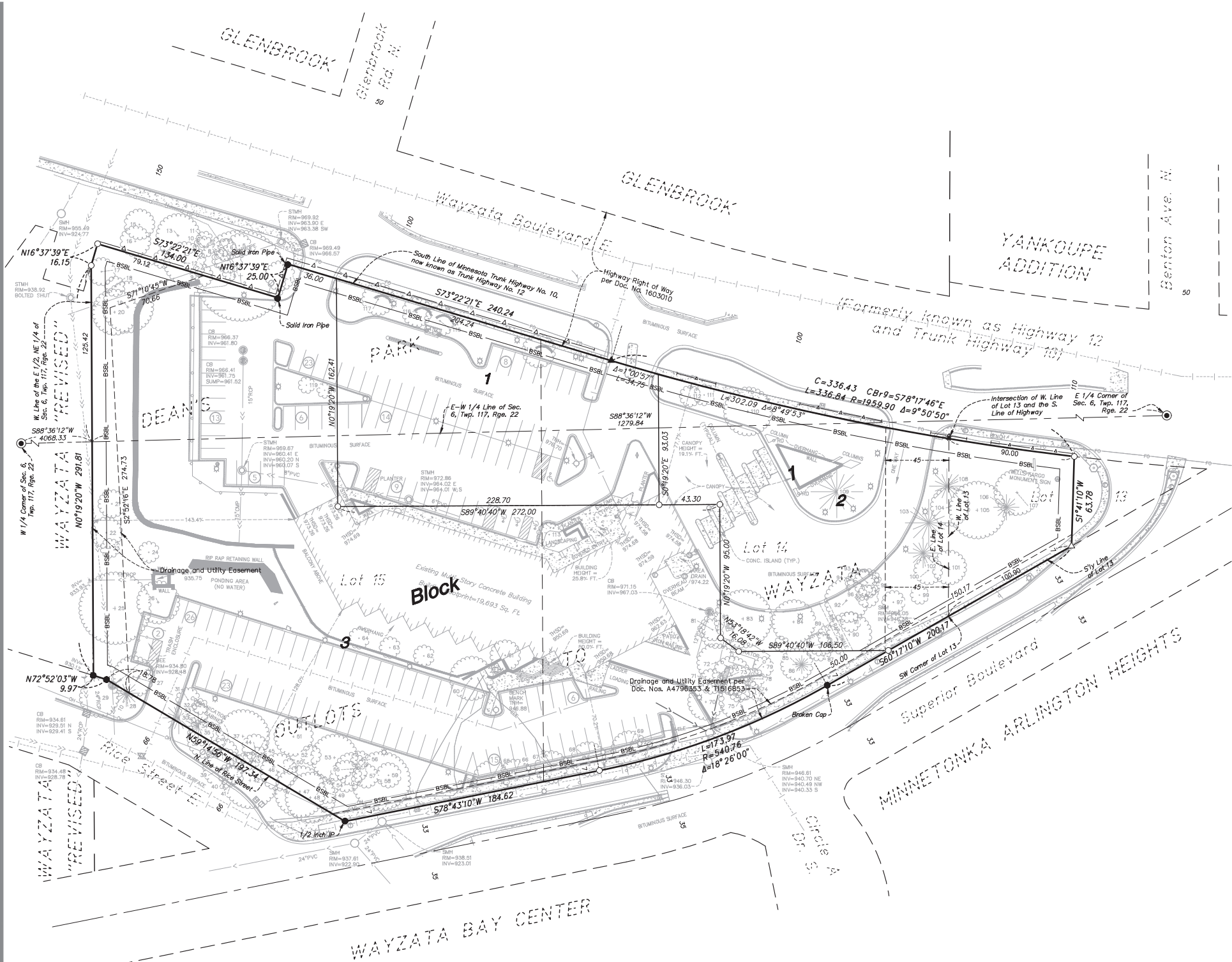
C.R. DOC. NO. _____



- BEARINGS ARE BASED ON THE WEST LINE OF DEAN'S PARK OUTLOTS TO WAYZATA HAVING A BEARING OF $N0^{\circ}19'20''W$.
- DENOTES SET 1/2 INCH X 14 INCH IRON MONUMENT, MARKED "LS 48988"
 - DENOTES FOUND 1/2 INCH IRON MONUMENT, MARKED "LS 48988", UNLESS OTHERWISE NOTED
 - ▲ DENOTES FOUND "PK NAIL"
 - ✱ DENOTES FOUND REBAR
 - ⊙ DENOTES FOUND HENNEPIN COUNTY CAST IRON MONUMENT
 - △— DENOTES LIMITATION OF RIGHT OF ACCESS PER DOC. NOS. 2774884 & 6559127
 - D.P.O.T.W. DENOTES DEAN'S PARK OUTLOTS TO WAYZATA



Plotted: 05/25/2022 11:29 AM W:\2016\16620\CADD\DATA\REV\16620B.PLT



LEGEND

● FOUND 1/2 INCH IRON MONUMENT, MARKED "LS 48988", UNLESS OTHERWISE NOTED	⊕ GAS METER	—>—> STORM SEWER
▲ FOUND "PK NAIL"	⊖ GUARD POST	—>—> SANITARY SEWER
⊙ FOUND HENNEPIN COUNTY CAST IRON MONUMENT	⊖ GUY WIRE	—>—> WATERMAIN
✱ FOUND REBAR	⊖ LIGHT POLE	----- MAPPED STORM SEWER
○ SET 1/2 INCH X 14 INCH IRON MONUMENT, MARKED "LS 48988"	⊖ MAILBOX	----- MAPPED SANITARY SEWER
⊖ CATCH BASIN	⊖ POST INDICATOR VALVE	----- MAPPED WATERMAIN
⊖ STORM MANHOLE	⊖ POWER POLE	—ELE— UNDERGROUND ELECTRIC
○ SANITARY MANHOLE	⊖ SIGN	—GAS— UNDERGROUND GAS
⊖ HYDRANT	⊖ SERVICE CLEANOUT	⊖ OVERHEAD UTILITY
⊖ GATE VALVE	⊖ TELEPHONE MANHOLE	—Δ— RESTRICTED ACCESS
⊖ CURB STOP	⊖ TRAFFIC SIGNAL	—BSBL— BUILDING SETBACK LINE
⊖ ELECTRIC METER	⊖ UTILITY MANHOLE	—O—O— CHAIN LINK FENCE
⊖ ELECTRIC TRANSFORMER	② PARKING STALL COUNT	===== CONCRETE CURB
⊖ FIRE CONNECTION	⊖ DISABLED PARKING STALL	===== RETAINING WALL
⊖ FLAG POLE	⑩ SCHEDULE B II ITEM	===== CONCRETE
⊖ FLARED END SECTION		===== NO PARKING
		===== EXISTING BUILDING
		===== CONTOUR
		⊖ SPOT ELEVATION
		—Δ— LIMITATION OF RIGHT OF ACCESS PER DOC. NOS. 2774884 & 6559127

LEGAL DESCRIPTION

The Easterly 45 feet of all that part of Lot 14, Dean's Park Outlots to Wayzata lying South of the Minnesota Trunk Highway No. 10, now known as Trunk Highway No. 12, according to the recorded plat thereof, and situate in Hennepin County, Minnesota.

Abstract Property

AND

All that part of Lots 14 and 15, "Dean's Park Outlots to Wayzata", except the East 45 feet of said Lot 14 lying between the Southerly line of State Highway No. 12 and the Northerly line of Rice Street extended across said lots, according to the recorded plat thereof, and situate in Hennepin County, Minnesota.

Torrens Property

AND

That part of Lot 13, "Dean's Park Outlots to Wayzata", lying South of Trunk Highway No. 10, now known as Trunk Highway No. 12 more fully described as follows: Commencing at the point of intersection of the West line of said Lot 13, with the South line of the Highway as now laid out; thence South along the West line of said Lot 13, to the Southwest corner of said Lot 13; thence Easterly along the Southerly boundary line of said Lot 13; a distance of 100.9 feet; thence Northerly to a point on the South line of said Trunk Highway No. 12, as now laid out, which point is distant 90 feet along the South line of said Trunk Highway from the point of beginning; thence Westerly along the South line of said Trunk Highway, to the point of beginning, according to the recorded plat thereof, and situate in Hennepin County, Minnesota.

Torrens Property

GENERAL NOTES

SURVEYOR:
Loucks
7200 Hemlock Lane, Suite 300
Maple Grove, MN 55330
763-424-5505

OWNER/DEVELOPER:
ESG
500 WASHINGTON AVENUE SOUTH
SUITE 1080
MINNEAPOLIS, MN 55415
612-339-5508

- Prepared March 25, 2022.
- The address, if disclosed in documents provided to or obtained by the surveyor, or observed while conducting the fieldwork is 900 Wayzata Boulevard E, Wayzata, Minnesota.
- This property is contained in Zone X (areas determined to be outside the 0.2% annual chance floodplain) per Flood Insurance Rate Map No. 27053C0307F, Community Panel No. 2701880307F, effective date of November 4, 2016.
- The bearings for this survey are based on the Hennepin County Coordinate System NAD 83 (1986 Adjust).
- Benchmark: MNDOT bench mark 2713 A, located in Wayzata, 2.4 miles west along Trunk Highway 12 from the junction of Interstate Highway 394 and Interstate Highway 494, 85 feet south of Trunk Highway 12, in the southeast corner of Broadway Avenue Bridge Number 27132 over Trunk Highway 12 at milepoint 154.5. Elevation = 967.09 feet (NGVD29)

Site Benchmark: Top nut of fire hydrant located south of the building as shown hereon. Elevation = 946.88 feet (NGVD29)
- The field work was completed on February 17, 2022.

ZONING INFORMATION

The zoning setback requirements are shown hereon, per a report or letter provided to the surveyor by City of Wayzata dated December 9, 2016 for the subject property.

Zone C-1/Office Limited Commercial District;

Setbacks: Front 10 feet, Side 10 feet, Rear 10 feet;

SITE DATA

Areas:	
Lot 1	= 29,176 +/- square feet or 0.68 +/- acres
Lot 2	= 38,731 +/- square feet or 0.89 +/- acres
Lot 3	= 116,577 +/- square feet or 2.67 +/- acres
Total Property	= 184,484 +/- square feet or 4.24 +/- acres

WELLS FARGO BANK

900 WAYZATA BOULEVARD E.
WAYZATA, MINNESOTA 55391

ESG

500 WASHINGTON AVENUE SOUTH
SUITE 800
MINNEAPOLIS, MN 55415

LOUCKS

PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL

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763.424.5505
www.loucksinc.com

CADD QUALIFICATION

CADD files prepared by the Consultant for this project are instruments of the Consultant's professional services for use solely with respect to this project. These CADD files shall not be used on other projects, for additions to the project, or for completion of this project by others without written approval by the Consultant. With the Consultant's approval, others may be permitted to obtain copies of the CADD drawing files for information and reference only. All intentional or unintentional revisions, additions, or deletions to these CADD files shall be made at the full risk of that party making such revisions, additions or deletions and that party shall hold harmless and indemnify the Consultant from any & all responsibilities, claims, and liabilities.

SUBMITTAL/REVISIONS

03/25/22 SURVEY ISSUED.
04/11/22 REVISED LOT LINE
05/25/22 ADDED PLAT NAME

PROFESSIONAL SIGNATURE

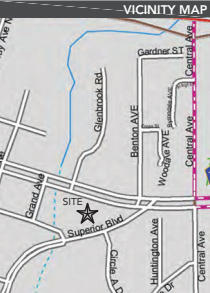
I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Mr. L. Stamowski

License No. 48988
Date 03/25/22

QUALITY CONTROL

Loucks Project No. 16620B
Project Lead MLS
Drawn By NRS
Checked By MLS
Field Crew CMS



PRELIMINARY PLAT OF MITHUN PARK

1 OF 2



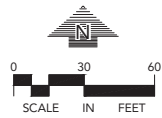
CALL BEFORE YOU DIG
Gopher State One Call
TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1866

WARNING:

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NOTE:
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INFORMATION SHOWN IS FROM
AN ALTA/NSPS LAND TITLE
SURVEY PREPARED BY LOUCKS,
DATED DECEMBER, 2021.



LEGEND	
● FOUND OPEN IRON MONUMENT UNLESS SHOWN OTHERWISE	—> STORM SEWER
○ SET 1/2 INCH X 1/4 INCH IRON MONUMENT, MARKED "LS 4898"	—> SANITARY SEWER
⊕ CATCH BASIN	— WATERMAIN
⊙ STORM MANHOLE	— SANITARY SEWER SERVICE
○ SANITARY MANHOLE	— WATER SERVICE
⊕ HYDRANT	—> UNDERGROUND ELECTRIC
⊕ GATE VALVE	—> UNDERGROUND FIBER OPTIC
⊕ ELECTRIC TRANSFORMER	—> UNDERGROUND GAS
⊕ ELECTRIC METER	— TEL —> UNDERGROUND TELEPHONE
⊕ GAS METER	—> OVERHEAD UTILITY
⊕ GUY WIRE	— CHAIN LINK FENCE
⊕ HAND HOLE	— CONCRETE CURB
⊕ LIGHT POLE	— RETAINING WALL
⊕ POWER POLE	— CONCRETE
⊕ TELEPHONE PEDESTAL	— NO PARKING
⊕ SIGN	— EXISTING BUILDING
② PARKING STALL COUNT	— CONTOUR
⊕ DISABLED PARKING STALL	— SPOT ELEVATION
1 SCHEDULE B II ITEM	— TREE LINE
	— CONIFEROUS TREE
	— PINE
	— DECIDUOUS TREE
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	— MAPLE
	— TREE (GEN)

900 Wayzata
Boulevard

Wayzata, MN

esc
ARCHITECTURE & DESIGN

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p 612.337.2508 f 612.337.5382
www.escarch.com

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

Signature
Nicholas M. Mannel - PE
Typed or Printed Name
45861 xx/xx/xxxx
License # Date

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LOUCKS PROJECT NO. 16620.08

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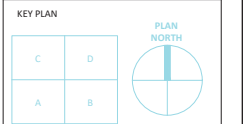
GENERAL
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SUBMISSION
05/13/2022

ORIGINAL ISSUE:
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JDK DRAWN BY NMM CHECKED BY



900 Wayzata Boulevard

EXISTING CONDITIONS

C1.1

12/18/2007 2:35:47 PM



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TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1666

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3. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASE OF THIS PROJECT. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGES TO ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASE OF THIS PROJECT.
4. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.
5. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
6. THE DUTY OF THE ENGINEER OR THE DEVELOPER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTORS PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTORS SAFETY MEASURES IN, OR NEAR THE CONSTRUCTION SITE.
7. BEFORE BEGINNING CONSTRUCTION THE CONTRACTOR SHALL INSTALL EROSION AND SEDIMENTATION CONTROL MEASURES IN ACCORDANCE WITH NPDES PERMIT REQUIREMENTS, BEST MANAGEMENT PRACTICES, STATE AND LOCAL REQUIREMENTS AND THE DETAILS SHOWN ON THE DETAIL SHEET(S) OF THE PROJECT PLANS.
8. ALL CONSTRUCTION PERMITS, APPLICATIONS AND FEES ARE THE RESPONSIBILITY OF THE CONTRACTOR.
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11. ADJUST ALL EXISTING STRUCTURES, BOTH PUBLIC AND PRIVATE TO THE PROPOSED GRADES WHERE DISTURBED AND COMPLY WITH ALL REQUIREMENTS OF THE UTILITY OWNERS. STRUCTURES BEING RESET TO PAVED AREAS MUST MEET OWNERS REQUIREMENTS FOR TRAFFIC LOADING.
12. A CITY RIGHT-OF-WAY PERMIT IS REQUIRED TO WORKING WITHIN CITY ROW.

SITE DEMOLITION NOTES

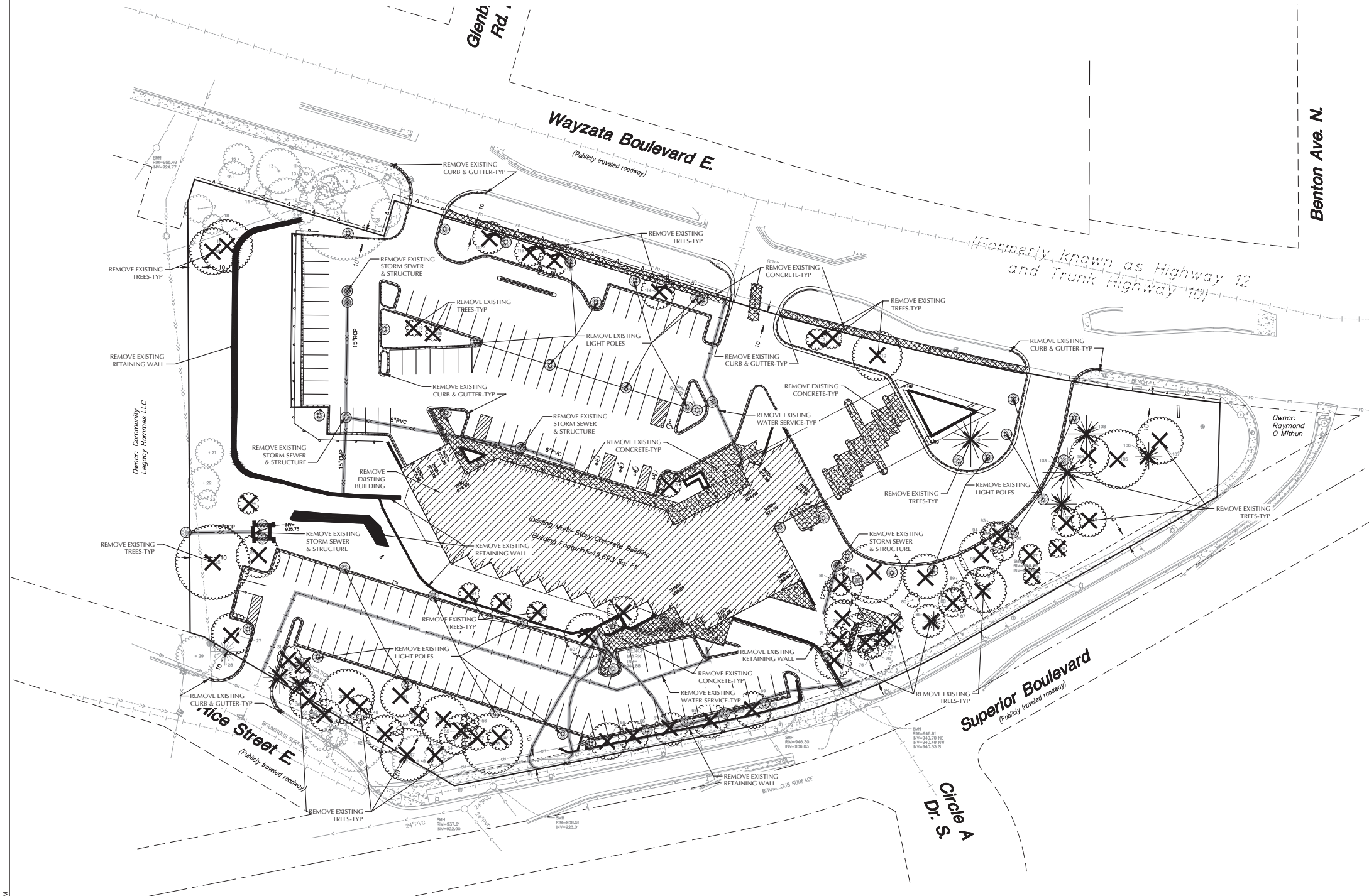
1. CONTRACTOR SHALL REMOVE AND/OR RELOCATE EXISTING PRIVATE UTILITIES AS NECESSARY. CONTRACTOR TO COORDINATE ACTIVITIES WITH UTILITY COMPANIES.
2. CONTRACTOR SHALL PROTECT SURFACE AND SUBSURFACE FEATURES NOT NOTED FOR REMOVAL.
3. CONTRACTOR TO CLEAR AND GRUB EXISTING VEGETATION WITHIN CONSTRUCTION LIMITS,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

DEMOLITION LEGEND:

- REMOVE EXISTING BUILDING
- REMOVE EXISTING BITUMINOUS PAVING
- REMOVE EXISTING CONCRETE PAVING, SIDEWALKS, ETC.
- REMOVE EXISTING CURB & GUTTER, RETAINING WALLS, FENCE, ETC.
- REMOVE EXISTING UTILITIES
- REMOVE EXISTING MANHOLES, POWER POLES, LIGHT POLES, BOLLARDS, PARKING METERS, SIGNS, ETC.
- REMOVE EXISTING TREES

LEGEND

- FOUND OPEN IRON MONUMENT UNLESS SHOWN OTHERWISE
- SET 1/2 INCH X 14 INCH IRON MONUMENT, MARKED "15 48988"
- CATCH BASIN
- STORM MANHOLE
- SANITARY MANHOLE
- HYDRANT
- GATE VALVE
- ELECTRIC TRANSFORMER
- ELECTRIC METER
- GAS METER
- GUY WIRE
- HAND HOLE
- LIGHT POLE
- POWER POLE
- TELEPHONE PEDESTAL
- SIGN
- PARKING STALL COUNT
- DISABLED PARKING STALL
- SCHEDULE B II ITEM
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- WATER SERVICE
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- UNDERGROUND GAS
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- OVERHEAD UTILITY
- CHAIN LINK FENCE
- CONCRETE CURB
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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

Signature
Nicholas M. Mannel - PE
Typed or Printed Name
45861 xx/xx/xxxx
License # Date

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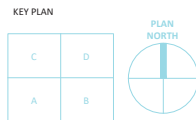
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05/13/2022

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DEMOLITION PLAN
C1.2



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Gopher State One Call
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TOLL FREE: 1-800-252-1866

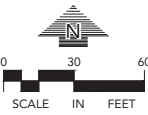
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DATED DECEMBER, 2021.



SITE NOTES

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2. ALL CURB DIMENSIONS SHOWN ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
3. ALL BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF WALL UNLESS OTHERWISE NOTED.
4. ALL CURB RADIUS SHALL BE 5.0' UNLESS OTHERWISE NOTED.
5. SEE SITE ELECTRICAL PLAN FOR SITE LIGHTING.
6. REFER TO ARCHITECTURAL PLANS FOR DETAILED BUILDING AREAS, DIMENSIONS, UNIT COUNTS, STRUCTURED PARKING STALL TOTALS, FLOOR AREA RATIOS, ETC.

SITE DATA

SITE ADDRESS: 900 WAYZATA BLVD, WAYZATA, MN 55391
HENNEPIN COUNTY PID: 0611722410003
PROPERTY DESCRIPTION: XX
PROPERTY AREA: 184,484 SQ. FT. / 4.24 +/- AC.
DISTURBED AREA: 4.24 AC
EXISTING IMPERVIOUS AREA: 104,328 SF / 2.39 AC (56.40%)
PROPOSED PERVIOUS AREA: 43,785 SF / 1.01 AC (23.82%)
PROPOSED IMPERVIOUS AREA: 140,699 SF / 3.23 AC (76.18%)

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12. SUBGRADE PREPARATION SHALL BE PERFORMED IN ACCORDANCE WITH MNDOT 211.2. THE TOP 3 FEET SHALL BE COMPACTED TO 100% OF THE STANDARD PROCTOR DENSITY.
13. AGGREGATE BASE SHALL BE MNDOT 2211 CLASS 5. COMPACTION SHALL BE BY THE QUALITY COMPACTION METHOD.
14. PLANT MIXED BITUMINOUS PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH MNDOT 2360 WITH MIX DESIGN AS SHOWN ON THE DETAILS. COMPACTION SHALL BE BY THE ORDINARY COMPACTION METHOD.
15. CONCRETE CURB & GUTTER SHALL BE PERFORMED IN ACCORDANCE WITH MNDOT 2531. CURING SHALL BE BY THE MEMBRANE CURING METHOD. EXPANSION JOINTS EVERY 200 FEET AT ALL FIXED OBJECTS. CONTRACTIONS JOINTS EVERY 10 FEET.
16. CONCRETE WALK SHALL BE PERFORMED IN ACCORDANCE WITH MNDOT 2521. CURING SHALL BE BY THE MEMBRANE CURING METHOD. EXPANSION JOINTS AT ALL FIXES OBJECTS. CONTRACTION JINTS EVERY 5 FEET.
17. A CITY RIGHT-OF-WAY PERMIT IS REQUIRED TO WORKING WITHIN CITY ROW.

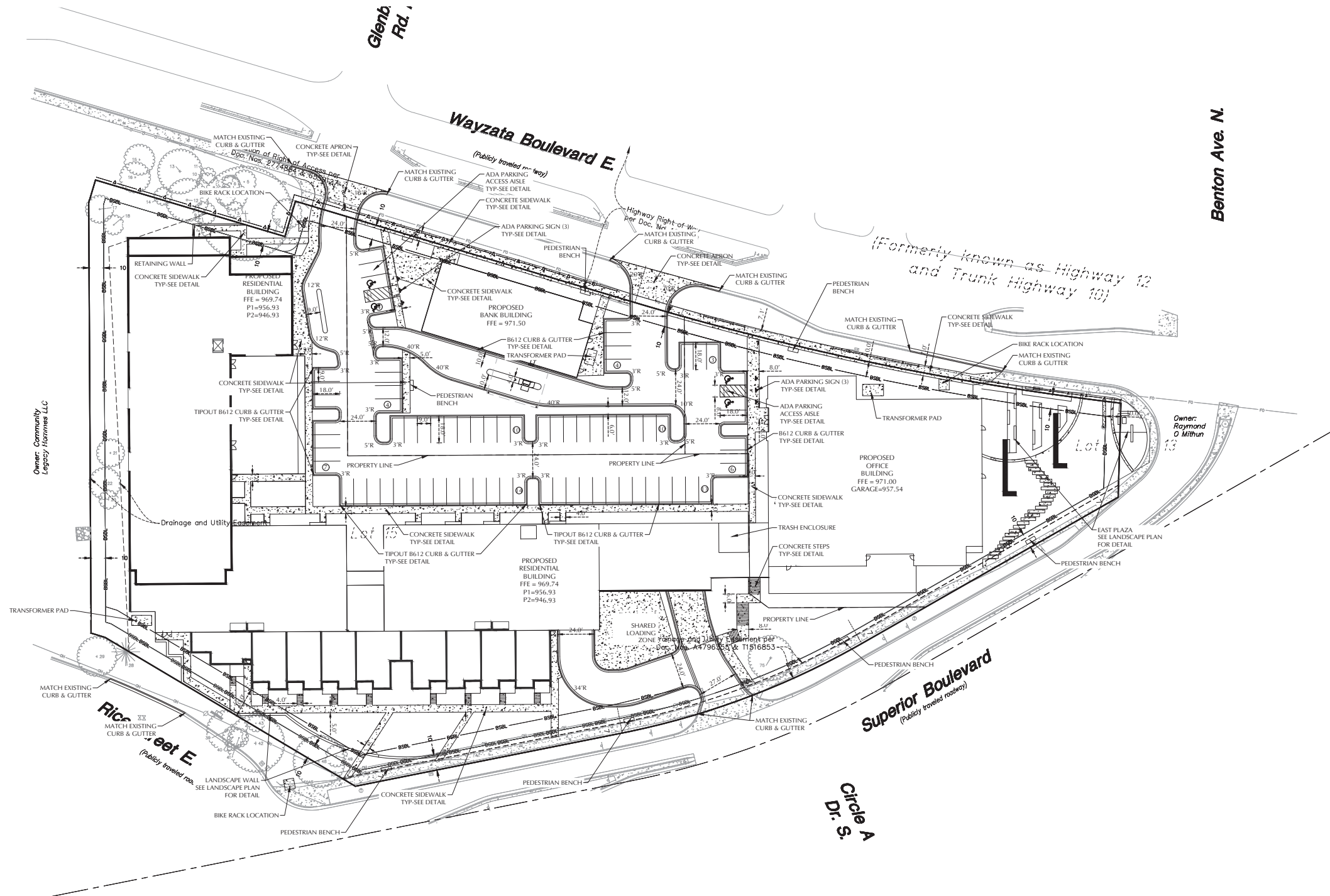
PAVEMENT TYPES

CONCRETE SIDEWALK

NOTE:
SEE PAVEMENT SECTIONS ON SHEET CB.2 FOR TYPE AND DEPTH INFORMATION.

CIVIL LEGEND

EXISTING	PROPOSED



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Wayzata, MN

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ARCHITECTURE & DESIGN

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Typed or Printed Name
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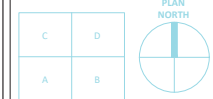
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KEY PLAN



900 Wayzata Boulevard

SITE PLAN
C2.1



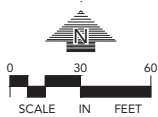
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GRADING & DRAINAGE NOTES

SEE STORMWATER POLLUTION PREVENTION PLAN FOR SOIL STABILIZATION INFORMATION.

EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE ESTABLISHED AROUND THE ENTIRE SITE PERIMETER AND IN ACCORDANCE WITH NPDES PERMIT REQUIREMENTS, BEST MANAGEMENT PRACTICES, CITY REQUIREMENTS AND THE DETAILS SHOWN ON THE CIVIL DETAILS SHEETS OF THESE PLANS.

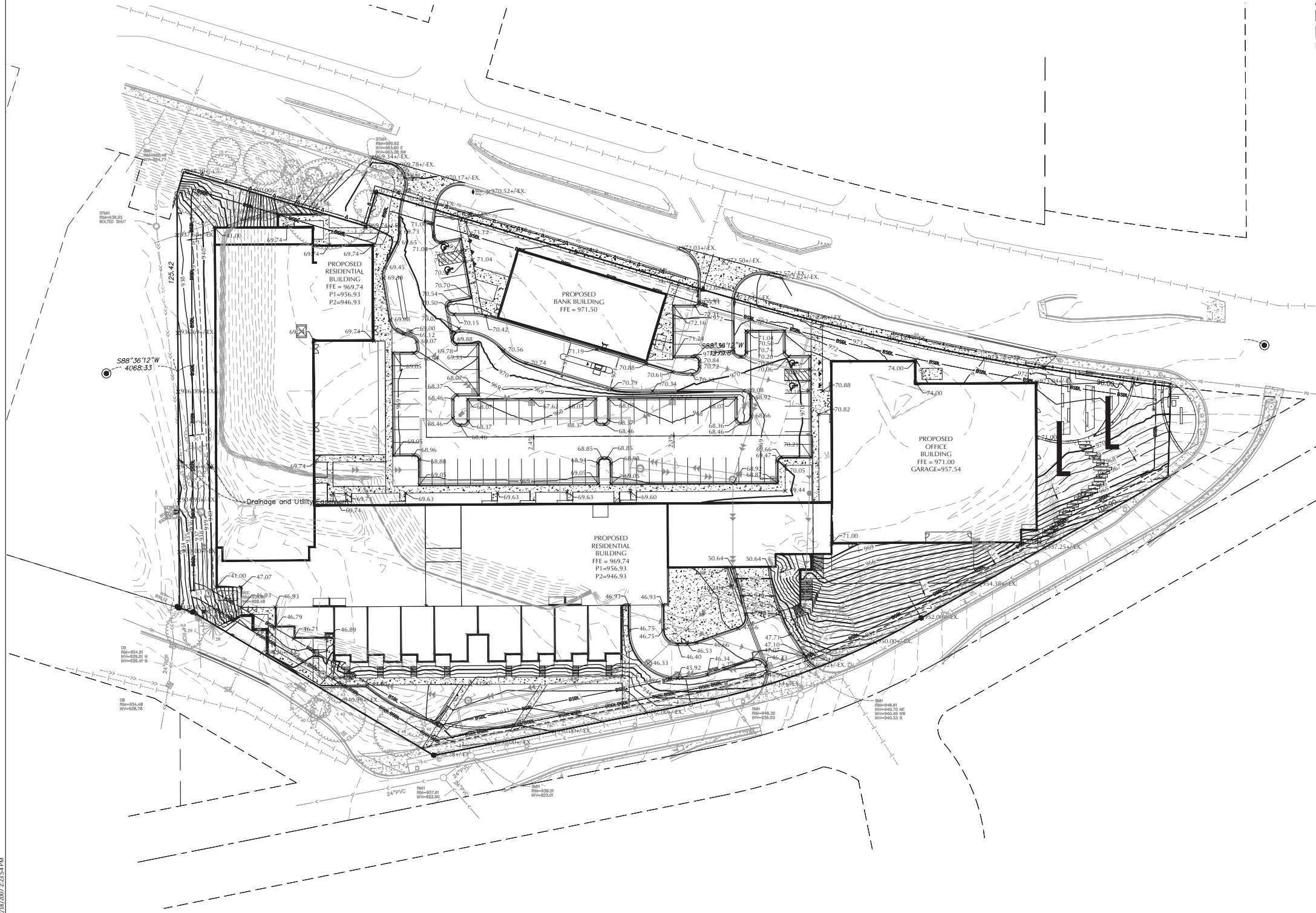
ALL CURB SPOT ELEVATIONS ARE TO GUTTER LINE UNLESS NOTED OTHERWISE.

GRADING, DRAINAGE PLAN NOTES

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

STREETS NEED TO BE SWEEPED.

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



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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

Signature
Nicholas M. Mannel - PE
Typed or Printed Name
45861 xx/xx/xxxx
License # Date

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LOUCKS PROJECT NO. 16620.08

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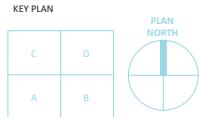
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GRADING PLAN
C3.1



CALL BEFORE YOU DIG
Gopher State One Call
TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

WARNING:

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

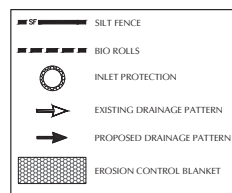
THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONSULTS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

NOTE:

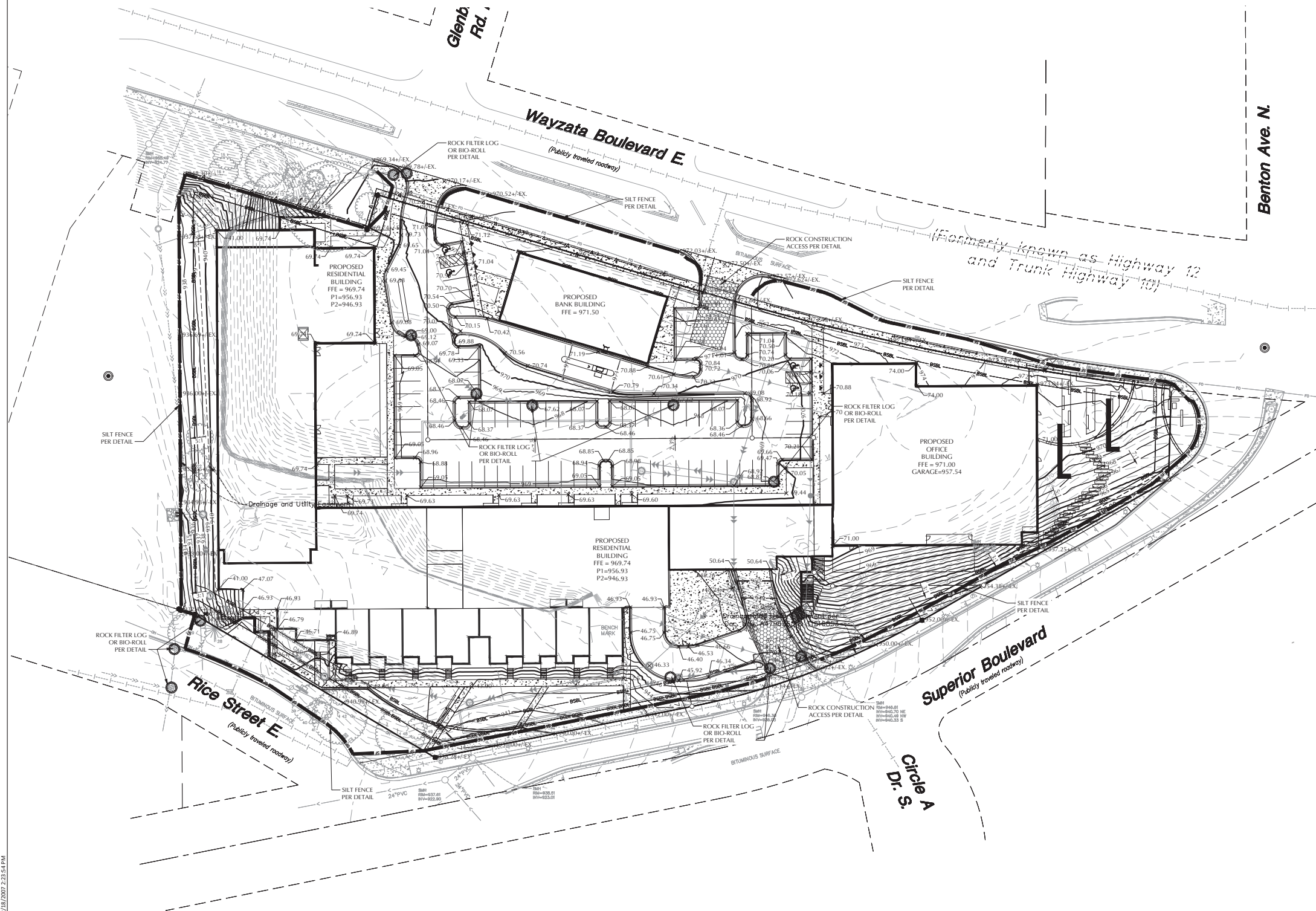
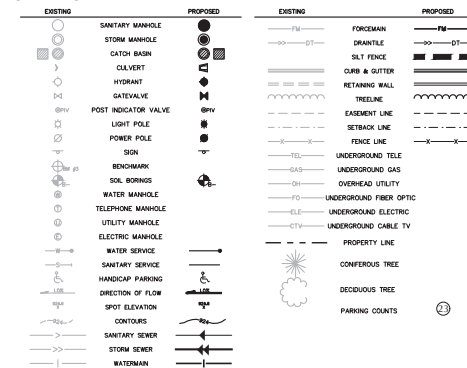
EXISTING CONDITIONS INFORMATION SHOWN IS FROM AN ALTA/NSPS LAND TITLE SURVEY PREPARED BY LOUCKS, DATED DECEMBER, 2021.



SWPPP LEGEND



CIVIL LEGEND



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Wayzata, MN

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ARCHITECTURE & DESIGN

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Signature
Nicholas M. Mannel - PE
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45861 xx/xx/xxxx
License # Date

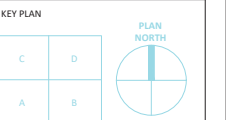
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SWPP PLAN
C3.2

12/28/2022 2:23:47 PM

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SWPPP NOTES

1. THE NATURE OF THIS PROJECT WILL CONSIST OF CONSTRUCTING THREE PROPOSED BUILDINGS, PARKING LOT, SURFACE PAVEMENTS, AND UTILITIES.

2. THE INTENDED SEQUENCING OF MAJOR CONSTRUCTION ACTIVITIES ARE AS FOLLOWS:

1. INSTALL VEHICLE TRACKING BMP

2. INSTALL INLET PROTECTION

3. INSTALL SILT FENCE AROUND SITE

4. CLEAR AND GRUB SITE

5. STRIP AND STOCKPILE TOPSOIL

6. REMOVE PAVEMENTS AND UTILITIES

7. ROUGH GRADE SITE

8. IMPORT CLEAN FILL FOR REPLACEMENT AND BALANCE

9. INSTALL UTILITIES

10. INSTALL BUILDING FOUNDATIONS

11. INSTALL CURB AND GUTTER

12. INSTALL PAVEMENTS AND WALKS

13. FINAL GRADE SITE

14. REMOVE ACCUMULATED SEDIMENT FROM STORMWATER SYSTEMS

15. SEED AND MULCH

16. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED, REMOVE SILT FENCE, INLET PROTECTION, AND RESEED ANY AREAS DISTURBED BY THE REMOVAL.

3. SITE DATA:

PROPERTY AREA / DISTURBED AREA:

4.24 AC / 4.24 AC

PRE-CONSTRUCTION IMPERVIOUS AREA:

2.39 AC

POST-CONSTRUCTION IMPERVIOUS AREA:

3.23 AC

GENERAL SOIL TYPE:

SEE GEOTECHNICAL REPORT BY AET

HYDROLOGY INFORMATION:

SEE HYDROLOGY REPORT PREPARED

4. EROSION AND SEDIMENT CONTROLS WERE DESIGNED TO EFFECTIVELY CONTROL STORMWATER RUNOFF WITHIN THE PROJECT AREAS. EROSION AND SEDIMENT CONTROL HAVE BEEN PROPOSED TO MINIMIZE CHANNEL EROSION AND SCOUR IN THE IMMEDIATE VICINITY OF DISCHARGE POINTS. FACTORS THAT WERE CONSIDERED INCLUDE PROPOSED IMPERVIOUS AREAS, SLOPE OF IMPERVIOUS SURFACES, STORMWATER INFRASTRUCTURE DISCHARGE POINTS, AND ANNUAL AVERAGE PRECIPITATION DATA FOR THE PROJECT AREA.

5. HENNEPIN COUNTY RECEIVES AN AVERAGE OF 32 INCHES OF PRECIPITATION PER YEAR. THE FOLLOWING HENNEPIN COUNTY 24-HOUR STORM EVENTS ARE BASED ON ATLAS 14 RAINFALL DATA:

2-YR

2.86 INCHES

10-YR

4.26 INCHES

100-YR

7.32 INCHES

6. SEE "EXHIBIT-PROPOSED DRAINAGE AREAS" FOR SITE MAP WITH DRAINAGE AREA BOUNDARIES.

7. THE LOCATION OF AREAS NOT TO BE DISTURBED MUST BE IDENTIFIED WITH FLAGS, STAKES, SIGNS, SILT FENCE, ETC. BEFORE CONSTRUCTION BEGINS.

8. CONTRACTOR SHALL INSTALL RAIN GAUGE ON SITE.

9. NO DEWATERING IS EXPECTED TO OCCUR ON SITE. NO GROUNDWATER EXPECTED TO BE ENCOUNTERED DURING CONSTRUCTION. IF DEWATERING IS REQUIRED, REFER TO CITY REGULATIONS.

10. CONTAMINATION EXPECTED TO BE ENCOUNTERED DURING EXCAVATION.

11. ALL DISTURBED GROUND LEFT INACTIVE FOR SEVEN (7) OR MORE DAYS SHALL BE STABILIZED BY SEEDING OR SODDING (ONLY AVAILABLE PRIOR TO SEPTEMBER 15) OR BY MULCHING OR COVERING OR OTHER EQUIVALENT CONTROL MEASURE.

12. ON SLOPES 3:1 OR GREATER MAINTAIN SHEET FLOW AND MINIMIZE RILLS AND/OR GULLIES. SLOPE LENGTHS CAN NOT BE GREATER THAN 75 FEET.

DENOTES SLOPES GREATER THAN 3:1. ALL 3:1 SLOPES TO BE STABILIZED WITH EROSION CONTROL BLANKET

13. ALL STORM DRAINS AND INLETS MUST BE PROTECTED UNTIL ALL SOURCES OF POTENTIAL DISCHARGE ARE STABILIZED.

14. SOIL COMPACTION SHALL BE MINIMIZED DURING CONSTRUCTION.

15. TEMPORARY SOIL STOCKPILES MUST HAVE EFFECTIVE SEDIMENT CONTROL AND CAN NOT BE PLACED IN SURFACE WATERS OR STORM WATER CONVEYANCE SYSTEMS. TEMPORARY STOCKPILES WITHOUT SIGNIFICANT AMOUNT OF SILT, CLAY, OR ORGANIC COMPOUNDS ARE EXEMPT EX: CLEAN AGGREGATE STOCK PILES, DEMOLITION CONCRETE STOCKPILES, SAND STOCKPILES.

16. SEDIMENT CONTROL PRACTICES SHALL BE INSTALLED ON ALL DOWNGRADIENT PERIMETERS AND UPGRADIENT OF ANY BUFFER ZONES.

17. SEDIMENT LADEN WATER MUST BE DISCHARGED TO A SEDIMENTATION BASIN WHENEVER POSSIBLE. IF NOT POSSIBLE, IT MUST BE TREATED WITH THE APPROPRIATE BMP'S.

18. SOLID WASTE MUST BE DISPOSED OF PROPERLY AND MUST COMPLY WITH MPCA DISPOSAL REQUIREMENTS.

19. NO VEHICLE WASHING ALLOWED ON SITE.

20. NO ENGINE DEGREASING IS ALLOWED ON SITE.

21. THE OWNER IS RESPONSIBLE FOR COMPLIANCE WITH ALL TERMS AND CONDITIONS OF THE PERMIT. THE OPERATOR IS RESPONSIBLE FOR COMPLIANCE WITH SECTIONS 3, 4, 6-22, 24 AND APPLICABLE REQUIREMENTS FOR CONSTRUCTION ACTIVITY IN SECTION 23.

22. TERMINATION OF COVERAGE PERMITTEE(S) WISHING TO TERMINATE COVERAGE MUST SUBMIT A NOTICE OF TERMINATION (NOT) TO THE MPCA. ALL PERMITTEE(S) MUST SUBMIT A NOT WITHIN 30 DAYS AFTER THE FOLLOWING CONDITIONS HAVE BEEN MET:

A. PERMIT TERMINATION CONDITIONS, PER NPDES PERMIT SECTION 13.1, HAVE BEEN ACHIEVED ON ALL PORTIONS OF THE SITE FOR WHICH THE PERMITTEE IS RESPONSIBLE.

A.A. PERMANENT UNIFORM PERENNIAL VEGETATIVE COVER MUST BE ESTABLISHED AT 70% DENSITY OF ITS EXPECTED FINAL GROWTH.

A.B. THE PERMANENT STORMWATER TREATMENT SYSTEM IS CONSTRUCTED, MEETS ALL REQUIREMENTS, AND IS OPERATING AS DESIGNED.

A.C. ALL TEMPORARY SYNTHETIC EROSION PREVENTION AND SEDIMENT CONTROL BMP'S MUST BE REMOVED.

A.D. CLEAN OUT SEDIMENT FROM CONVEYANCE SYSTEMS AND PERMANENT STORMWATER TREATMENT SYSTEMS (RETURN TO DESIGN CAPACITY).

23. INSPECTIONS

A. INITIAL INSPECTION FOLLOWING SILT FENCE INSTALLATION BY CITY REPRESENTATIVE IS REQUIRED.

B. EXPOSED SOIL AREAS: ONCE EVERY 7 DAYS AND WITHIN 24 HOURS FOLLOWING A 0.5" OVER 24 HOUR RAIN EVENT.

C. STABILIZED AREAS: ONCE EVERY 30 DAYS

D. FROZEN GROUND: AS SOON AS RUNOFF OCCURS OR PRIOR TO RESUMING CONSTRUCTION

E. INSPECTION AND MAINTENANCE RECORDS MUST BE RETAINED FOR 3 YEARS AFTER FILING OF THE NOTICE OF TERMINATION AND MUST INCLUDE: DATE AND TIME OF ACTION, NAME OF PERSON(S) CONDUCTING WORK, FINDING OF INSPECTIONS AND RECOMMENDATIONS FOR CORRECTIVE ACTION, DATE AND AMOUNT OF RAINFALL EVENTS GREATER THAN 0.5 INCHES IN A 24 HOUR PERIOD.

F. OBSERVE ANY DISCHARGE OCCURRING ONSITE AND DOCUMENT CORRECTIVE ACTIONS TAKEN. DISCHARGE SHOULD BE DESCRIBED AND PHOTOGRAPHED.

24. MINIMUM MAINTENANCE

A. ALL NONFUNCTIONAL BMP'S MUST BE REPAIRED, REPLACED, OR SUPPLEMENTED WITH FUNCTIONAL BMP'S BY THE END OF THE NEXT BUSINESS DAY AFTER DISCOVERY OR AS SOON AS FIELD CONDITIONS ALLOW.

B. REPAIR, REPLACE, OR SUPPLEMENT ALL PERIMETER CONTROL DEVICES WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES 1 THE HEIGHT OF THE DEVICE.

C. SEDIMENT BASINS DRAINED AND SEDIMENT REMOVED WHEN REACHES 1/2 STORAGE VOLUME.

D. SEDIMENT REMOVED FROM SURFACE WATERS WITHIN (7)SEVEN CALENDAR DAYS OF DISCOVERY.

E. CONSTRUCTION SITE EXITS INSPECTED, TRACKED SEDIMENT REMOVED WITHIN (1)ONE CALENDAR DAY.

F. PROVIDE COPIES OF EROSION INSPECTION RESULTS TO CITY ENGINEER FOR ALL EVENTS GREATER THAN 1/2" IN 24 HOURS.

25. THE SWPPP, INCLUDING ALL CHANGES TO IT, AND INSPECTIONS AND MAINTENANCE RECORDS MUST BE KEPT AT THE SITE DURING CONSTRUCTION ACTIVITY BY THE PERMITTEE(S) WHO HAVE OPERATIONAL CONTROL OF THE SITE.

26. OWNER MUST KEEP RECORDS OF ALL PERMITS REQUIRED FOR THE PROJECT, THE SWPPP, ALL INSPECTIONS AND MAINTENANCE, PERMANENT OPERATION AND MAINTENANCE AGREEMENTS, AND REQUIRED CALCULATIONS FOR TEMPORARY AND PERMANENT STORM WATER MANAGEMENT SYSTEMS. THESE RECORDS MUST BE RETAINED FOR THREE YEARS AFTER FILING NPDES NOTICE OF TERMINATION.

27. SWPPP MUST BE AMENDED WHEN:

A. THERE IS A CHANGE IN DESIGN, OPERATION, MAINTENANCE, WEATHER OR SEASONAL CONDITIONS THAT HAS A SIGNIFICANT EFFECT ON DISCHARGE

B. INSPECTIONS INDICATE THAT THE SWPPP IS NOT EFFECTIVE AND DISCHARGE IS EXCEEDING WATER QUALITY STANDARDS.

C. THE BMP'S IN THE SWPPP ARE NOT CONTROLLING POLLUTANTS IN DISCHARGES OR IS NOT CONSISTENT WITH THE TERMS AND CONDITIONS OF THE PERMIT.

28. CONCRETE WASHOUT AREA

A. CONCRETE WASH-OUT SITES NOT ALLOWED ON SITE AND MUST BE CONTAINED ON TRUCKS.

B. ALL SPILLS SHALL BE CLEANED UP IMMEDIATELY.

29. IN THE EVENT OF ENCOUNTERING A WELL OR SPRING DURING CONSTRUCTION CONTRACTOR TO CEASE CONSTRUCTION ACTIVITY AND NOTIFY ENGINEER.

30. PIPE OULETTS MUST BE PROVIDED WITH TEMPORARY OR PERMANENT ENERGY DISSIPATION WITHIN 24 HOURS AFTER CONNECTION TO A SURFACE WATER.

31. FINAL STABILIZATION

FINAL STABILIZATION REQUIRES THAT ALL SOIL DISTURBING ACTIVITIES HAVE BEEN COMPLETED AND THAT DISTURBED AREAS ARE STABILIZED BY A UNIFORM PERENNIAL VEGETATIVE COVER WITH 70% OF THE EXPECTED FINAL DENSITY, AND THAT ALL PERMANENT PAVEMENTS HAVE BEEN INSTALLED. ALL TEMPORARY BMP'S SHALL BE REMOVED, DITCHES STABILIZED, AND SEDIMENT SHALL BE REMOVED FROM PERMANENT CONVEYANCES AND SEDIMENTATION BASINS IN ORDER TO RETURN THE POND TO DESIGN CAPACITY.

32. RESPONSIBILITIES

A. THE OWNER MUST IDENTIFY A PERSON WHO WILL OVERSEE THE SWPPP IMPLEMENTATION AND THE PERSON RESPONSIBLE FOR INSPECTION AND MAINTENANCE:

CONTACT:

COMPANY:

PHONE:

B. THE OWNER MUST IDENTIFY THE A PERSON WHO WILL BE RESPONSIBLE FOR LONG TERM OPERATIONS AND MAINTENANCE OF THE PERMANENT STORMWATER MANAGEMENT SYSTEM:

CONTACT:

COMPANY:

PHONE:

33. THE WATERSHED DISTRICT OR THE CITY MAY HAVE REQUIREMENTS FOR INSPECTIONS OR AS-BUILT DRAWINGS VERIFYING PROPER CONSTRUCTION OF THE BMP'S.

34. EROSION CONTROL DEVICES CANNOT BE REMOVED UNTIL THE WATERSHED DISTRICT HAS DETERMINED THE SITE HAS BEEN PERMANENTLY RESTABILIZED AND SHALL BE REMOVED WITHIN 30 DAYS THEREAFTER.

CONSTRUCTION STORMWATER SPECIAL WATERS SEARCH MAP

ESTIMATED QUANTITIES

DESCRIPTION	UNIT	QUANTITY
TEMPORARY ROCK CONSTRUCTION ENTRANCE	EA	2
PREFABRICATED CONCRETE WASHOUT	EA	-
SILT FENCE (STANDARD)	LF	1870
EROSION CONTROL BLANKET	SY	XXX
INLET PROTECTION	EA	13
BIO-ROLL	LF	XXX

SITE VICINITY MAP

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Signature
Nicholas M. Mannel - PE
Typed or Printed Name
45861 xx/xx/xxxx
License # Date

Loucks

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PLAN NORTH

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SWPPP NOTES
C3.3

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2 X 3 INLET PROTECTION (WIMCO, TYPICAL)

EXISTING STORM CASTING

FILTER ASSEMBLY

POLYESTER SLEEVE

APPROVED PRODUCTS FOR INLET PROTECTION:

TYPE A: FIELD INLETS OR PRIOR TO CURB OR PAVEMENT

ROAD DRAIN – TOP SLAB, LLC-799 THEIS DRIVE, SHAKOPEE, MN

INFRASAFE SEDIMENT CONTROL BARRIER – ROYAL CONCRETE PIPE – STACY, MN

SILT SACK – ACF ENVIRONMENTAL – RICHMOND VA

TYPE B: STREET INLETS WITHOUT CURB

DANDYBAG – DANDY PRODUCTS – GROVE CITY, OH

TYPE C: STREET INLETS WITH CURB

DANDY CURB SACK – DANDY PRODUCTS – GROVE CITY, OH

ROAD DRAIN CURB AND GUTTER-WIMCO, LLC 799 THEIS DR.-SHAKOPEE, MN

STANDARD CURB IDP – LANGE INDUSTRIES – EDINA, MN

STANDARD DETAILS

INLET PROTECTION

WAYZATA, MINNESOTA

LAST REVISION: Nov. 2009

CITY PLATE NO. ERO-1

WAYZATA ENGINEERING

TYPICAL

POST DEPTH, 48" MIN.

DRAINAGE FILTER FABRIC (24" MIN. W/ 2' NO REIN. FABRIC FABRIC ALLOWED)

BACK FILL 4"X6" TRENCH

UNDISTURBED SOIL

HEAVY DUTY

WIRE MESH (14-1/2" MIN. W/ 2' NO REIN. FABRIC FABRIC ALLOWED)

POST DEPTH, 48" MIN.

DRAINAGE FILTER FABRIC (24" MIN. W/ 2' NO REIN. FABRIC FABRIC ALLOWED)

BACK FILL 4"X6" TRENCH

UNDISTURBED SOIL

NOTES:

- DIG A 6"X6" TRENCH ALONG THE INTENDED FENCE LINE.
- DRIVE ALL POSTS INTO THE GROUND AT THE DOWNHILL SIDE OF THE TRENCH.
- WIRE FENCING PER MINNESOTA COUNTY CONSERVATION DISTRICT EROSION AND SEDIMENT CONTROL MANUAL; WIRE MESH MUST BE A MINIMUM OF 2" INTO THE GROUND AND NO MORE THAN 36" ABOVE THE ORIGINAL GROUND SURFACE.
- LAY OUT SILT FENCE ON THE UPHILL SIDE ALONG THE FENCE LINE, AND BACK FILL.
- WOOD POSTS MAY BE SPACED UP TO 4 FEET APART IF WIRE MESH IS NOT USED TO SUPPORT THE FABRIC OF HEAVY DUTY SILT FENCE. IF WIRE MESH IS USED TO SUPPORT THE FABRIC STEEL POSTS MAY BE SPACED UP TO 8 FEET APART.
- REMOVE SILT FENCE AFTER TURF IS ESTABLISHED.

STANDARD DETAILS

SILT FENCE

WAYZATA, MINNESOTA

LAST REVISION: Nov. 2009

CITY PLATE NO. ERO-2

WAYZATA ENGINEERING

ROCK CONSTRUCTION ENTRANCE

HARD SURFACE PUBLIC ROAD

5' MINIMUM

6" MINIMUM

2" MINIMUM

1" TO 2" WASHED ROCK

25' MINIMUM

NOTES:

- ROCK SIZE SHOULD BE 1" TO 2" IN SIZE SUCH AS MN/DOT CA-1 OR CA-2 COURSE AGGREGATE. (WASHED)
- A GEOTEXTILE FABRIC SHALL BE USED UNDER THE ROCK TO PREVENT MIGRATION OF THE UNDERLYING SOIL INTO THE STONE.
- ROCK CONSTRUCTION ENTRANCE MUST BE MAINTAINED AND SHALL BE CLEANED OR REPLACED UPON NOTICE BY THE CITY, WATERSHED DISTRICT, OR POLLUTION CONTROL AGENCY.

STANDARD DETAILS

ROCK CONSTRUCTION ENTRANCE

WAYZATA, MINNESOTA

LAST REVISION: Nov. 2009

CITY PLATE NO. ERO-3

WAYZATA ENGINEERING

PLAN

DIRECTION OF FLOW

STRAW BALES SHALL BE STRAPPED WITH TWO WOODEN 2"x4" OR STEEL FENCE POST OR #6 REBAR STAKES.

ELEVATION

TWINE

GROUND LINE

STRAW BALES SHALL BE TRENCHED INTO THE SOIL 3"-4".

12" MIN

BIOROLLS

LOUCKS PLATE NO. 3006

DRAWN 2/2016

ANCHOR TRENCH (SEE DETAIL AND NOTES BELOW)

OVERLAP END JOINTS MINIMUM OF 4" AND STAPLE OVERLAP AT 1.5' INTERVALS.

STAGGER JOINTS

DIRECTION OF FLOW

STAPLE PATTERN/DENSITY SHALL FOLLOW MANUFACTURERS SPECIFICATIONS.

OVERLAP LONGITUDINAL JOINTS MINIMUM OF 6"

ANCHOR TRENCH

- DIG 6"X6" TRENCH
- LAY BLANKETS IN TRENCH
- STAPLE AT 1.5' INTERVALS
- BACKFILL WITH NATURAL SOIL AND COMPACT.
- BLANKET LENGTH SHALL NOT EXCEED 100' WITHOUT AN ANCHOR TRENCH

NOTE

SLOPE SURFACE SHALL BE FREE OF ROCKS, SOIL CLUMPS, STICKS, VEHICLE IMPRINTS, AND GRASS. BLANKETS SHALL HAVE GOOD SOIL CONTACT.

EROSION CONTROL BLANKET

LOUCKS PLATE NO. 3016

DRAWN 2/2016

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Wayzata, MN

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SWPPP DETAILS
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Gopher State One Call
TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1666

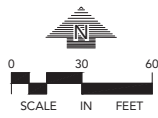
WARNING:

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

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

NOTE:

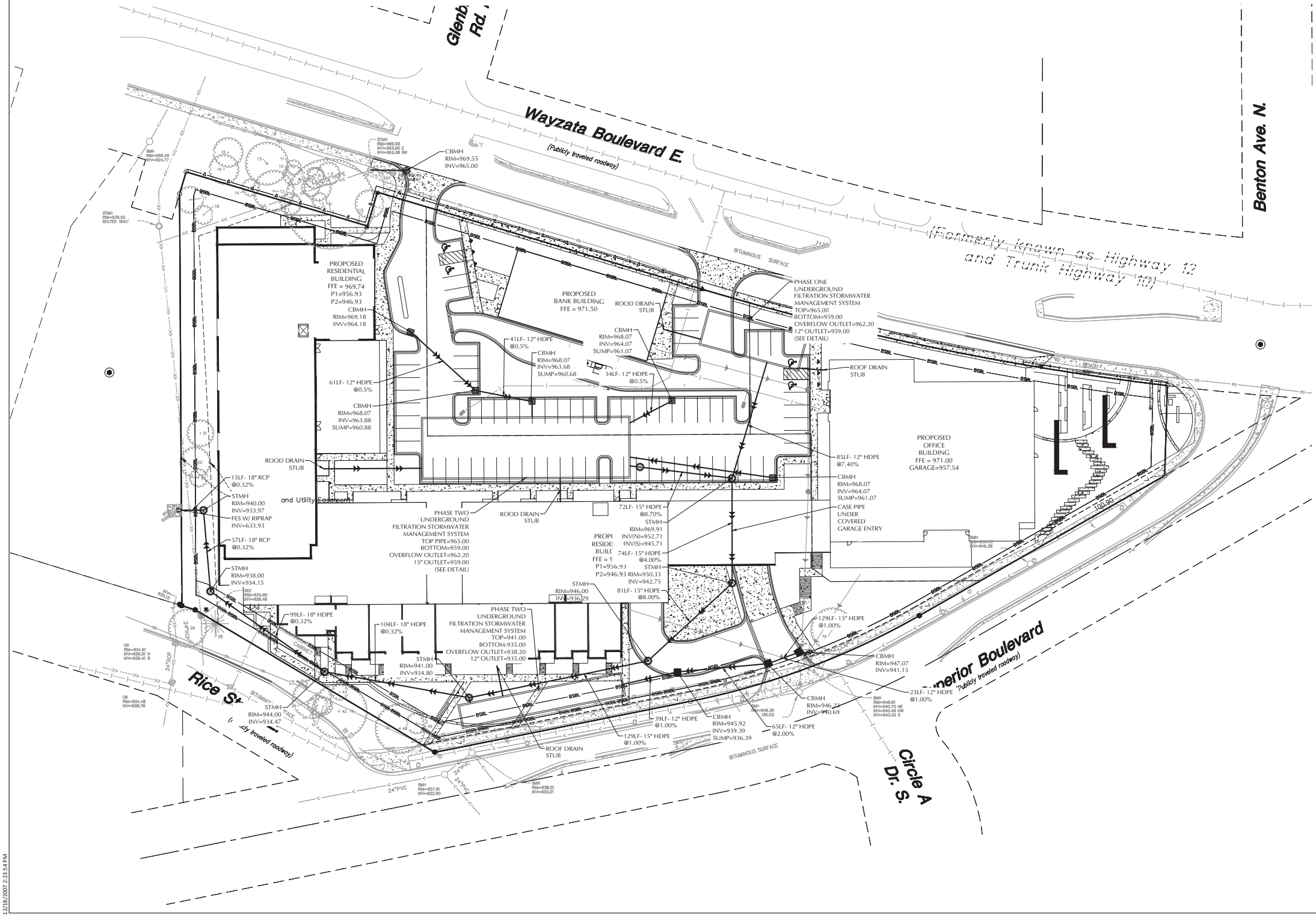
EXISTING CONDITIONS
INFORMATION SHOWN IS FROM
AN ALTA/NSPS LAND TITLE
SURVEY PREPARED BY LOUCKS,
DATED DECEMBER, 2021.



UTILITY NOTES

- ALL SANITARY SEWER, STORM SEWER AND WATERMAIN UTILITIES SHALL BE FURNISHED AND INSTALLED PER THE REQUIREMENTS OF THE SPECIFICATIONS, THE MINNESOTA PLUMBING CODE, THE LOCAL GOVERNING UNIT, AND THE STANDARD UTILITIES SPECIFICATION OF THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), 2018 EDITION.
- ALL UTILITY PIPE BEDDING SHALL BE COMPACTED SAND OR FINE GRANULAR MATERIAL. ALL CONSTRUCTION SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CEAM SPECIFICATION AND THE GEOTECHNICAL REPORT.
- ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE PERFORMED PER THE REQUIREMENTS OF THE STATE AND LOCAL JURISDICTIONS. THE CITY DEPARTMENT OF ENGINEERING AND BUILDING INSPECTIONS DEPARTMENT AND THE CONSTRUCTION ENGINEER MUST BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY WORK WITHIN THE PUBLIC RIGHT OF WAY, OR WORK IMPACTING PUBLIC UTILITIES.
- ALL STORM SEWER, SANITARY SEWER AND WATER SERVICES SHALL TERMINATE 5' FROM THE BUILDING FACE UNLESS OTHERWISE NOTED.
- A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION AND 10 FEET OF HORIZONTAL SEPARATION IS REQUIRED FOR ALL UTILITIES UNLESS OTHERWISE NOTED.
- ALL NEW WATERMAIN AND SERVICES MUST HAVE A MINIMUM OF 8.0 FEET OF COVER. EXTRA DEPTH MAY BE REQUIRED TO MAINTAIN A MINIMUM 18" VERTICAL SEPARATION TO SANITARY OR STORM SEWER LINES. THE CONTRACTOR SHALL FIELD ADJUST WATERMAIN TO AVOID CONFLICTS WITH SANITARY SEWER, STORM SEWER, AND SERVICES AS REQUIRED. INSULATION OF WATER AND SANITARY SEWER LINES SHALL BE PROVIDED WHERE 8.0 FEET MINIMUM DEPTH CAN NOT BE ATTAINED.
- ALL FIRE HYDRANTS SHALL BE LOCATED 5 FEET BEHIND BACK OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- PROPOSED PIPE MATERIALS:

WATERMAIN	DIP	6" TO 8" DIAMETER
SANITARY SEWER	PVC SDR 35	6" TO 8" DIAMETER
STORM SEWER	DUAL WALL HDPE	12" TO 18" DIAMETER
STORM SEWER	RCP	15" TO 18" DIAMETER
- ALL SANITARY SEWER WYES, TEES AND SERVICES SHALL BE "X" PVC SDR XX.
- CONTRACTOR TO SUBMIT SHOP DRAWINGS OF UNDERGROUND FILTRATION SYSTEM FOR ENGINEER'S REVIEW.
- ALL PORTIONS OF THE STORM SEWER SYSTEM, INCLUDING CATCH BASINS, LOCATED WITHIN 10 FEET OF THE BUILDING OR WATER SERVICE LINE MUST BE TESTED ACCORDANCE WITH MINNESOTA RULES, PART 4715.2820
- ALL JOINTS AND CONNECTIONS IN THE STORM SEWER SYSTEM SHALL BE GASTIGHT OR WATERTIGHT (SEE MINNESOTA RULES, PART 4715.0700). APPROVED RESILIENT RUBBER JOINTS MUST BE USED TO MAKE WATERTIGHT CONNECTIONS TO MANHOLES, CATCHBASINS, AND OTHER STRUCTURES.
- HIGH-DENSITY POLYETHYLENE (HDPE) STORM DRAINS MUST COMPLY WITH MINNESOTA RULES, PART 4715.0540:
 - PIPES 4-INCH TO 10-INCH IN SIZE MUST COMPLY WITH AASHTO M252.
 - PIPES 12-INCH TO 60-INCH IN SIZE MUST COMPLY WITH ASTM F2306.
 - ALL FITTINGS MUST COMPLY WITH ASTM D3212.
 - WATER-TIGHT JOINTS MUST BE USED AT ALL CONNECTIONS INCLUDING STRUCTURES.



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Wayzata, MN



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Signature
Nicholas M. Mannel - PE
Typed or Printed Name
45861 xx/xx/xxxx
License # Date

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Maple Grove, MN 55369
763.424.5505
www.loucksinc.com
LOUCKS PROJECT NO. 16620.08

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SUBMISSION
05/13/2022

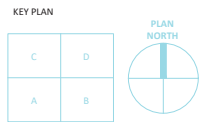
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STORM SEWER
UTILITY PLAN

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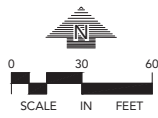
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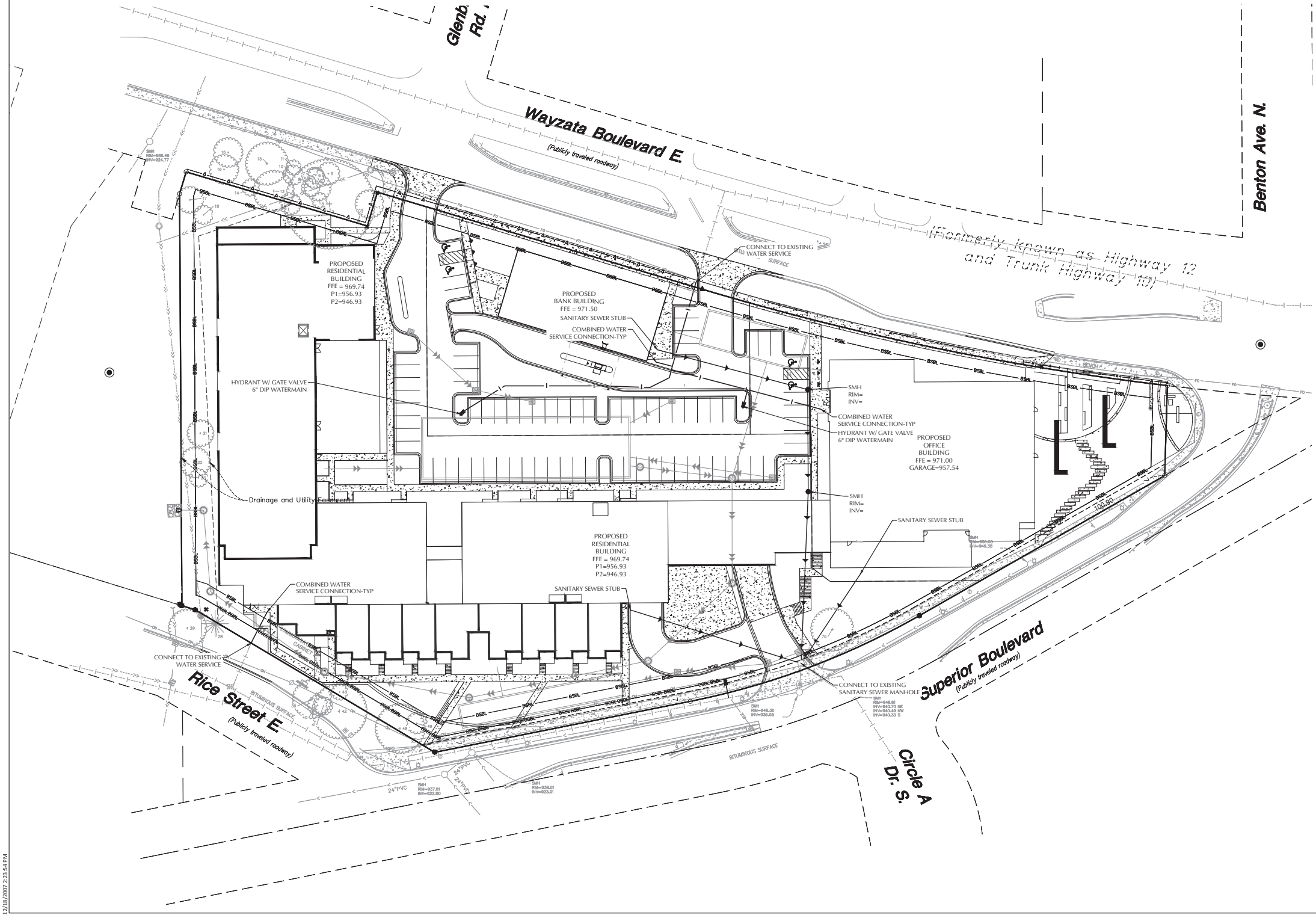
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Signature
Nicholas M. Mannel - PE
Typed or Printed Name
45861 xx/xx/xxxx
License # Date

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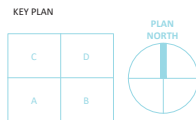
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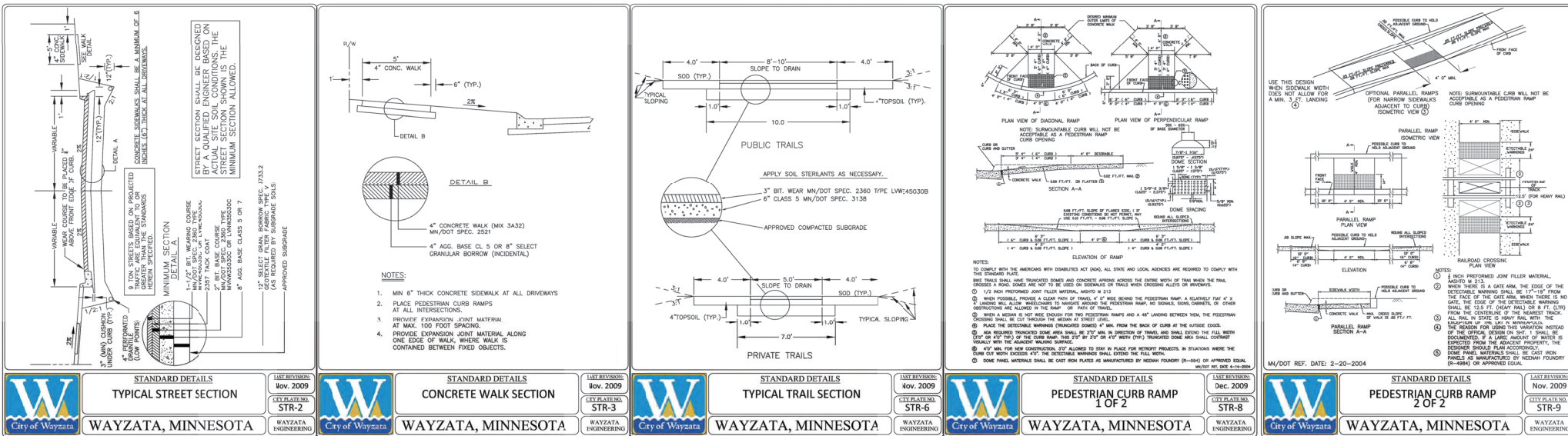
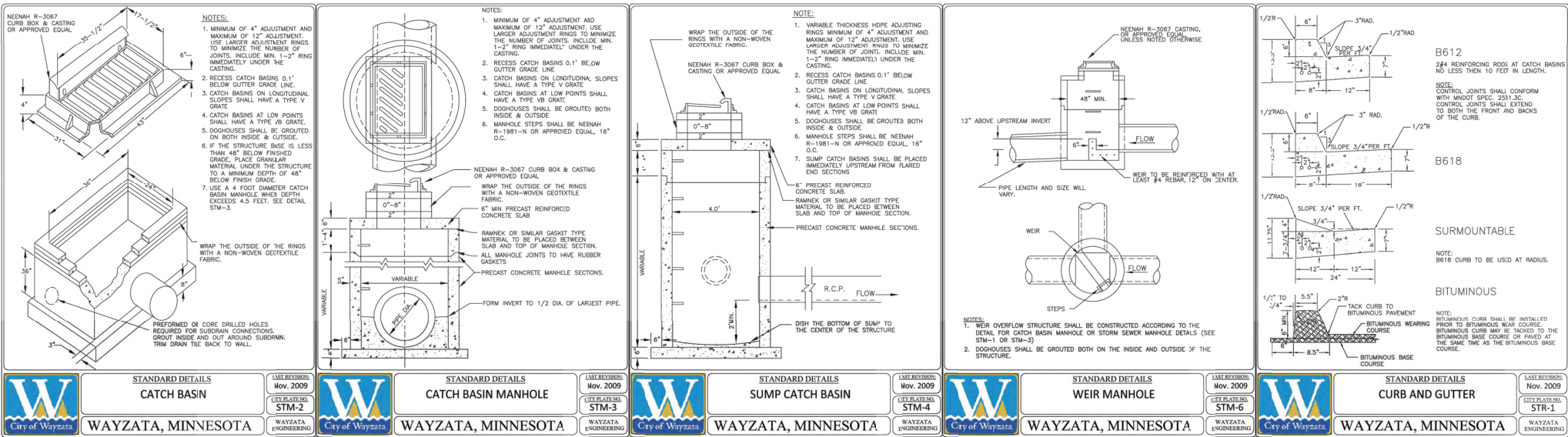
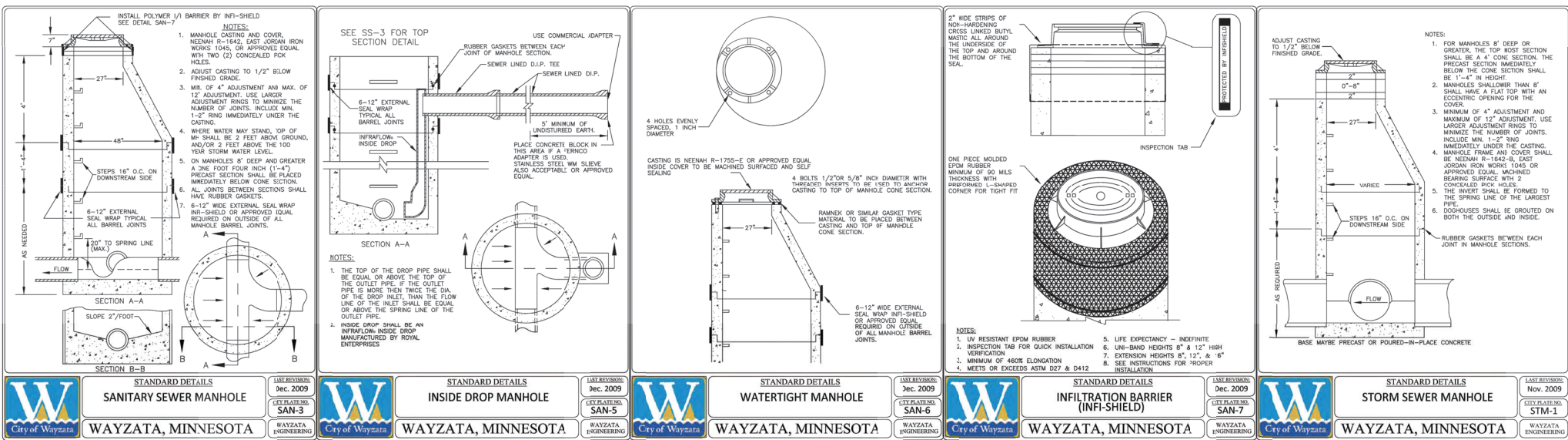


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SANITARY & WATERMAIN UTILITY PLAN

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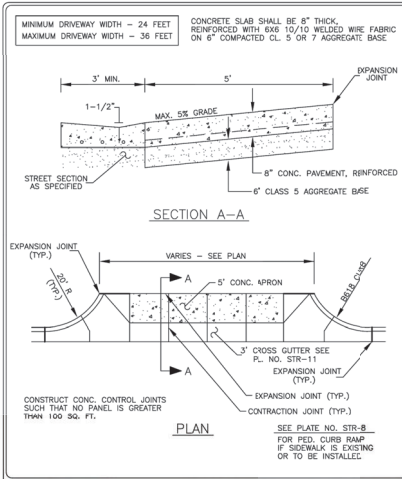
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KEY PLAN

PLAN NORTH

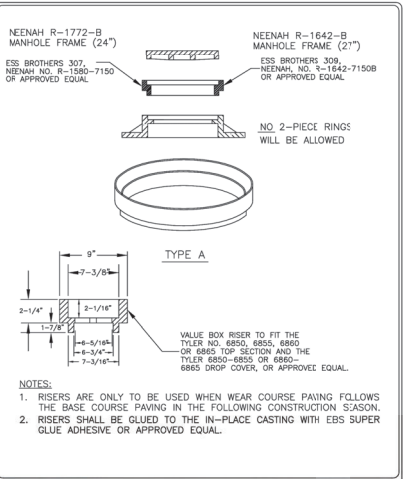
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DETAILS
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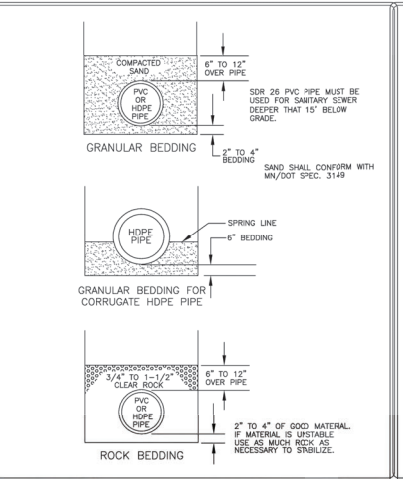
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COMMERCIAL DRIVEWAY
WAYZATA, MINNESOTA

LAST REVISION: Dec. 2009
KEY PLATE NO. STR-15
WAYZATA ENGINEERING



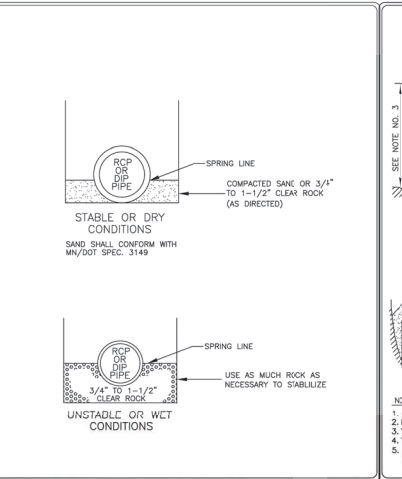
STANDARD DETAILS
MANHOLE & VALVE BOX RISER ADJUSTMENT
WAYZATA, MINNESOTA

LAST REVISION: Dec. 2009
KEY PLATE NO. STR-17
WAYZATA ENGINEERING



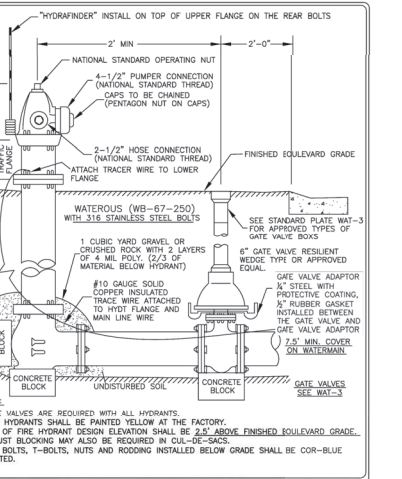
STANDARD DETAILS
PVC & HDPE PIPE BEDDING
WAYZATA, MINNESOTA

LAST REVISION: Dec. 2009
KEY PLATE NO. UTIL-1
WAYZATA ENGINEERING



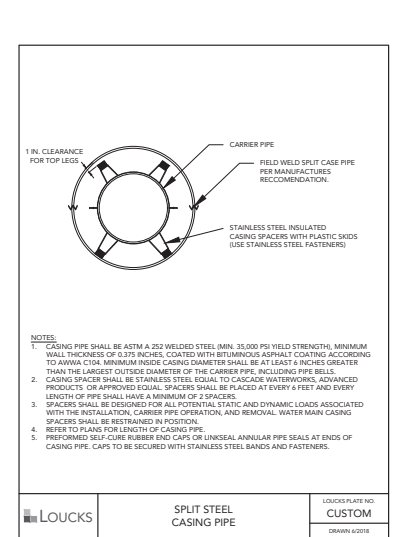
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RCP & DIP PIPE BEDDING
WAYZATA, MINNESOTA

LAST REVISION: Dec. 2009
KEY PLATE NO. UTIL-2
WAYZATA ENGINEERING



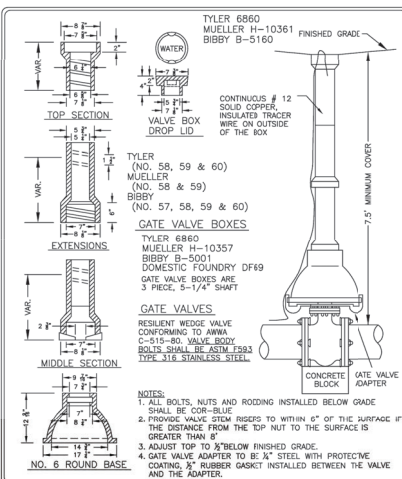
STANDARD DETAILS
HYDRANT INSTALLATION
WAYZATA, MINNESOTA

LAST REVISION: Dec. 2009
KEY PLATE NO. WAT-2
WAYZATA ENGINEERING



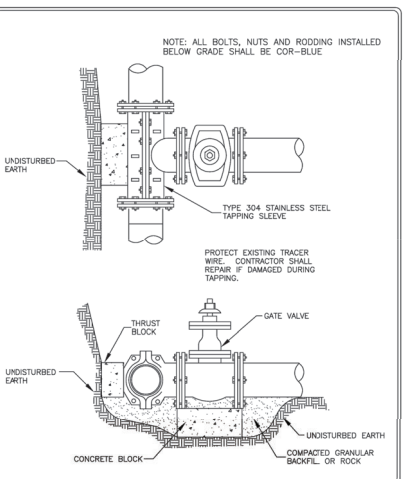
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SPLIT STEEL CASING PIPE
WAYZATA, MINNESOTA

LAST REVISION: Dec. 2009
KEY PLATE NO. WAT-3
WAYZATA ENGINEERING



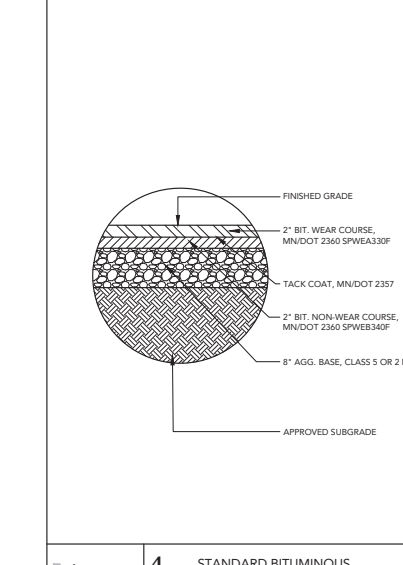
STANDARD DETAILS
GATE VALVE & BOX
WAYZATA, MINNESOTA

LAST REVISION: Feb. 2016
KEY PLATE NO. WAT-3
WAYZATA ENGINEERING



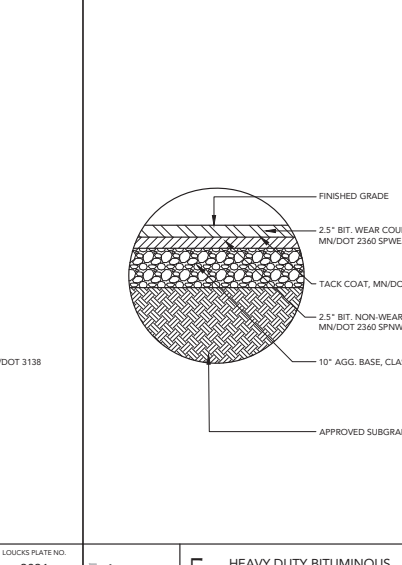
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WATERMAIN WET TAP
WAYZATA, MINNESOTA

LAST REVISION: Dec. 2009
KEY PLATE NO. WAT-4
WAYZATA ENGINEERING



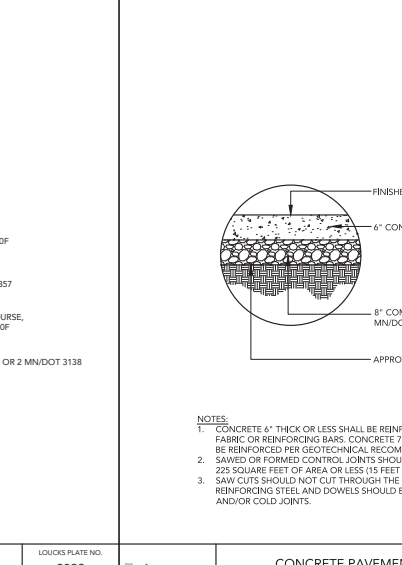
STANDARD DETAILS
STANDARD BITUMINOUS PAVEMENT SECTION
WAYZATA, MINNESOTA

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DRAWN 12/2016



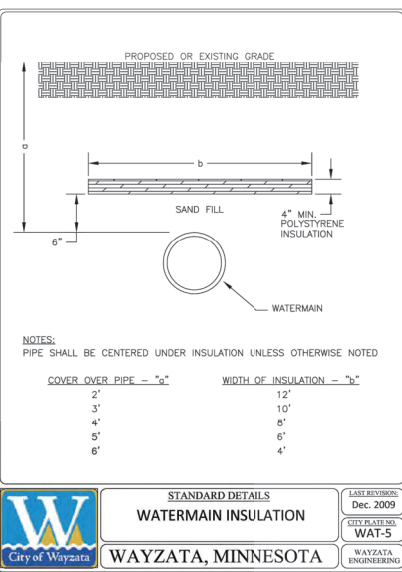
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HEAVY DUTY BITUMINOUS PAVEMENT SECTION
WAYZATA, MINNESOTA

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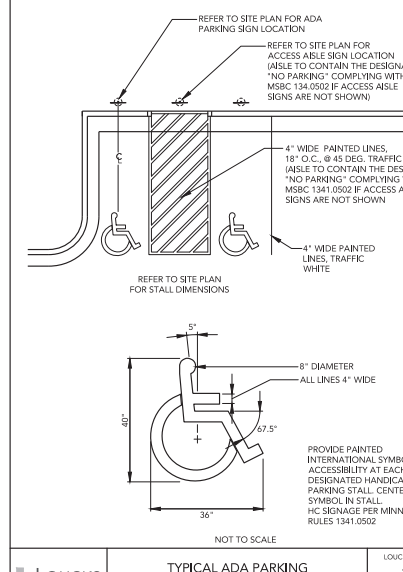
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CONCRETE PAVEMENT SECTION
WAYZATA, MINNESOTA

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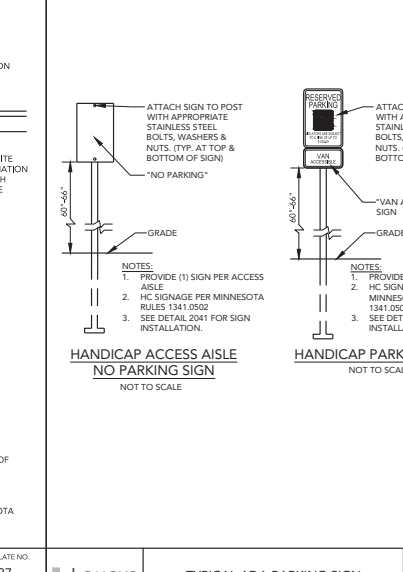
STANDARD DETAILS
WATERMAIN INSULATION
WAYZATA, MINNESOTA

LAST REVISION: Dec. 2009
KEY PLATE NO. WAT-5
WAYZATA ENGINEERING



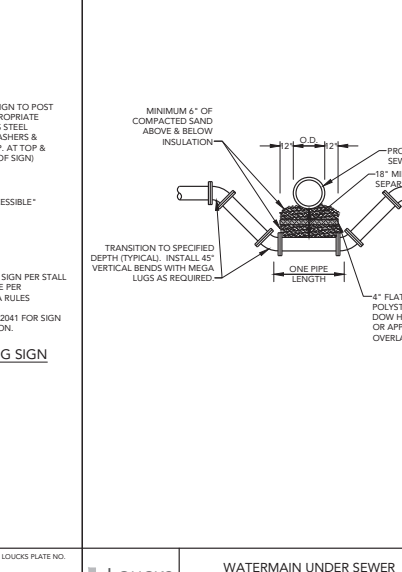
STANDARD DETAILS
TYPICAL ADA PARKING STALL STRIPING
WAYZATA, MINNESOTA

LOUCKS PLATE NO. 2037
DRAWN 03/2017



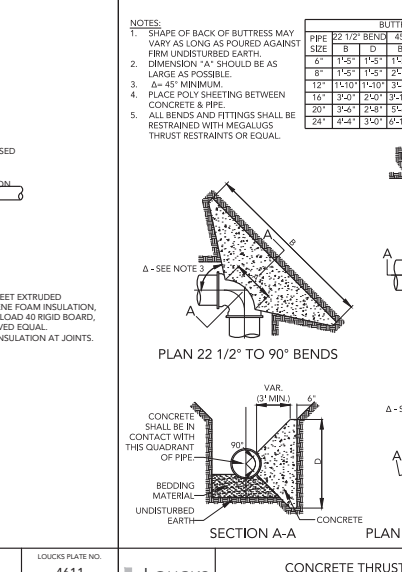
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TYPICAL ADA PARKING SIGN
WAYZATA, MINNESOTA

LOUCKS PLATE NO. 2038
DRAWN 12/2016



STANDARD DETAILS
WATERMAIN UNDER SEWER DEFLECTION
WAYZATA, MINNESOTA

LOUCKS PLATE NO. 4611
DRAWN 2/2016



STANDARD DETAILS
CONCRETE THRUST BLOCKING
WAYZATA, MINNESOTA

LOUCKS PLATE NO. 4606
DRAWN 2/2016

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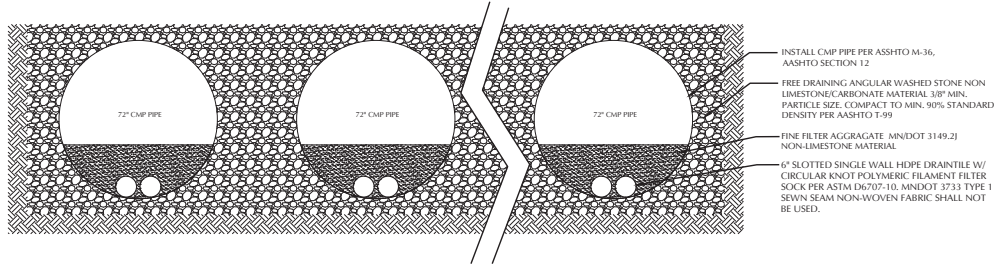
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(CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR REVIEW)

UNDERGROUND FILTRATION SYSTEM TYPICAL SECTION

SCALE: N/A

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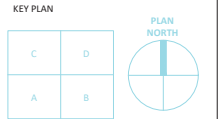
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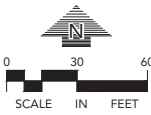
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SITE NOTES

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

SITE DATA

SITE ADDRESS: 900 WAYZATA BLVD, WAYZATA, MN 55391
HENNEPIN COUNTY PID: 0611722410003
PROPERTY DESCRIPTION: XX
PROPERTY AREA: 184,484 SQ. FT. / 4.24 +/- AC
DISTURBED AREA: 4.24 AC
EXISTING IMPERVIOUS AREA: 104,328 SF / 2.39 AC (56.40%)
PROPOSED PERVIOUS AREA: 43,785 SF / 1.01 AC (23.82%)
PROPOSED IMPERVIOUS AREA: 140,699 SF / 3.23 AC (76.18%)

GENERAL NOTES

1. MINNESOTA STATE STATUTE REQUIRES NOTIFICATION PER "GOPHER STATE ONE CALL" PRIOR TO COMMENCING ANY GRADING, EXCAVATION OR UNDERGROUND WORK.
2. THE CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
3. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASE OF THIS PROJECT. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGES TO ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASE OF THIS PROJECT.
4. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.
5. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
6. THE DUTY OF THE ENGINEER OR THE DEVELOPER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTORS PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTORS SAFETY MEASURES IN, OR NEAR THE CONSTRUCTION SITE.
7. BEFORE BEGINNING CONSTRUCTION THE CONTRACTOR SHALL INSTALL EROSION AND SEDIMENTATION CONTROL MEASURES IN ACCORDANCE WITH NPDES PERMIT REQUIREMENTS, BEST MANAGEMENT PRACTICES, STATE AND LOCAL REQUIREMENTS AND THE DETAILS SHOWN ON THE DETAIL SHEETS OF THE PROJECT PLANS.
8. ALL CONSTRUCTION PERMITS, APPLICATIONS AND FEES ARE THE RESPONSIBILITY OF THE CONTRACTOR.
9. ALL ENTRANCES AND CONNECTIONS TO CITY STREETS SHALL BE CONSTRUCTED PER THE REQUIREMENTS OF THE STATE AND LOCAL JURISDICTIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS AND NOTIFICATIONS AS REQUIRED.
10. ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. ALL TRAFFIC CONTROL SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE CITY. THIS SHALL INCLUDE ALL SIGNAGE, BARRICADES, FLASHERS AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES.
11. ADJUST ALL EXISTING STRUCTURES, BOTH PUBLIC AND PRIVATE TO THE PROPOSED GRADES WHERE DISTURBED AND COMPLY WITH ALL REQUIREMENTS OF THE UTILITY OWNERS. STRUCTURES BEING RESET TO PAVED AREAS MUST MEET OWNERS REQUIREMENTS FOR TRAFFIC LOADING.
12. SUBGRADE PREPARATION SHALL BE PERFORMED IN ACCORDANCE WITH MNDOT 211.2. THE TOP 3 FEET SHALL BE COMPACTED TO 100% OF THE STANDARD PROCTOR DENSITY.
13. AGGREGATE BASE SHALL BE MNDOT 2211 CLASS 5. COMPACTION SHALL BE BY THE QUALITY COMPACTION METHOD.
14. PLANT MIXED BITUMINOUS PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH MNDOT 2360 WITH MIX DESIGN AS SHOWN ON THE DETAILS. COMPACTION SHALL BE BY THE ORDINARY COMPACTION METHOD.
15. CONCRETE CURB & GUTTER SHALL BE PERFORMED IN ACCORDANCE WITH MNDOT 2531. CURING SHALL BE BY THE MEMBRANE CURING METHOD. EXPANSION JOINTS EVERY 200 FEET AT ALL FIXED OBJECTS. CONTRACTIONS JOINTS EVERY 10 FEET.
16. CONCRETE WALK SHALL BE PERFORMED IN ACCORDANCE WITH MNDOT 2521. CURING SHALL BE BY THE MEMBRANE CURING METHOD. EXPANSION JOINTS AT ALL FIXES OBJECTS. CONTRACTION JINTS EVERY 5 FEET.
17. A CITY RIGHT-OF-WAY PERMIT IS REQUIRED TO WORKING WITHIN CITY ROW.

PAVEMENT TYPES

CONCRETE SIDEWALK

NOTE:
SEE PAVEMENT SECTIONS ON SHEET CB.2 FOR TYPE AND DEPTH INFORMATION.

CIVIL LEGEND

EXISTING	PROPOSED

900 Wayzata Boulevard
Wayzata, MN

esg
ARCHITECTURE & DESIGN

500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.337.2508 f 612.337.5382
www.esgarch.com

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Signature
Nicholas M. Mannel - PE
Typed or Printed Name
45861 xx/xx/xxxx
License # Date

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Maple Grove, MN 55369
763.424.5505
www.loucksinc.com
LOUCKS PROJECT NO. 16620.08

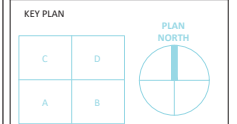
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GENERAL PLAN SUBMISSION
05/13/2022

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DATE - SET NAME
REVISIONS:
No. Description Date

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PROJECT NUMBER

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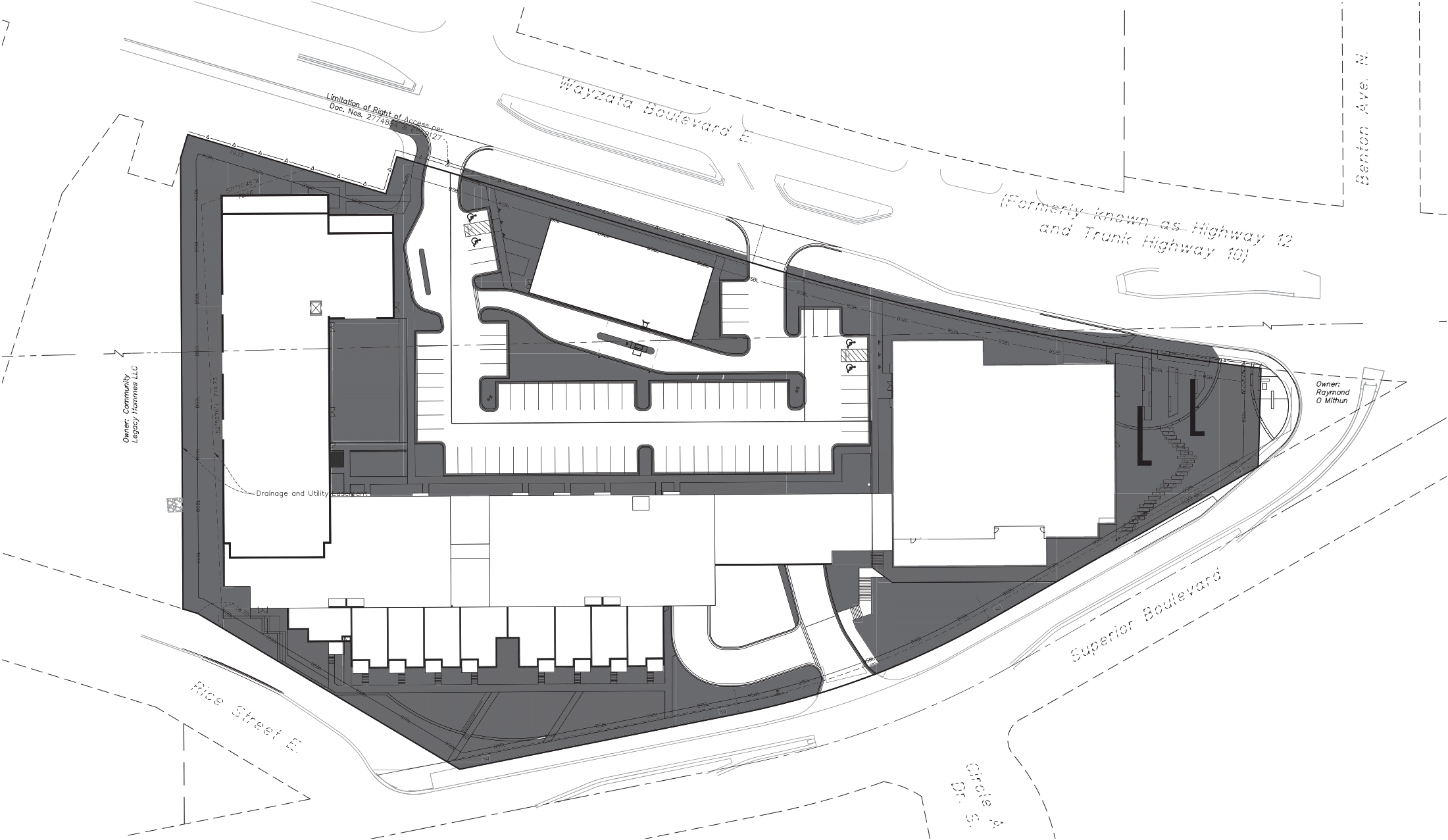


900 Wayzata Boulevard
EASEMENT EXHIBIT-DRAFT

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PUBLIC SPACE AREA(EXCLUDING BLDGS-PARKING-DRIVE AISLES = 74,443 SF / 1.71 AC = 40.35%

- RESIDENTIAL BUILDING = 45,269 SF/1.04 AC = 37.63%
- BANK = 11,681 SF/0.27 AC = 40.03%
- OFFICE BUILDING = 17,493 SF/0.40 AC = 49.95%



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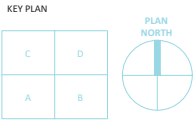
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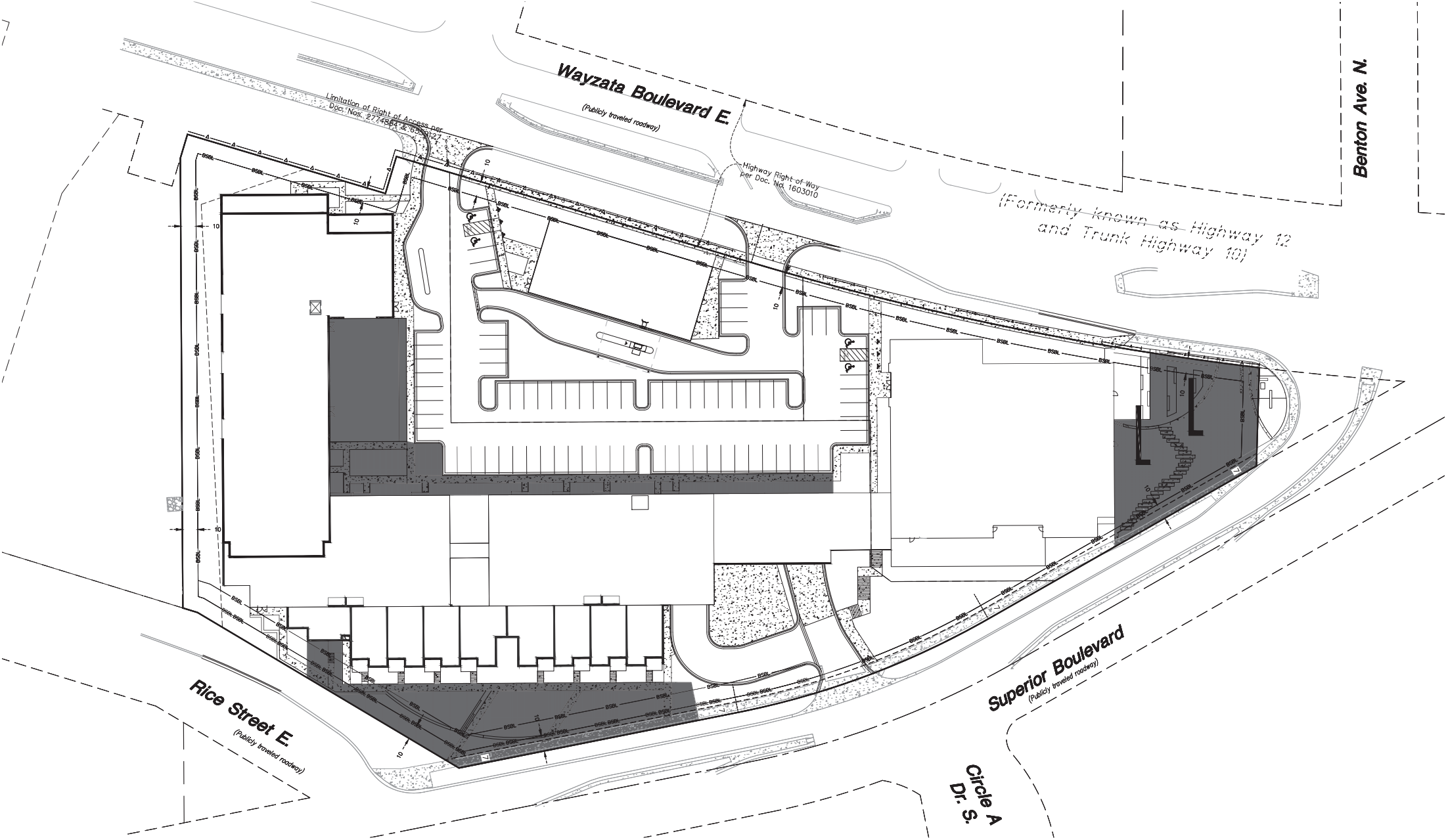
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OPEN SPACE EXHIBIT
(EXCLUDING DRIVE AISLES, PARKING STALLS, & BUILDINGS)

OPEN SPACE AREA = 26,902SF / 0.618 AC



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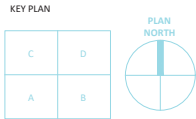
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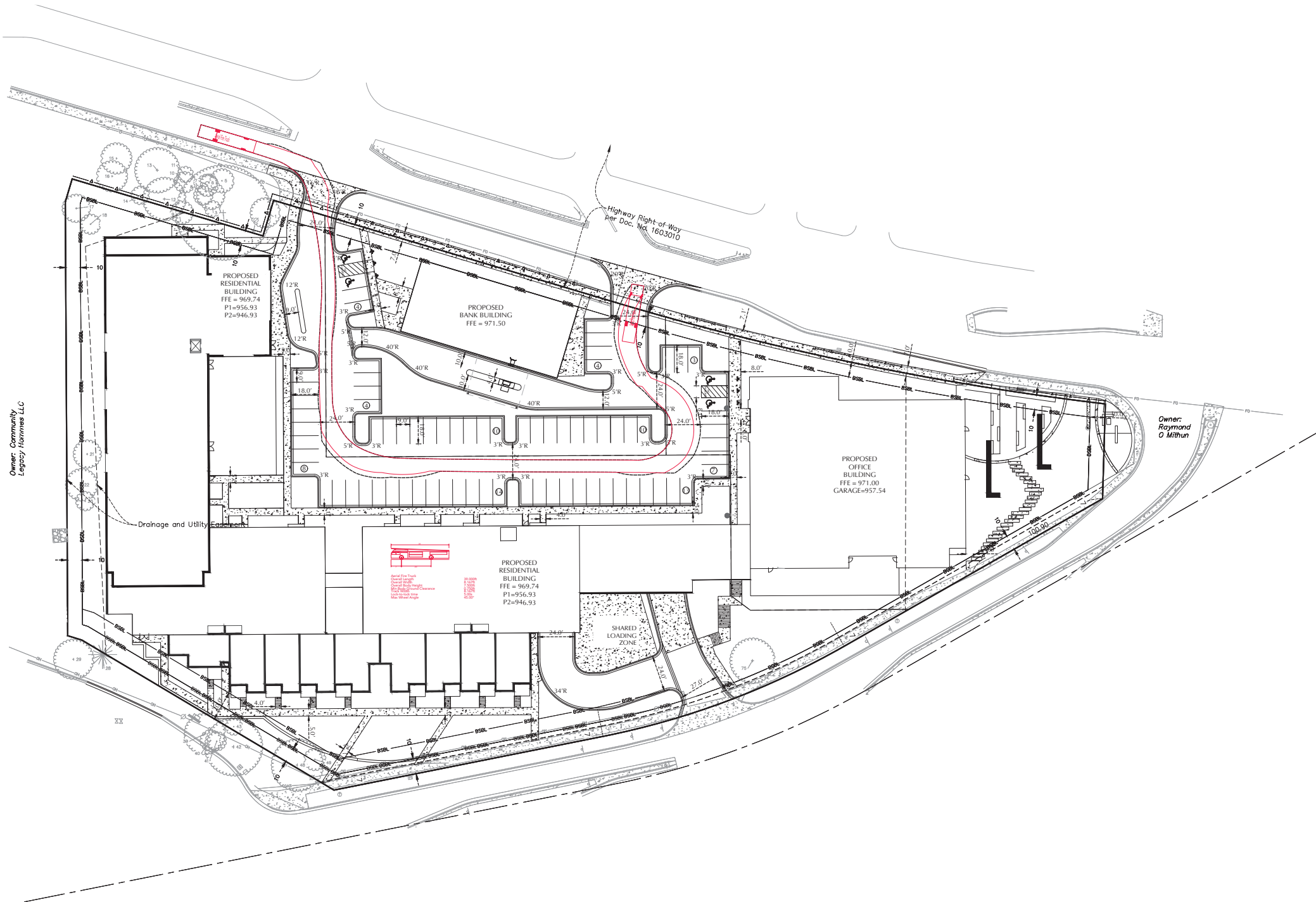
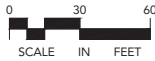
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OPEN SPACE AREAS
EXHIBIT



CIVIL LEGEND	
EXISTING	PROPOSED

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KEY PLAN

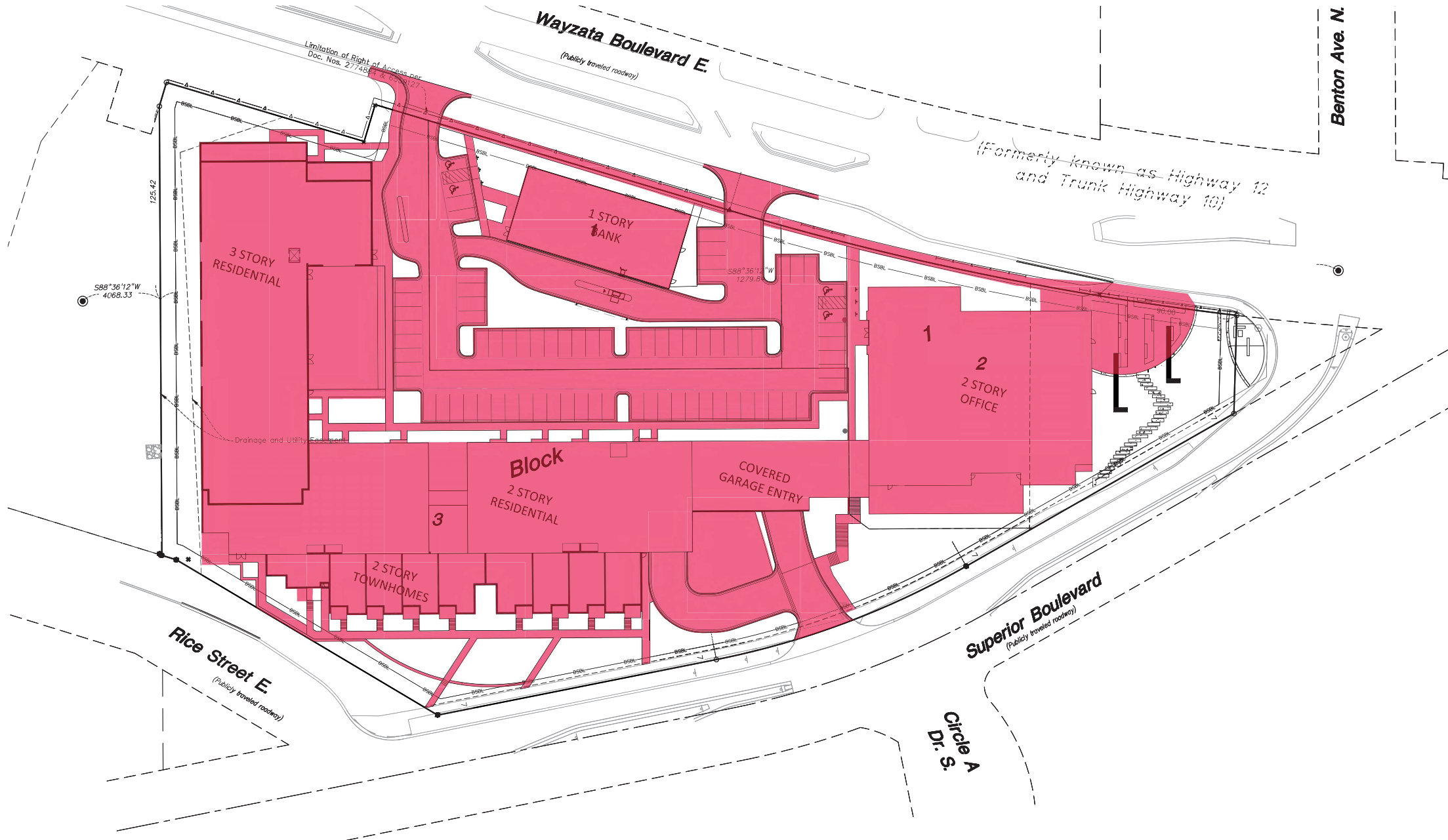
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A	B

PLAN NORTH

900 Wayzata Boulevard

FIRE TRUCK TURNING
EXHIBIT

- = IMPERVIOUS AREA 137,033 SF / 3.15 AC = 74.27%
- APARTMENT BUILDING = 84,970 SF/1.95 AC = 70.62%
 - BANK = 23,544 SF/0.54 AC = 80.69%
 - OFFICE BUILDING = 28,519 SF/0.65 AC = 81.44%



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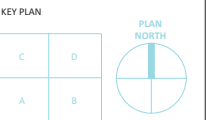
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IMPERVIOUS AREAS
EXHIBIT

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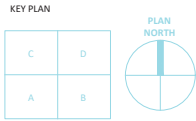
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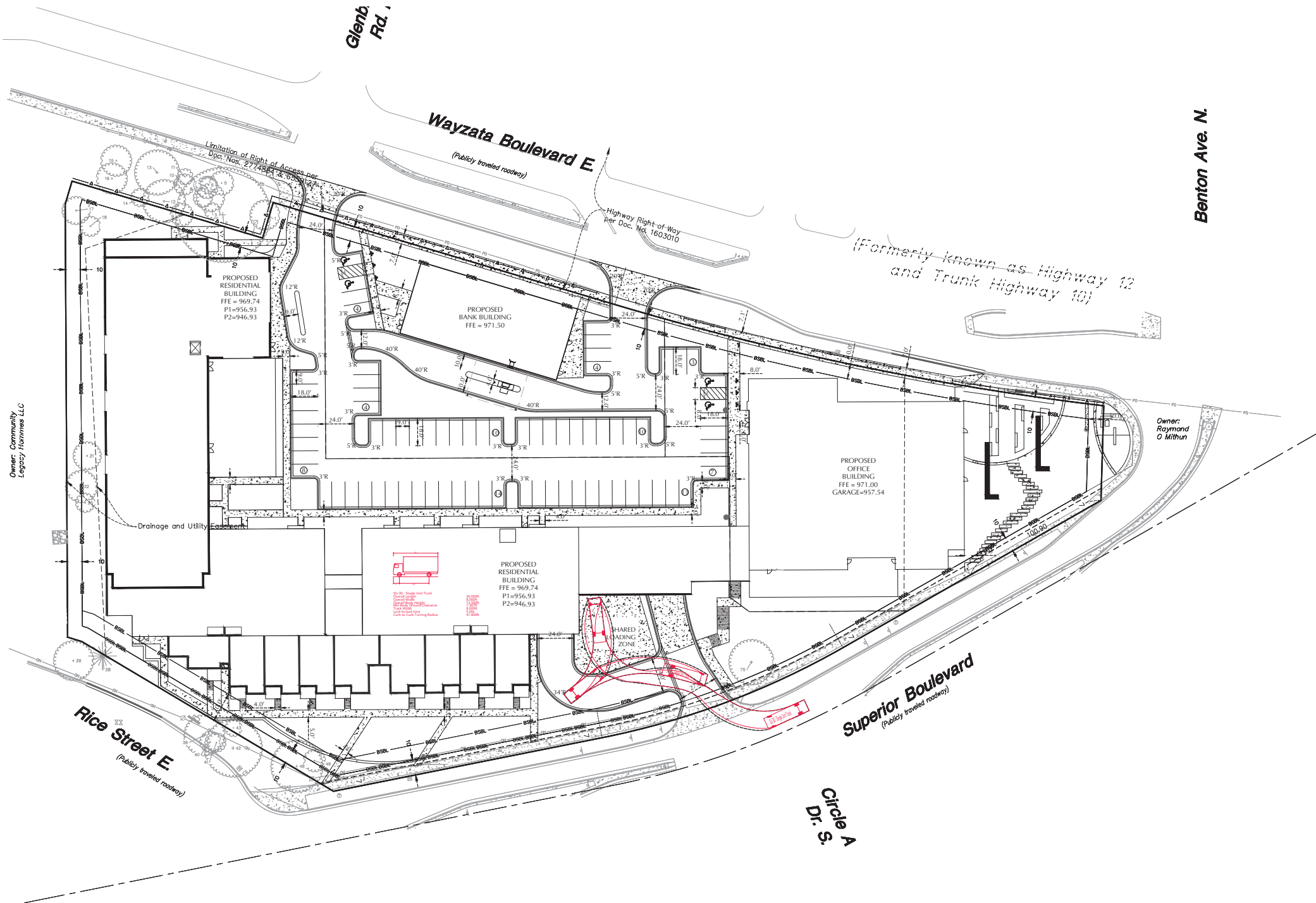
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LOADING AREA TRUCK TURNING EXHIBIT



EXISTING	PROPOSED



CALL BEFORE YOU DIG!

Gopher State One Call
TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1866

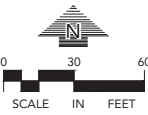
WARNING:

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

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

NOTE:

EXISTING CONDITIONS
INFORMATION SHOWN IS FROM
A ALTA/NSPS LAND TITLE
SURVEY PREPARED BY LOUCKS,
DATED DECEMBER, 2021.



SITE NOTES

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

SITE DATA

SITE ADDRESS: 900 WAYZATA BLVD, WAYZATA, MN 55391
HENNEPIN COUNTY PID: 0611722410003
PROPERTY DESCRIPTION: XX
PROPERTY AREA: 184,484 SQ. FT. / 4.24 +/- AC.
DISTURBED AREA: 4.24 AC
EXISTING IMPERVIOUS AREA: 104,328 SF / 2.39 AC (56.40%)
PROPOSED PERVIOUS AREA: 43,785 SF / 1.01 AC (23.82%)
PROPOSED IMPERVIOUS AREA: 140,699 SF / 3.23 AC (76.18%)

GENERAL NOTES

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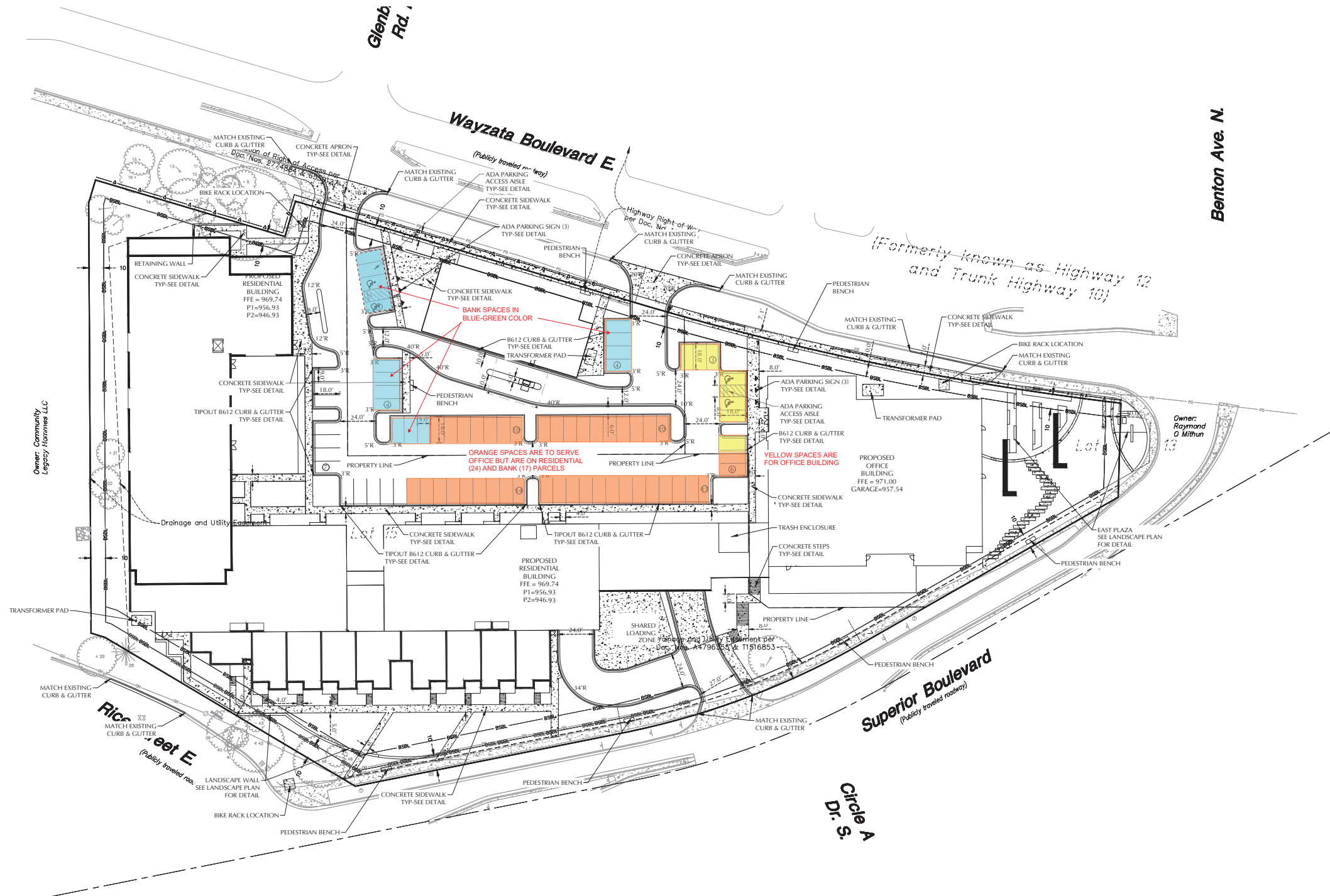
PAVEMENT TYPES

CONCRETE SIDEWALK

NOTE:
SEE PAVEMENT SECTIONS ON SHEET C8.2 FOR TYPE AND DEPTH INFORMATION.

CIVIL LEGEND

EXISTING	PROPOSED



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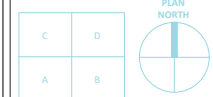
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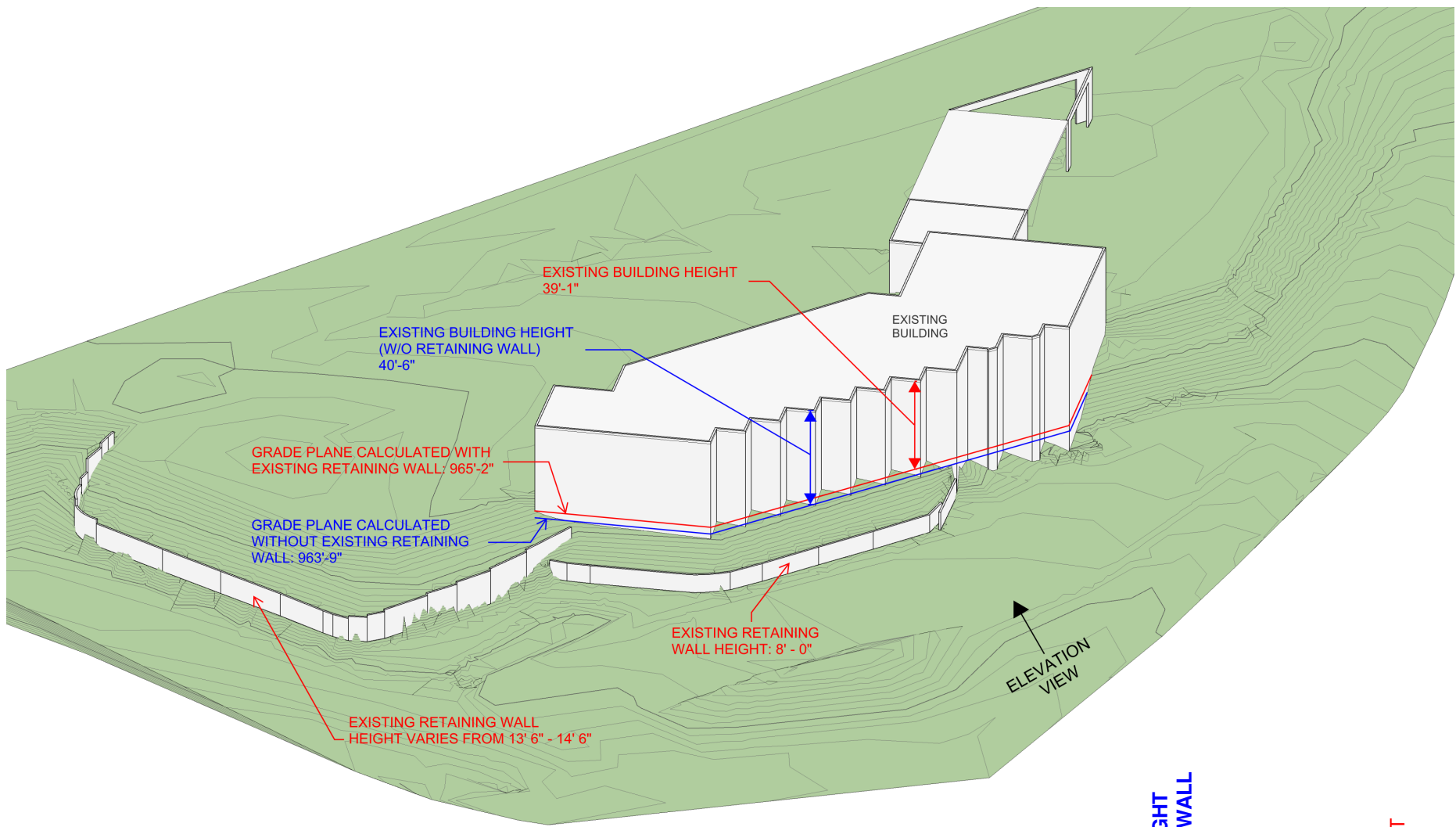
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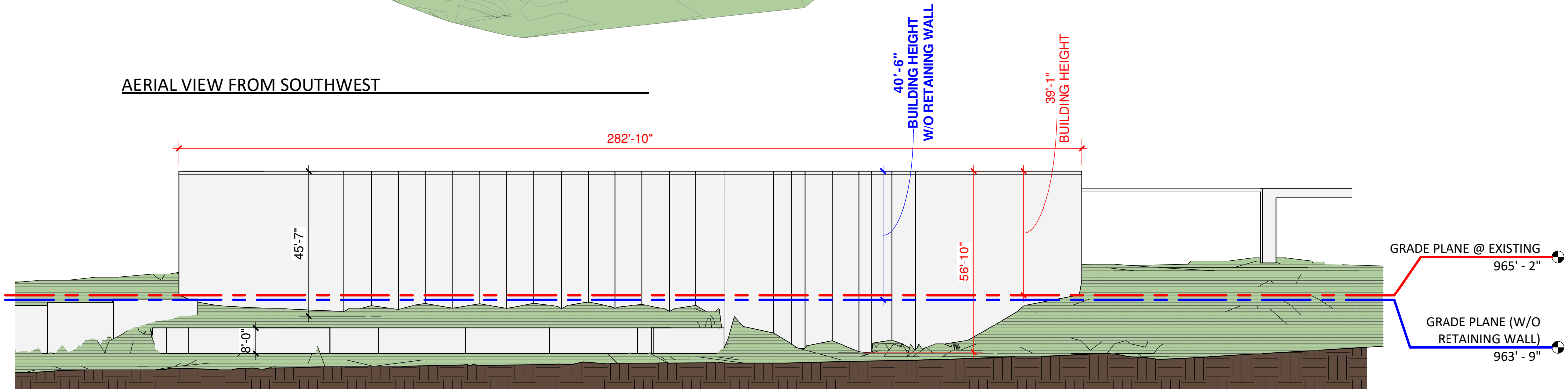
900 Wayzata Boulevard

SITE PLAN

C2.1



AERIAL VIEW FROM SOUTHWEST



SOUTH ELEVATION

06/13/2022

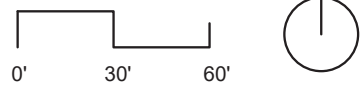
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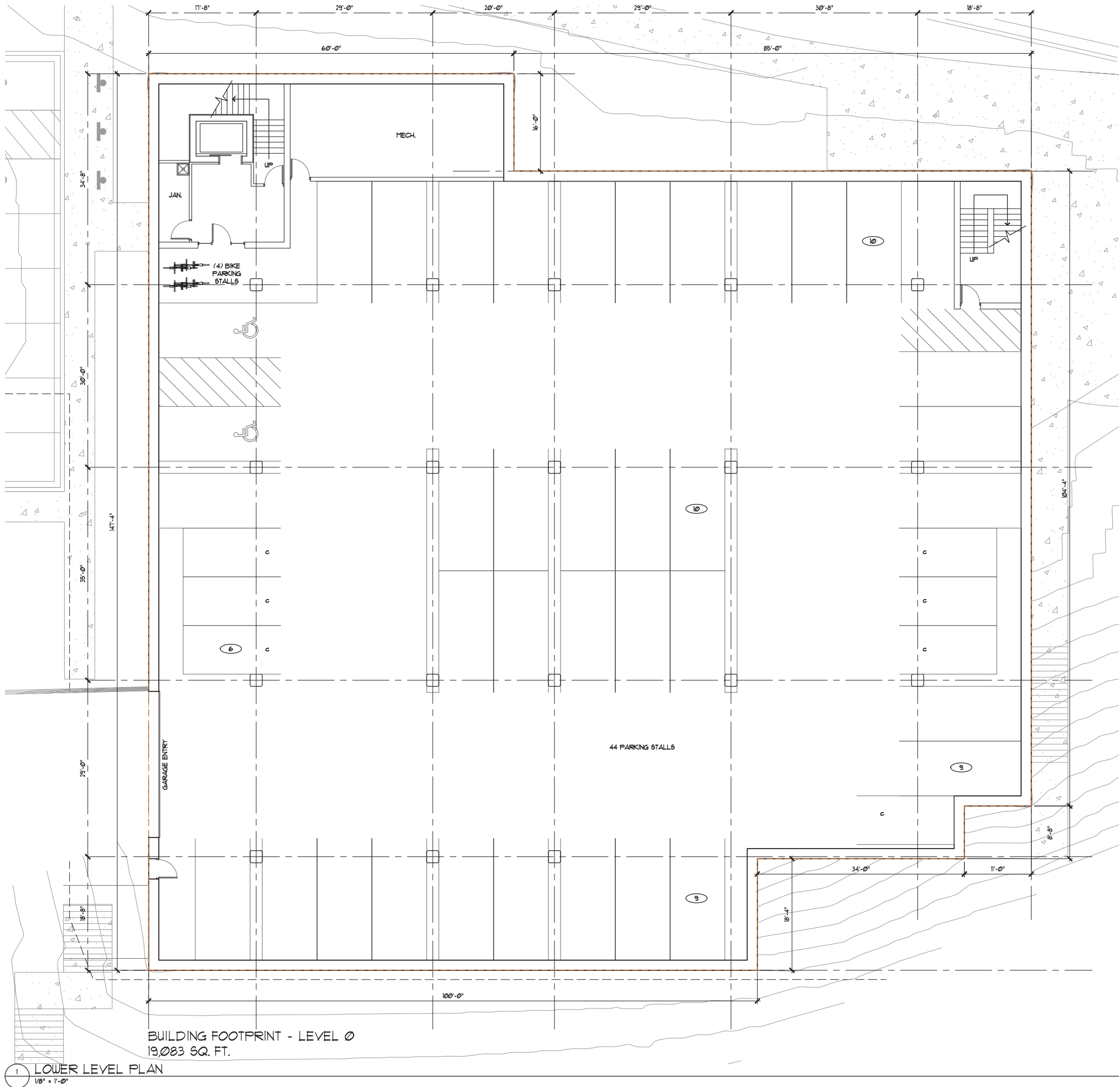
NOT ALL PLANTS LOCATED ON THIS SHEET

TREE SCHEDULE AND CANOPY INFORMATION						
#	KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	CANOPY AT 10 YRS
TREES						
68	AA	Amelanchier arborea	SERVICEBERRY	3" CAL.	B&B	CLUMP 95 SF
52	AB	Abies balsamea	BALSAM FIR	4" CAL.		12' HEIGHT 44 SF
13	AF	Acer x fremanii	AUTUMN BLAZE MAPLE	4" CAL.	B+B	MATCHED SPECIMEN 150 SF
74	BP	Betula populifolia 'Whitespire'	WHITESPIRE BIRCH	3" CAL.	B+B	MATCHED SPECIMEN 90 SF
65	GT	Gleditsia triacanthos	SKYLINE HONEYLOCUST	4" CAL.	B&B	MATCHED SPECIMEN 165 SF
2	LL	Larix laricina 'Tamarack'	EASTERN LARCH	4" CAL.	B&B	12' HEIGHT 50 SF
3	NP	Pinus resinosa	NORWAY PINE	4" CAL.	B+B	MATCHED SPECIMEN 42 SF
11	PS	Pinus strobus	EASTERN WHITE PINE	4" CAL.	B+B	MATCHED SPECIMEN 44 SF
45	PT	Populus tremuloides	QUAKING ASPEN	3" CAL.	B+B	MATCHED SPECIMEN 52 SF
23	QB	Quercus bicolor	SWAMP WHITE OAK	4" CAL.	B&B	MATCHED SPECIMEN 160 SF
51	QR	Quercus robur 'Crimmsmidt'	CRIMSON SPIRE COLUMNAR OAK	3" CAL.	B+B	MATCHED SPECIMEN 40 SF
407	TOTAL REPLACEMENT DBH: 1,390"					
5	EX		HERITAGE TREE TO PROTECT			PROTECT
9	EX2		SIGNIFICANT TREE TO PROTECT			PROTECT
19	EX3		SIGNIFICANT TREE TO PROTECT 2			PROTECT
33						

1 ILLUSTRATIVE SITE PLAN TYPE 1
1" = 30'-0"



L1 - OVERALL LANDSCAPE PLAN



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Minneapolis, MN 55404
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F:612-879-8152
www.tanek.com

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Wayzata, MN 55391

Mithun Enterprises
900 Wayzata Blvd
Wayzata, MN 55391

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name date

license number signature

scale 1/8" = 1'-0"
name initials/number

issued 5.24.2022

floor plan
office building

a100

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Wayzata, MN 55391

Mithun Enterprises
900 Wayzata Blvd
Wayzata, MN 55391

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license number signature

scale 1/8" = 1'-0"

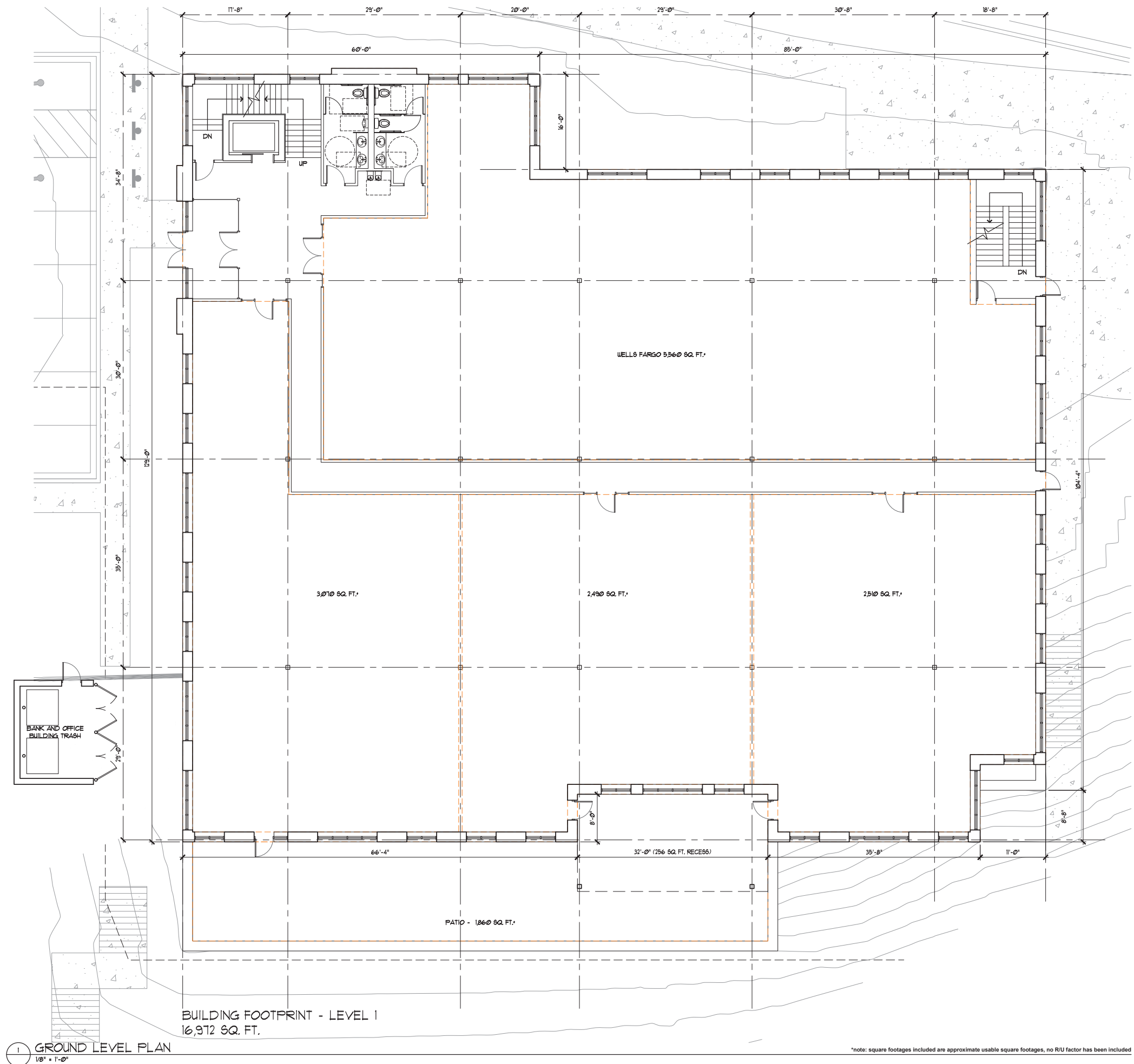
ssued 5.5.2022

oor plan
office building

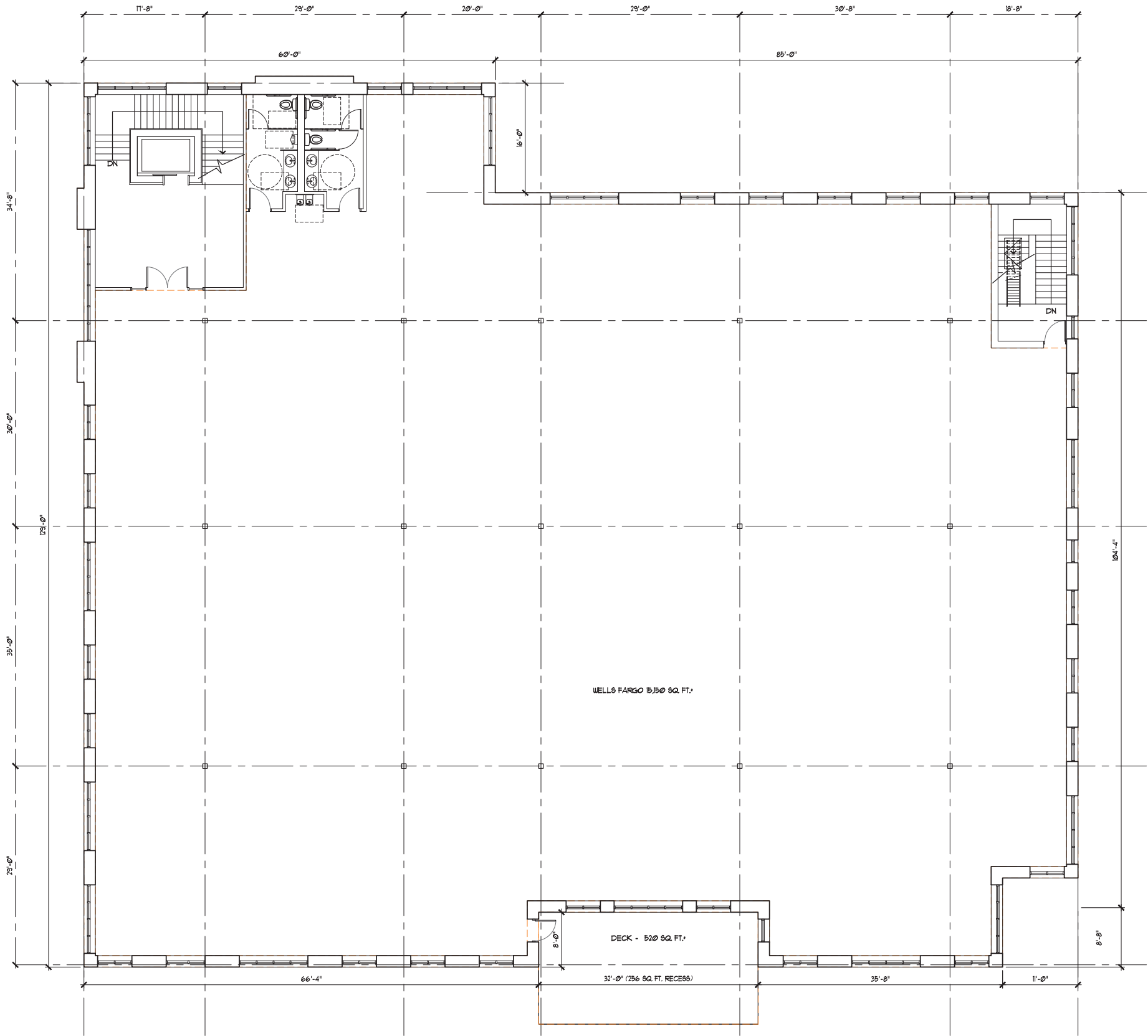
a101

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Page 143 of 225



*note: square footages included are approximate usable square footages, no R/U factor has been included



BUILDING FOOTPRINT - LEVEL 2
16,912 SQ. FT.

1 SECOND LEVEL PLAN
1/8" = 1'-0"

*note: square footages included are approximate usable square footages, no R/U factor has been included

project
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Wayzata, MN 55391

owner
Mithun Enterprises
900 Wayzata Blvd
Wayzata, MN 55391

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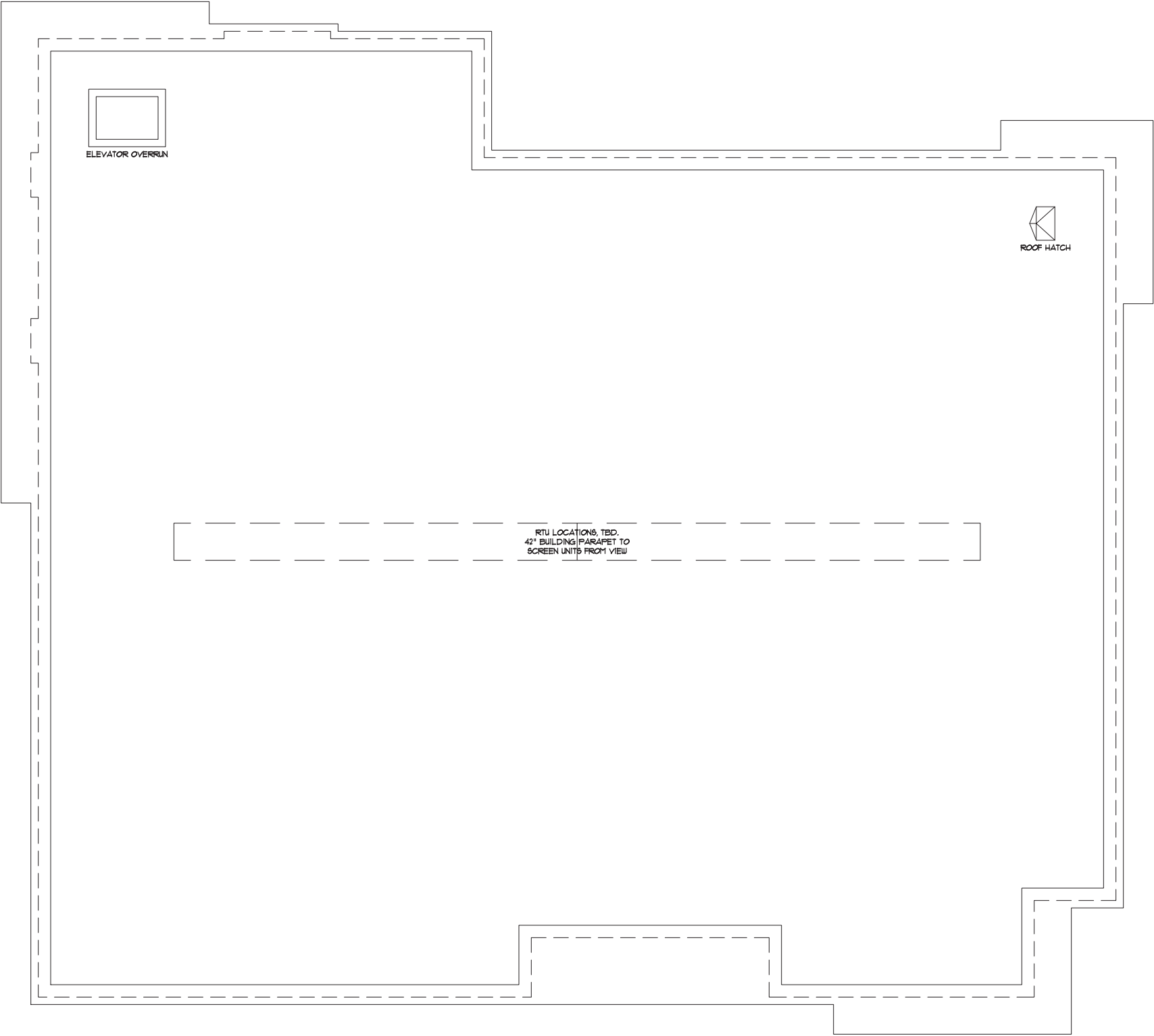
name _____ date _____

license number _____ signature _____

scale 1/8" = 1'-0"
name _____ ns/er _____

issued 5.5.2022

floor plan
office building



1 ROOF PLAN
1/8" = 1'-0"



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Minneapolis, MN 55404
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F:612-879-8152
www.tanek.com

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Mithun Enterprises
900 Wayzata Blvd
Wayzata, MN 55391

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license number signature

scale 1/8" = 1'-0"
name initials

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name date

license number signature

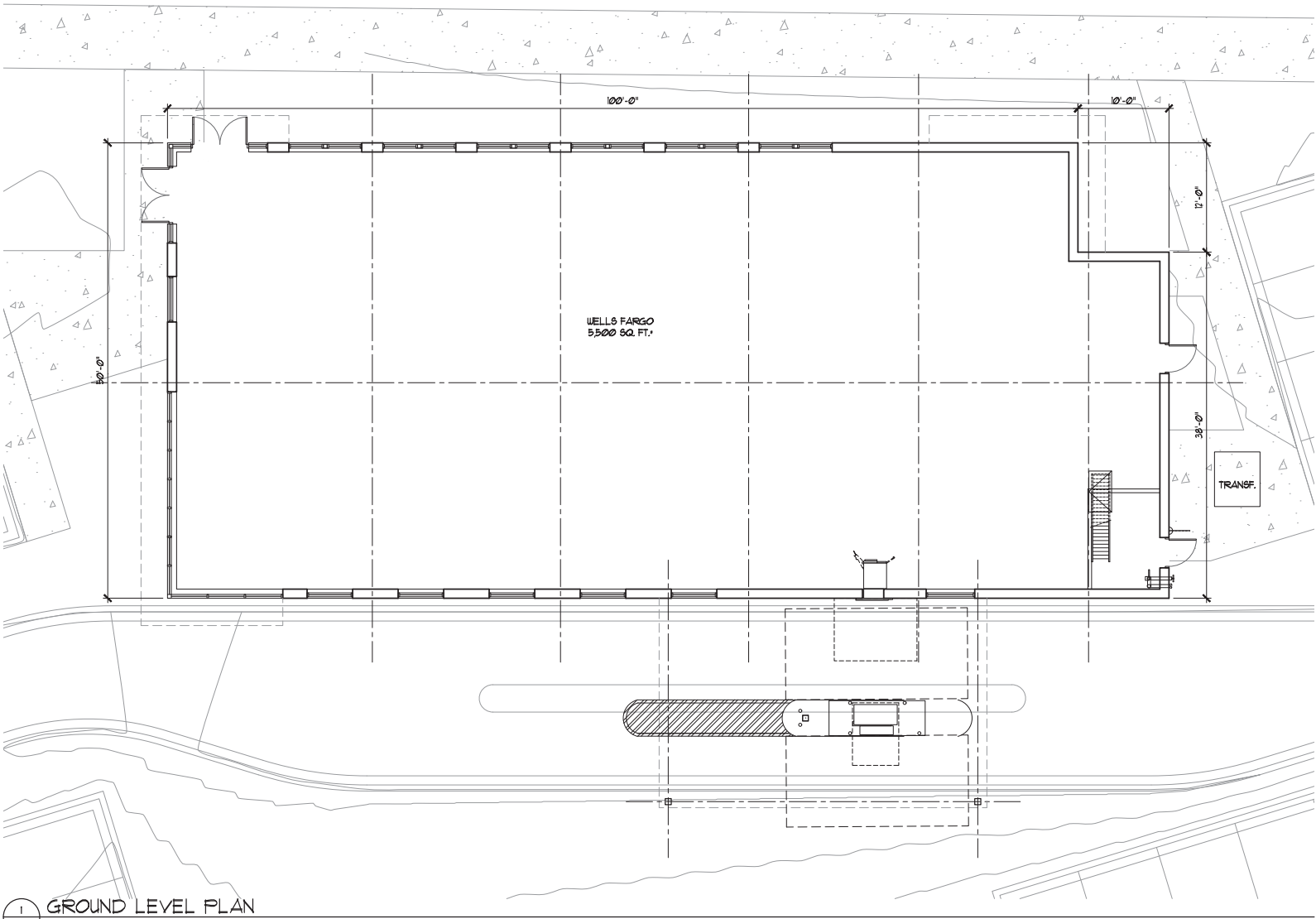
scale 1/8" = 1'-0"
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1 GROUND LEVEL PLAN
1/8" = 1'-0"



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license number signature

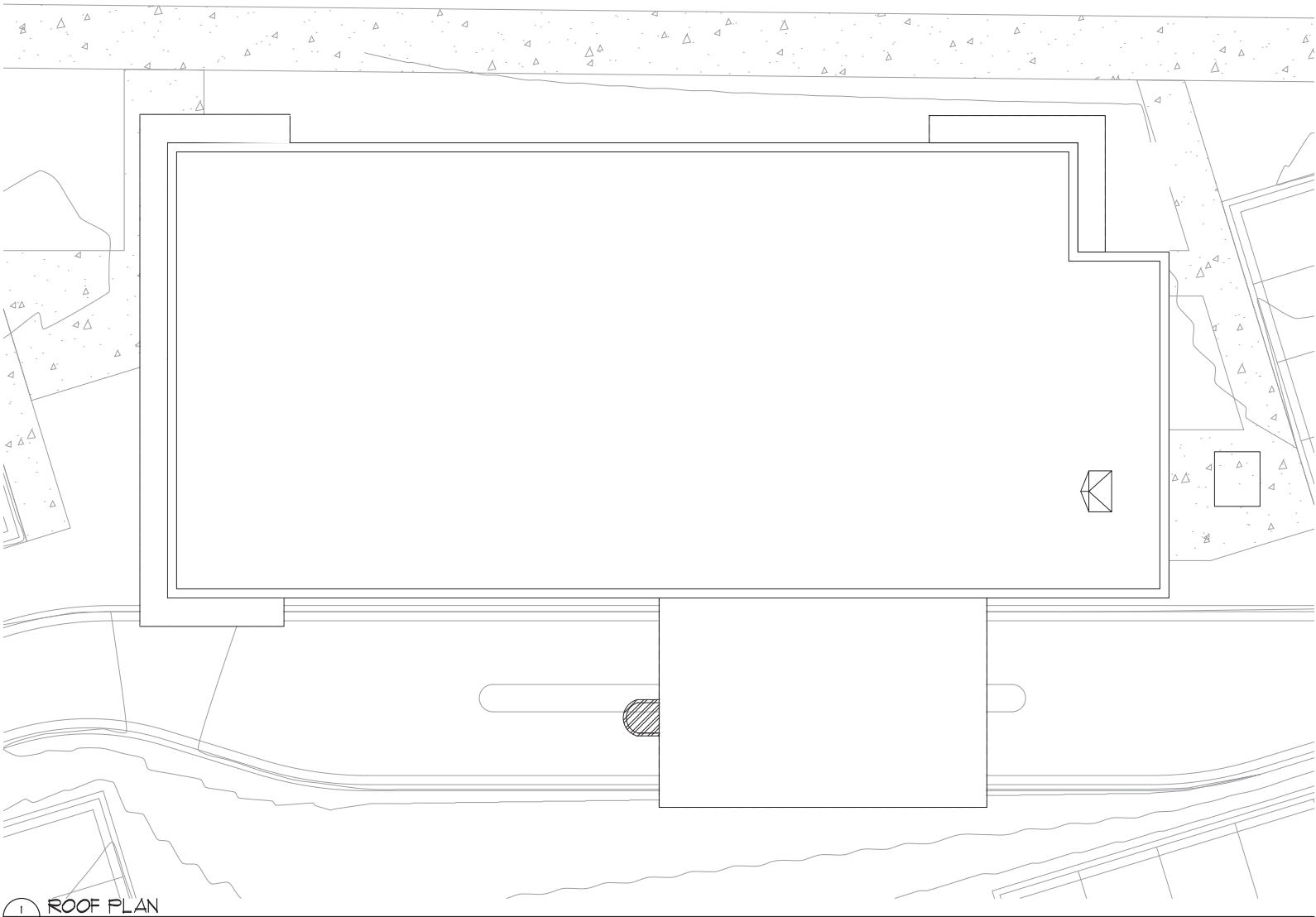
scale 1/8" = 1'-0"
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bank building

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1 ROOF PLAN
1/8" = 1'-0"



STONE

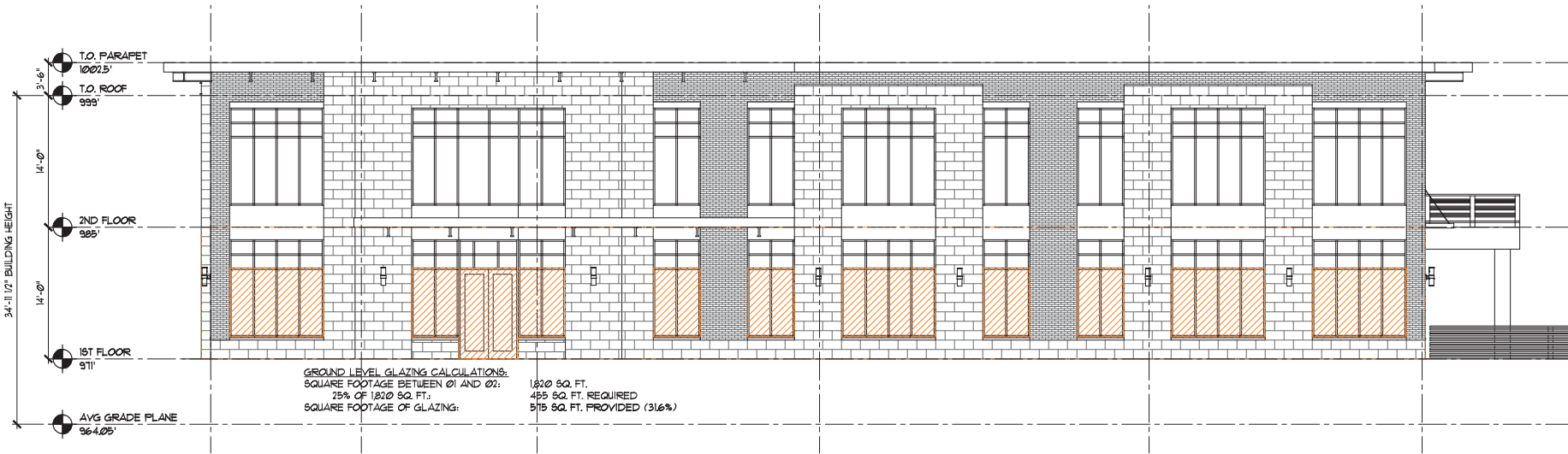
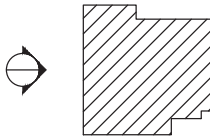


BRICK

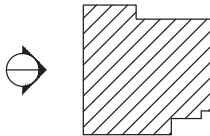
EXTERIOR MATERIALS KEY



1 WEST ELEVATION
1/8" = 1'-0"



2 WEST ELEVATION - GLAZING CALCULATIONS
1/8" = 1'-0"



GROUND LEVEL GLAZING CALCULATIONS:
SQUARE FOOTAGE BETWEEN 01 AND 02:
25% OF 1820 SQ. FT.:
SQUARE FOOTAGE OF GLAZING:
1820 SQ. FT.
455 SQ. FT. REQUIRED
515 SQ. FT. PROVIDED (31.6%)



STONE

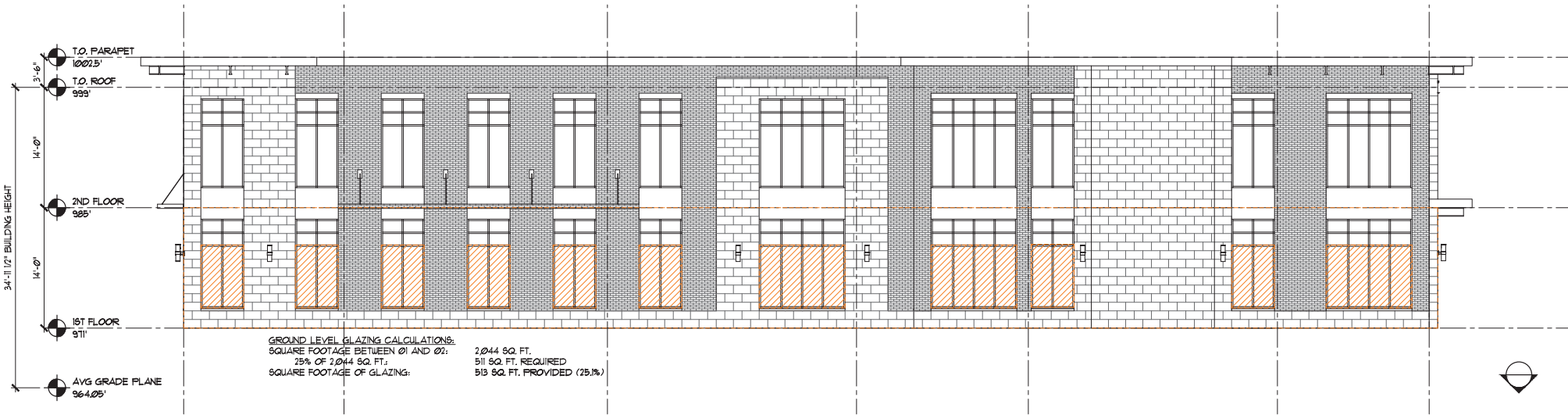


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EXTERIOR MATERIALS KEY



1 NORTH ELEVATION
1/8" = 1'-0"



2 NORTH ELEVATION - GLAZING CALCULATIONS
1/8" = 1'-0"



STONE



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EXTERIOR MATERIALS KEY



1 EAST ELEVATION
1/8" = 1'-0"



2 EAST ELEVATION - GLAZING CALCULATIONS
1/8" = 1'-0"

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name _____ date _____

license number signature

scale $1/8" = 1'-0"$
name ns/er

ns/er

10





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exterior elevations

2703

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EXTERIOR MATERIALS KEY



1 SOUTH ELEVATION
1/8" = 1'-0"



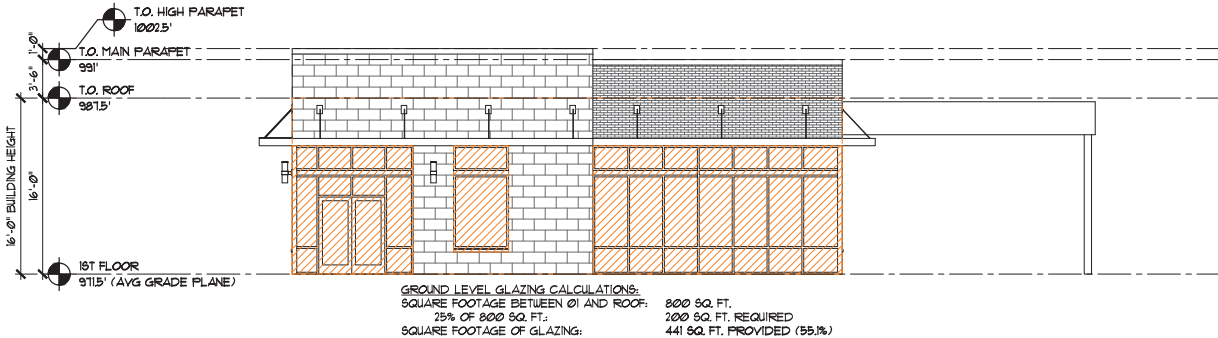
2 SOUTH ELEVATION - GLAZING CALCULATIONS



EXTERIOR MATERIALS KEY



1 WEST ELEVATION
1/8" = 1'-0"



2 WEST ELEVATION - GLAZING CALCULATIONS
1/8" = 1'-0"



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scale 1/8" = 1'-0"
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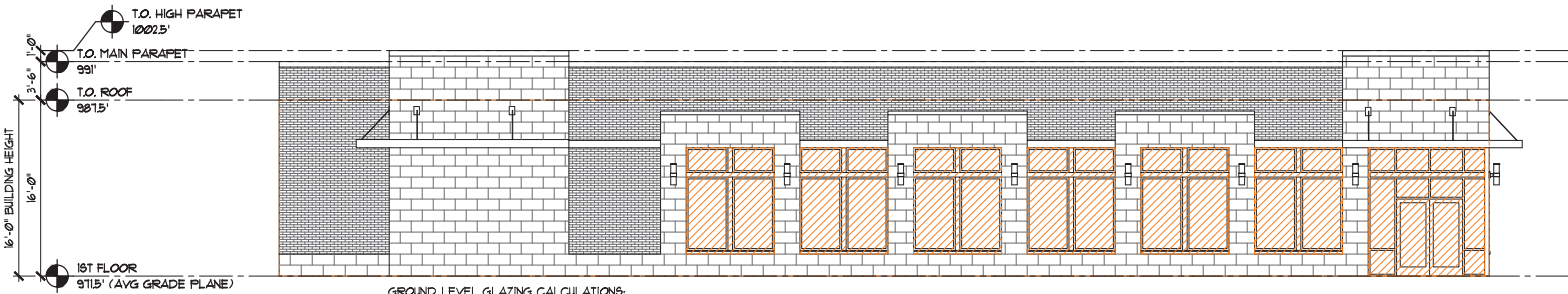
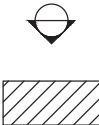
exterior elevations
bank building



EXTERIOR MATERIALS KEY

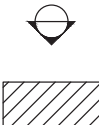


1 NORTH ELEVATION
1/8" = 1'-0"



GROUND LEVEL GLAZING CALCULATIONS:
SQUARE FOOTAGE BETWEEN 01 AND ROOF: 1,160 SQ. FT.
25% OF 1,160 SQ. FT.: 440 SQ. FT. REQUIRED
SQUARE FOOTAGE OF GLAZING: 581 SQ. FT. PROVIDED (33.4%)

2 NORTH ELEVATION - GLAZING CALCULATIONS
1/8" = 1'-0"



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scale 1/8" = 1'-0"
name ns/er

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exterior elevations
bank building

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Wayzata, MN 55391

owner

Mithun Enterprises
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Wayzata, MN 55391

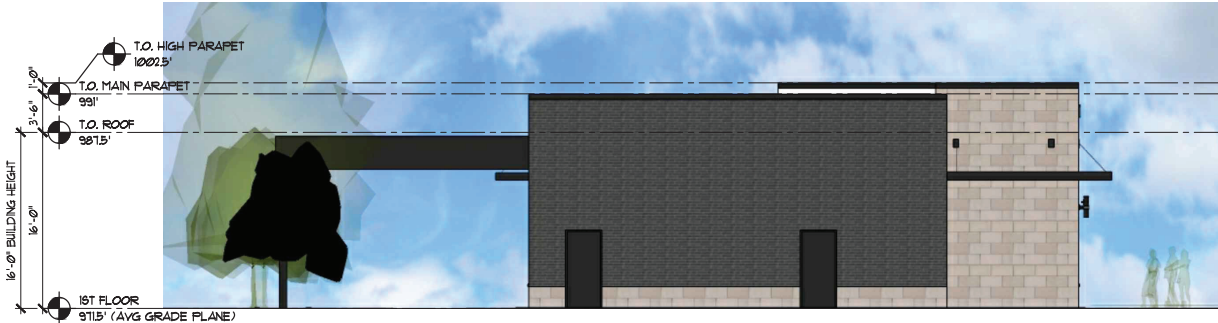


STONE

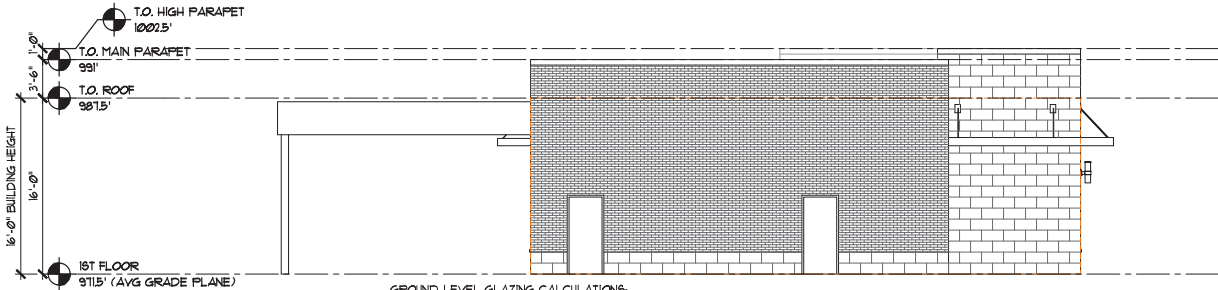


BRICK

EXTERIOR MATERIALS KEY



1 EAST ELEVATION
1/8" = 1'-0"



GROUND LEVEL GLAZING CALCULATIONS:
SQUARE FOOTAGE BETWEEN 01 AND ROOF: 800 SQ. FT.
25% OF 800 SQ. FT.: 200 SQ. FT. REQUIRED
SQUARE FOOTAGE OF GLAZING: 0 SQ. FT. PROVIDED (0%)

2 EAST ELEVATION - GLAZING CALCULATIONS
1/8" = 1'-0"



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exterior elevations
bank building



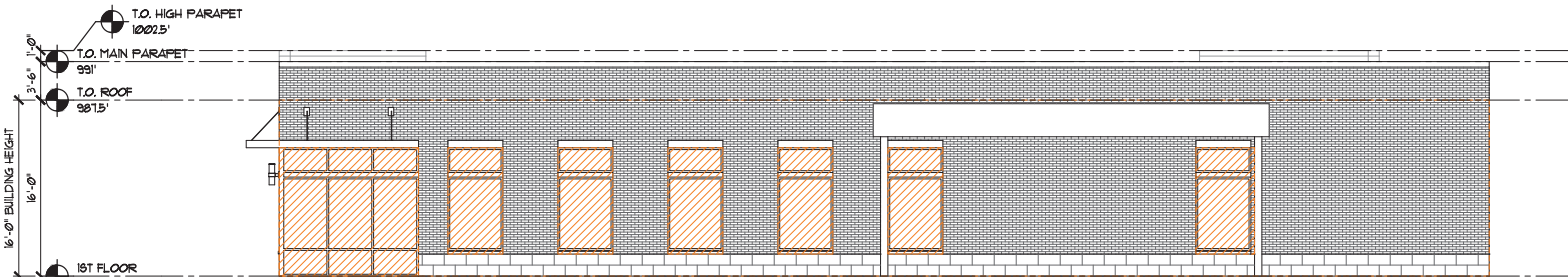
STONE

BRICK

EXTERIOR MATERIALS KEY



1 SOUTH ELEVATION
1/8" = 1'-0"



GROUND LEVEL GLAZING CALCULATIONS:
SQUARE FOOTAGE BETWEEN 01 AND ROOF: 1,160 SQ. FT.
25% OF 1,160 SQ. FT.: 440 SQ. FT. REQUIRED
SQUARE FOOTAGE OF GLAZING: 441 SQ. FT. PROVIDED (25.1%)

2 SOUTH ELEVATION - GLAZING CALCULATIONS
1/8" = 1'-0"



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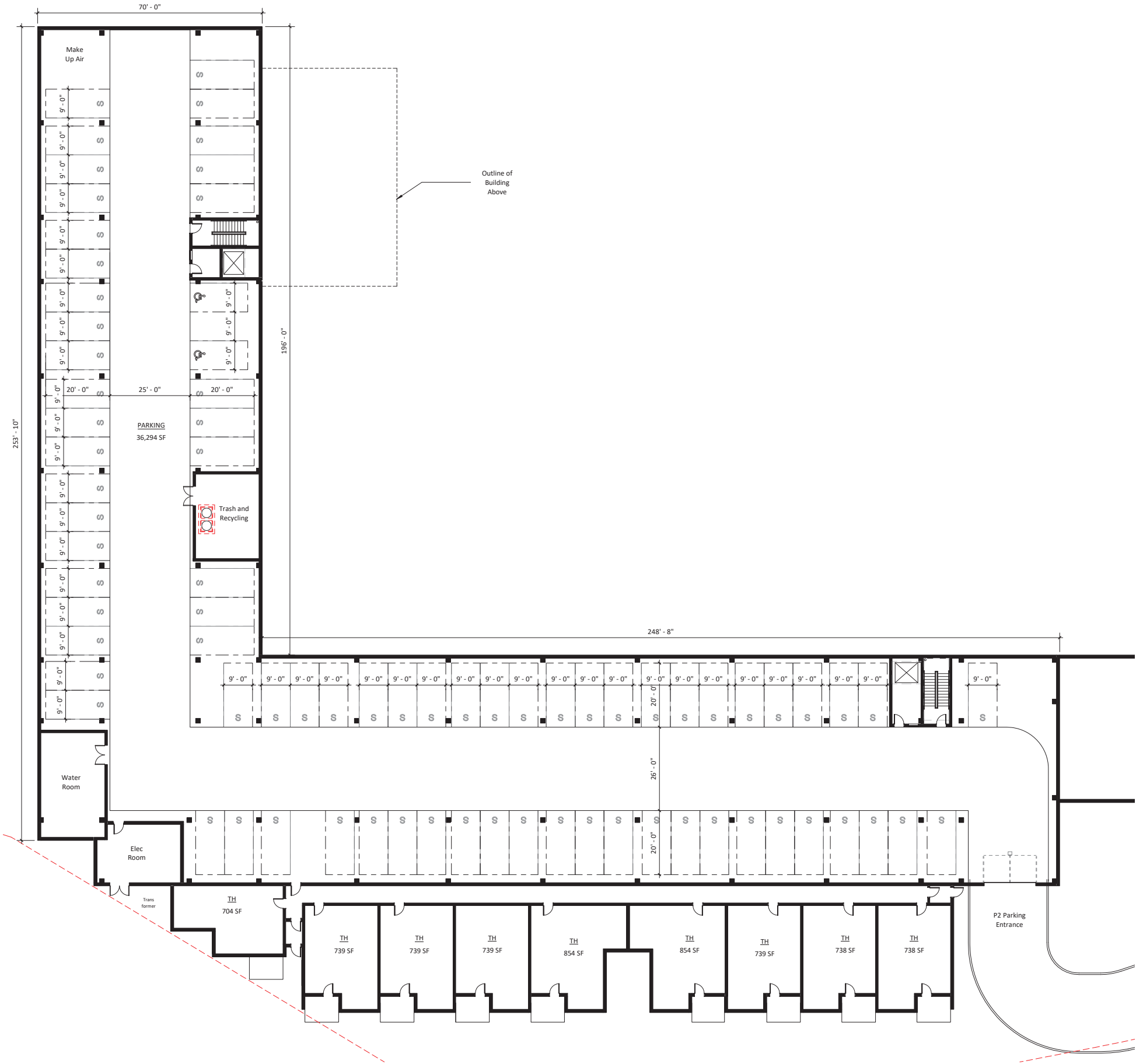
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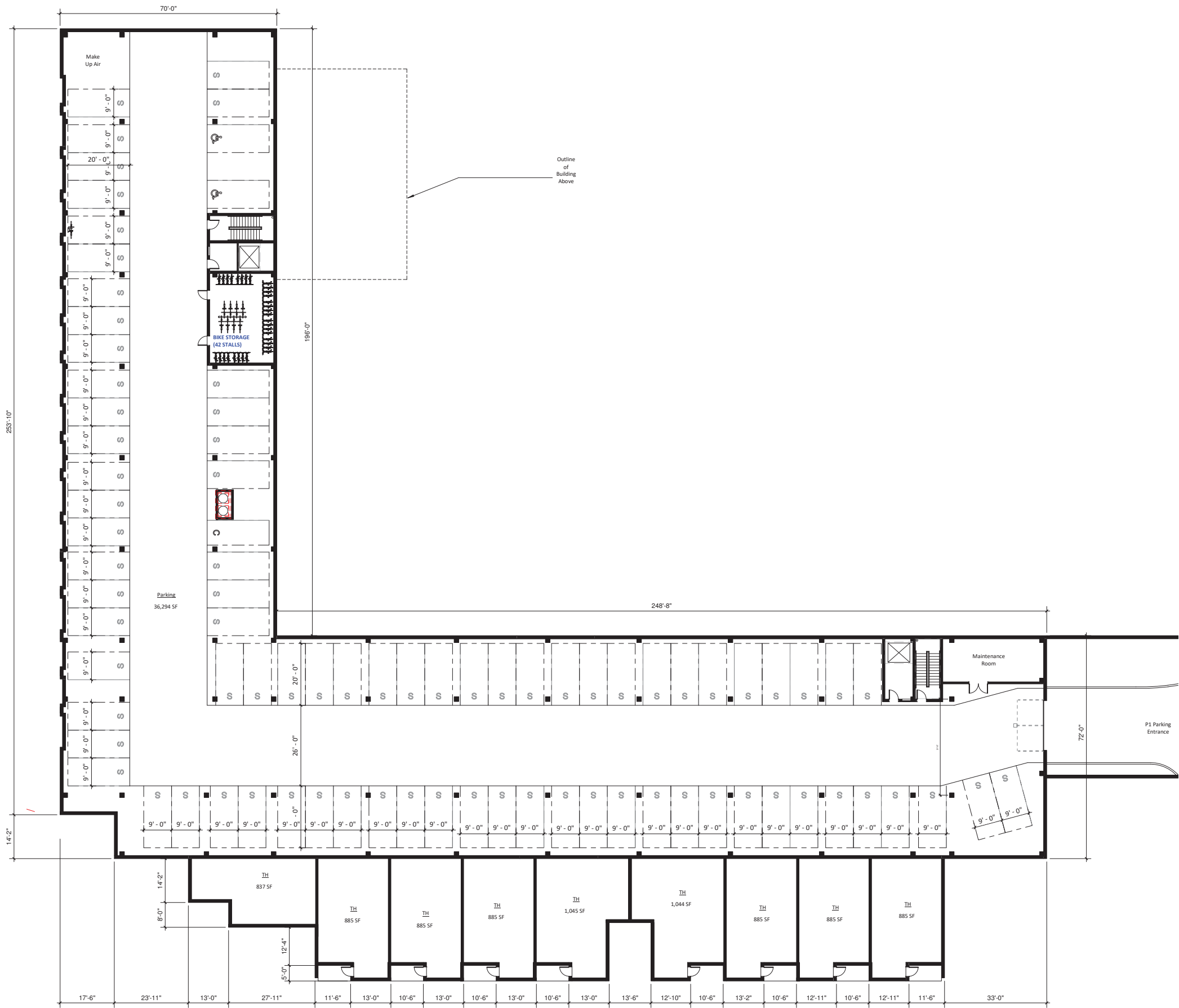
RESIDENTIAL BUILDING
PLANS

P2 Parking Level Plan

MZ.01



1 LEVEL P2
MZ.01 1/16" = 1'-0"



1 LEVEL P1
MZ.02 1/16" = 1'-0"



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P1 Parking Level Plan

MZ.02



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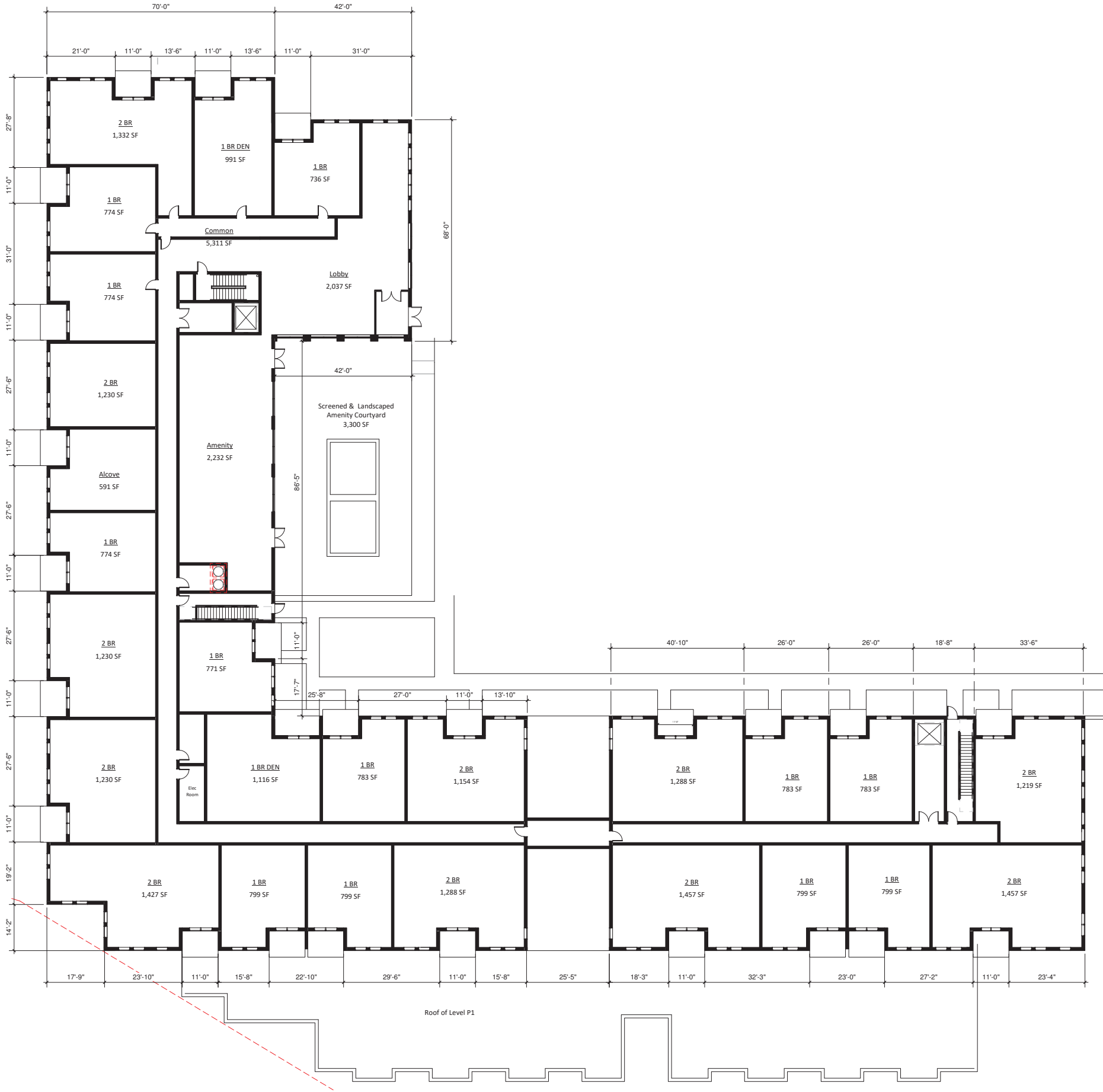
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KEY PLAN

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Level 1 Plan

MZ.03



1 LEVEL 1
MZ.03 1/16" = 1'-0"



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Level 2 Plan

MZ.04





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Level 3 Plan

MZ.05



1 LEVEL 3
MZ.05 1/16" = 1'-0"



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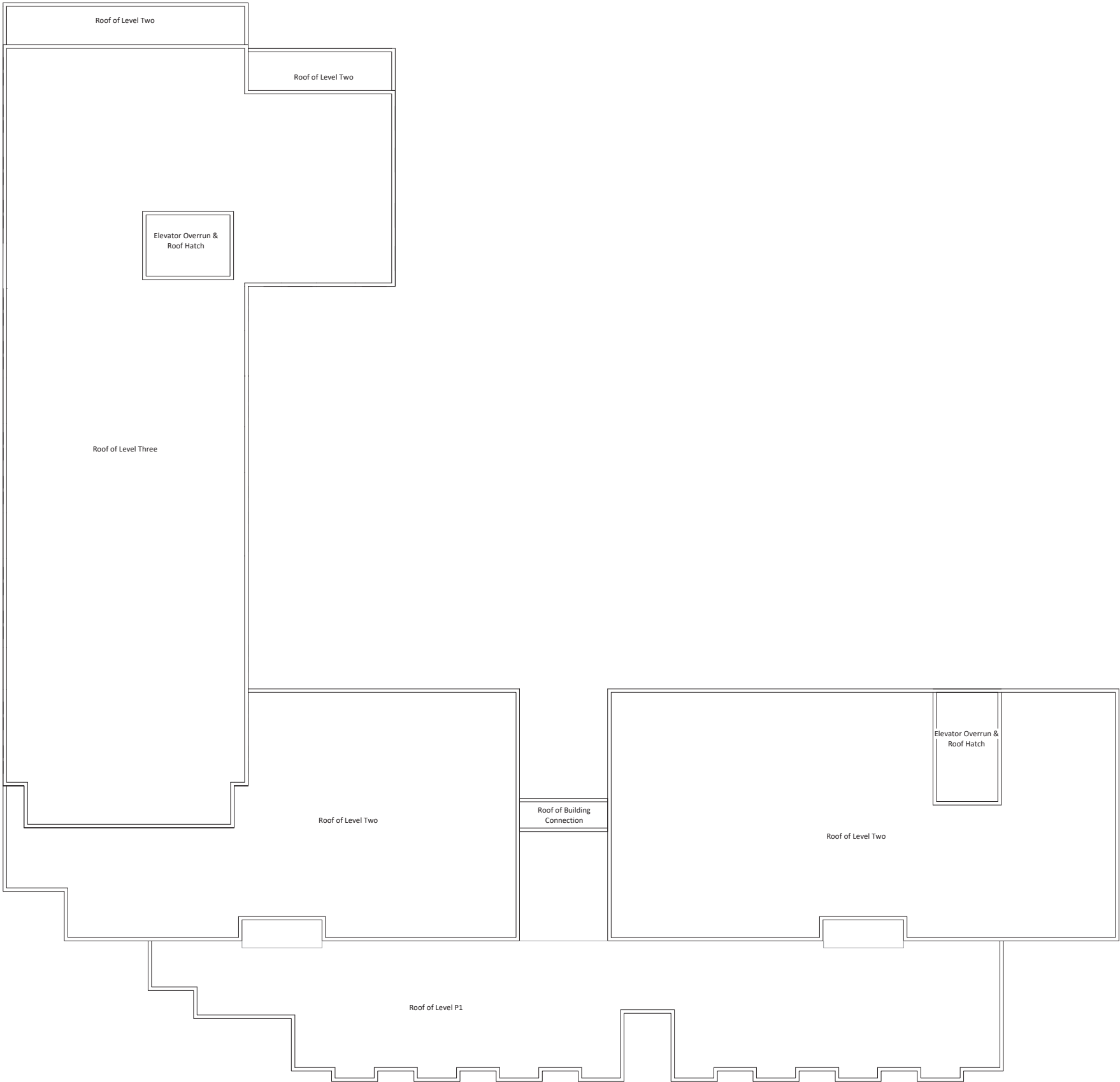
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PLANS

Roof Plan

MZ.06

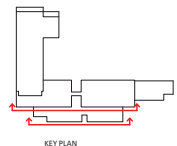


GROUND LEVEL GLAZING CALCULATIONS
*measured between 2' and 12' from ground plane
SQUARE FOOTAGE OF MEASURED AREA: 3,218 SF
25% OF 3,218 SF: 804 SF
SQUARE FOOTAGE OF GLAZING: 1,028 SF (32%)

- 16A:** GLASS RAILING SYSTEM
16B: BALCONY
16C: PREFINISHED COLUMN COVER
- COLOR #1
16D: PAINTED METAL PERGOLA
- COLOR #1
16E: PREFINISHED MECHANICAL LOUVER
16F: PREFINISHED OVERHEAD DOOR
16G: WALL MOUNTED LIGHT FIXTURE
- 6A:** ARCHITECTURAL PANEL SYSTEM
- COLOR #1
6B: ARCHITECTURAL PANEL SYSTEM
- COLOR #2
6C: ARCHITECTURAL PANEL SYSTEM
- COLOR #3
6D: WOOD SIDING (BOARD SIDING)
- COLOR #1
8A: PREFINISHED ALUMINUM STOREFRONT SYSTEM
- COLOR #1
8B: FIBERGLASS OR COMPOSITE WINDOW/DOOR UNIT
- COLOR #1
10A: PREFINISHED METAL CAP FLASHING
- COLOR #1
10B: PREFINISHED METAL CAP FLASHING
- COLOR #2
- 1A:** MASONRY (BLEND)
- COLOR #1
1B: MASONRY, STACKED SOLDIER COURSE (BLEND)
- COLOR #1
1C: MASONRY
- COLOR #2
2A: MASONRY - CAST STONE
- COLOR #1
2B: MASONRY - CAST STONE
- COLOR #2
2C: MASONRY - CAST STONE
- COLOR #3
3A: ARCHITECTURAL PRECAST WITH 1A/1B MASONRY INLAY
- COLOR #1
3B: ARCHITECTURAL PRECAST
- COLOR #2



1 ELEVATION - SOUTH
MP0.9 1/8" = 1'-0"



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General Plan Submission

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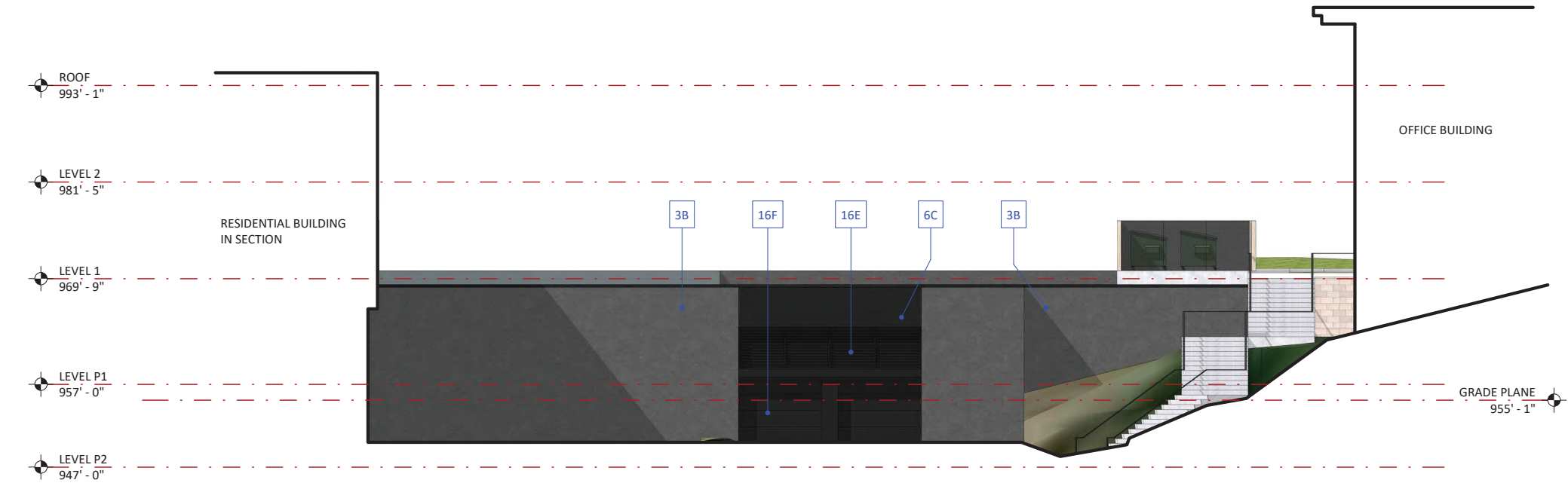
KEY PLAN

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RESIDENTIAL ELEVATION

MP0.9

5/10/2022 2:08:19 PM



1 GARAGE ELEVATION - SOUTH
MP0.10 1/8" = 1'-0"

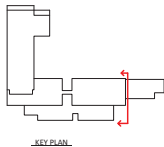
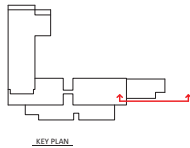


2 ELEVATION - EAST
MP0.10 1/8" = 1'-0"

- 16A: GLASS RAILING SYSTEM
16B: BALCONY
16C: PREFINISHED COLUMN COVER
- COLOR #1
16D: PAINTED METAL PERGOLA
- COLOR #1
16E: PREFINISHED MECHANICAL LOUVER
16F: PREFINISHED OVERHEAD DOOR
16G: WALL MOUNTED LIGHT FIXTURE

- 6A: ARCHITECTURAL PANEL SYSTEM
- COLOR #1
6B: ARCHITECTURAL PANEL SYSTEM
- COLOR #2
6C: ARCHITECTURAL PANEL SYSTEM
- COLOR #3
6D: WOOD SIDING (BOARD SIDING)
- COLOR #1
8A: PREFINISHED ALUMINUM STOREFRONT SYSTEM
- COLOR #1
8B: FIBERGLASS OR COMPOSITE WINDOW/DOOR UNIT
- COLOR #1
10A: PREFINISHED METAL CAP FLASHING
- COLOR #1
10B: PREFINISHED METAL CAP FLASHING
- COLOR #2

- 1A: MASONRY (BLEND)
- COLOR #1
1B: MASONRY, STACKED SOLDIER COURSE (BLEND)
- COLOR #1
1C: MASONRY
- COLOR #2
2A: MASONRY - CAST STONE
- COLOR #1
2B: MASONRY - CAST STONE
- COLOR #2
2C: MASONRY - CAST STONE
- COLOR #3
3A: ARCHITECTURAL PRECAST WITH 1A/1B MASONRY INLAY
- COLOR #1
3B: ARCHITECTURAL PRECAST
- COLOR #2



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KEY PLAN

RESIDENTIAL BUILDING

RESIDENTIAL ELEVATION

MP0.10

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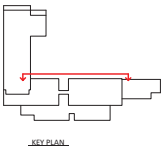
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KEY PLAN



RESIDENTIAL BUILDING

RESIDENTIAL ELEVATION

MP0.11

- 16A: GLASS RAILING SYSTEM

16B: BALCONY

16C: PREFINISHED COLUMN COVER
- COLOR #1

16D: PAINTED METAL PERGOLA
- COLOR #1

16E: PREFINISHED MECHANICAL LOUVER

16F: PREFINISHED OVERHEAD DOOR

16G: WALL MOUNTED LIGHT FIXTURE
- 6A: ARCHITECTURAL PANEL SYSTEM
- COLOR #1

6B: ARCHITECTURAL PANEL SYSTEM
- COLOR #2

6C: ARCHITECTURAL PANEL SYSTEM
- COLOR #3

6D: WOOD SIDING (BOARD SIDING)
- COLOR #1

8A: PREFINISHED ALUMINUM STOREFRONT SYSTEM
- COLOR #1

8B: FIBERGLASS OR COMPOSITE WINDOW/DOOR UNIT
- COLOR #1

10A: PREFINISHED METAL CAP FLASHING
- COLOR #1

10B: PREFINISHED METAL CAP FLASHING
- COLOR #2
- 1A: MASONRY (BLEND)
- COLOR #1

1B: MASONRY, STACKED SOLDIER COURSE (BLEND)
- COLOR #1

1C: MASONRY
- COLOR #2

2A: MASONRY - CAST STONE
- COLOR #1

2B: MASONRY - CAST STONE
- COLOR #2

2C: MASONRY - CAST STONE
- COLOR #3

3A: ARCHITECTURAL PRECAST WITH 1A/1B MASONRY INLAY
- COLOR #1

3B: ARCHITECTURAL PRECAST
- COLOR #2

GROUND LEVEL GLAZING CALCULATIONS

*measured between 2' and 12' from ground plane	
SQUARE FOOTAGE OF MEASURED AREA:	2,463 SF
25% OF 2,463 SF:	615 SF
SQUARE FOOTAGE OF GLAZING:	769 SF (31%)



1
MP0.11
COURTYARD ELEVATION - NORTH
1/8" = 1'-0"

RESIDENTIAL
BUILDING

900 Wayzata Blvd E
Wayzata, MN



500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
p 612.339.5508 | f 612.339.5382
www.esgarch.com

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 architect
under the laws of the State of Minnesota

Signature _____

Typed or Printed Name _____

License # _____ Date _____

NOT FOR
CONSTRUCTION

General Plan
Submission

ORIGINAL ISSUE: 05/04/22		
REVISIONS		
No.	Description	Date

220546
PROJECT NUMBER
Author Checker
DRAWN BY CHECKED BY

KEY PLAN

RESIDENTIAL BUILDING

RESIDENTIAL ELEVATION

MP0.12

- 16A: GLASS RAILING SYSTEM
16B: BALCONY
16C: PREFINISHED COLUMN COVER
- COLOR #1
16D: PAINTED METAL PERGOLA
- COLOR #1
16E: PREFINISHED MECHANICAL LOUVER
16F: PREFINISHED OVERHEAD DOOR
16G: WALL MOUNTED LIGHT FIXTURE

- 6A: ARCHITECTURAL PANEL SYSTEM
- COLOR #1
6B: ARCHITECTURAL PANEL SYSTEM
- COLOR #2
6C: ARCHITECTURAL PANEL SYSTEM
- COLOR #3
6D: WOOD SIDING (BOARD SIDING)
- COLOR #1
8A: PREFINISHED ALUMINUM STOREFRONT SYSTEM
- COLOR #1
8B: FIBERGLASS OR COMPOSITE WINDOW/DOOR UNIT
- COLOR #1
10A: PREFINISHED METAL CAP FLASHING
- COLOR #1
10B: PREFINISHED METAL CAP FLASHING
- COLOR #2

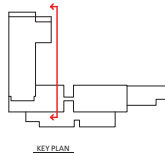
- 1A: MASONRY (BLEND)
- COLOR #1
1B: MASONRY, STACKED SOLDIER COURSE (BLEND)
- COLOR #1
1C: MASONRY
- COLOR #2
2A: MASONRY - CAST STONE
- COLOR #1
2B: MASONRY - CAST STONE
- COLOR #2
2C: MASONRY - CAST STONE
- COLOR #3
3A: ARCHITECTURAL PRECAST WITH 1A/1B MASONRY INLAY
- COLOR #1
3B: ARCHITECTURAL PRECAST
- COLOR #2

GROUND LEVEL GLAZING CALCULATIONS

*measured between 2' and 12' from ground plane
SQUARE FOOTAGE OF MEASURED AREA: 1,956 SF
25% OF 1,956 SF: 489 SF
SQUARE FOOTAGE OF GLAZING: 858 SF (43%)



1
MP0.12
COURTYARD ELEVATION - EAST
1/8" = 1'-0"



GROUND LEVEL GLAZING CALCULATIONS
*measured between 2' and 12' from ground plane
SQUARE FOOTAGE OF MEASURED AREA: 1,125 SF
25% OF 1,125 SF: 281 SF
SQUARE FOOTAGE OF GLAZING: 305 SF (27%)

- 16A: GLASS RAILING SYSTEM
16B: BALCONY
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- COLOR #1
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- COLOR #2

RESIDENTIAL BUILDING
900 Wayzata Blvd E
Wayzata, MN

escg
ARCHITECTURE & DESIGN

500 Washington Avenue South, Suite 1080
Minneapolis, MN 55415
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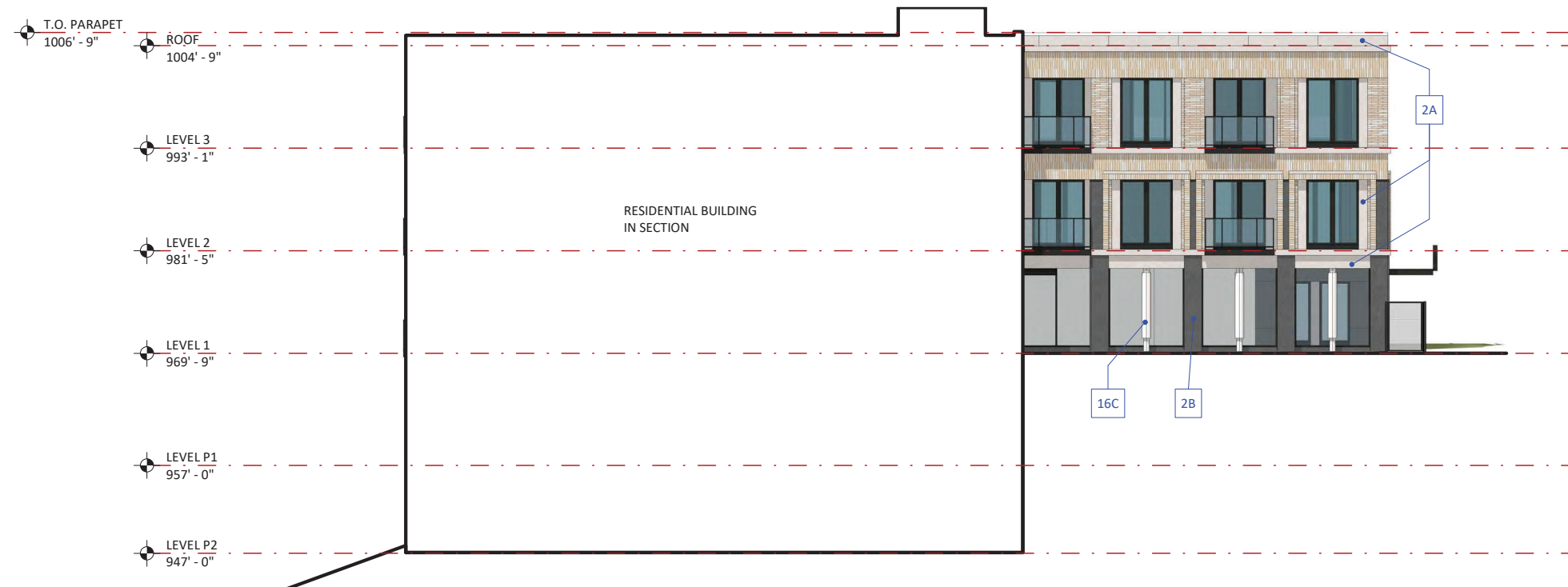
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License # _____ Date _____

**NOT FOR
CONSTRUCTION**



2 ELEVATION - NORTH
MP0.13 1/8" = 1'-0"



1 COURTYARD ELEVATION - SOUTH
MP0.13 1/8" = 1'-0"

General Plan Submission

ORIGINAL ISSUE: 05/04/22

REVISIONS		
No.	Description	Date

220546

PROJECT NUMBER

Author

DRAWN BY

Checker

CHECKED BY

KEY PLAN

RESIDENTIAL BUILDING

RESIDENTIAL ELEVATION

MP0.13

Page 166 of 225

RESIDENTIAL
BUILDING

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KEY PLAN

RESIDENTIAL BUILDING

RESIDENTIAL ELEVATION

MP0.14

16A: GLASS RAILING SYSTEM

16B: BALCONY

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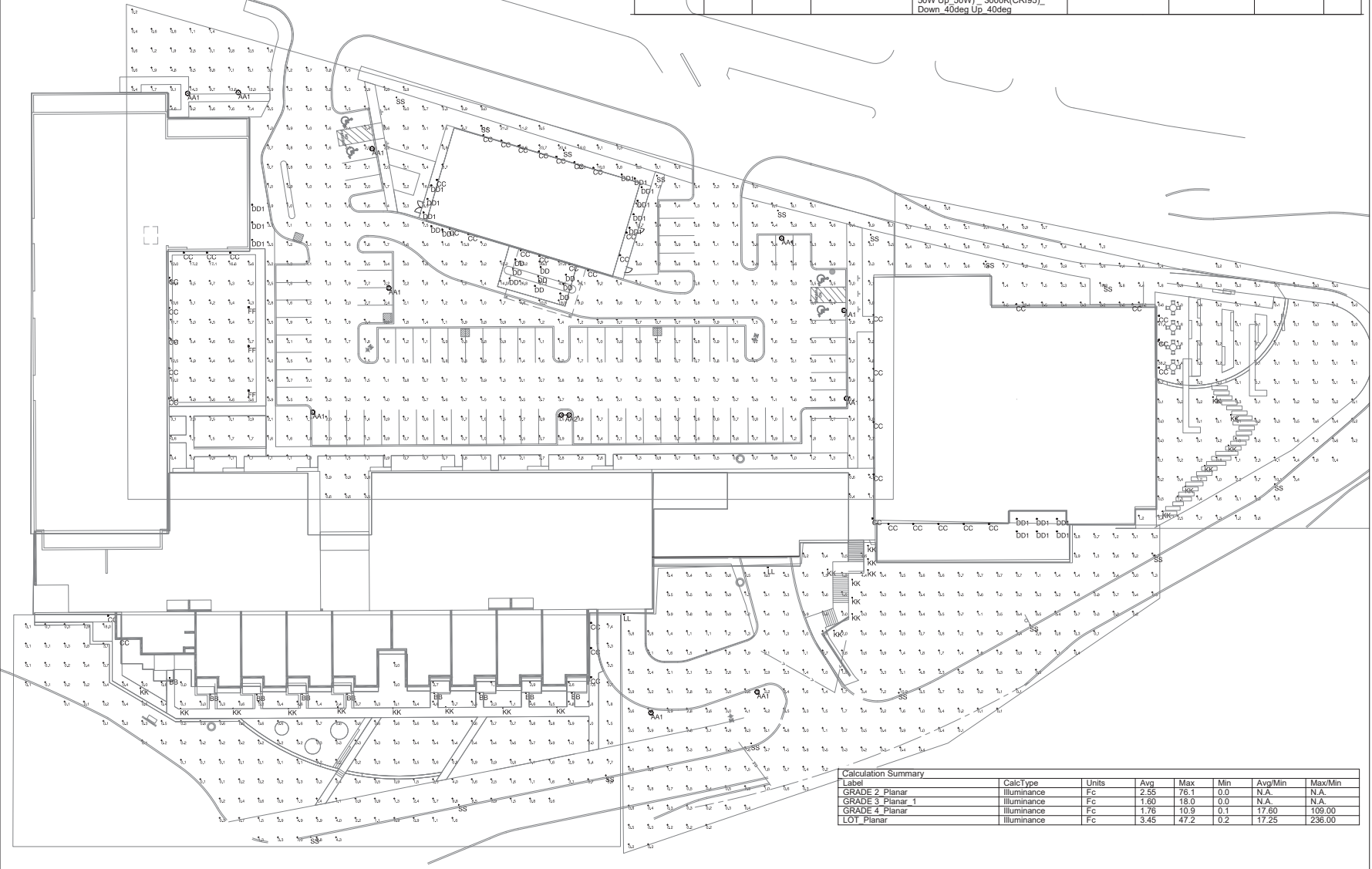


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1 ELEVATION - WEST
MP0.14 1/8" = 1'-0"

OPEN SPACE CALCULATION 05-25-2022		SF	
Level P2 Private Porches and Yards		3,319	
Shared Space @ Townhomes		10,727	
Level P1 Private Balconies		616	
Level 1 Private Porches and Yards		5,769	
Shared Space @ Northwest Driveway		883	
Shared Space @ Amenity Courtyard		5,562	
Shared Space @ Parking Lot Island		889	
Shared Space @ Top of Grand Stairs		1,943	
Shared Space @ East Park		4,928	
Level 2 Private Balconies		2,453	
Level 3 Private Balconies		3,176	
		40,265	Total Area of Usable Open Space
		79	Unit Count
		510	Usable Open Space per Unit
Required Open Space	500 x 79	39,500	

Luminaire Schedule							
Symbol	Qty	Label	Manufacturer	Description	Arrangement	Lum. Lumens	Lum. Watts
⊙	20	DD1		6AR-L20-835-DIM-UNV-AW-OF-WH WET CC	Single	1489	21
⊙	2	LL		SG1-30-3K7-FT	Single	2913	29.228
⊙	16	SS		AMERLUX CSL P 4M T3 3K TA	Single	8309	24.3
⊙	3	FF		84102K3 BEGA	Single	6264	54
⊙	9	DD		LFR-6RD-M-25L30K8MD-DM1_LFR-6RD-T-S_SFL6	Single	2561	19.5
⊙	9	BB		66982 BEGA	Single	954	12
⊙	23	KK	BEGA	34228K3 BEGA IES	Single	309	6
⊙	1	AA2	LUMENPULSE	RS35-120_277-CSL-M150-30K-CRI 80-4	Back-Back	10087	132
⊙	10	AA1	LUMENPULSE	RS35-120_277-CSL-M150-30K-CRI 80-4	Single	10087	132
⊙	44	CC	METEOR	Lance 6 Series_100W (Down_50W Up_50W)_3000K(CRI95)_Down 40deg Up 40deg	Single	8181	100
LLF							
0.700							
0.900							
0.900							
0.900							
0.900							
0.900							
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0.900							



Calculation Summary							
Label	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min
GRADE 2 Planar	Illuminance	Fc	2.55	76.1	0.0	N.A.	N.A.
GRADE 3 Planar_1	Illuminance	Fc	1.60	18.0	0.0	N.A.	N.A.
GRADE 4 Planar	Illuminance	Fc	1.76	10.9	0.1	17.60	109.00
LOT Planar	Illuminance	Fc	3.45	47.2	0.2	17.25	236.00

1. Lighting Reflectance of 80/50/20 used unless noted otherwise
2. Interior calc points shown at 30° A.F.F. unless noted otherwise
3. Exterior calc points shown at grade unless noted otherwise
4. Emergency egress calc points shown at 0° A.F.F.
5. Photometric drawings are for Design purposes only, not for Construction documents

1 ELECTRICAL SITE PLAN
Scale: 1"=30'

PROJECT NAME
900 WAYZATA
BOULEVARD
PROJECT ADDRESS
WAYZATA, MN



PROFESSIONAL SEAL

KEY PLAN

PRELIMINARY
NOT FOR
CONSTRUCTION

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REVISIONS

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SITE
PHOTOMETRIC
PLAN

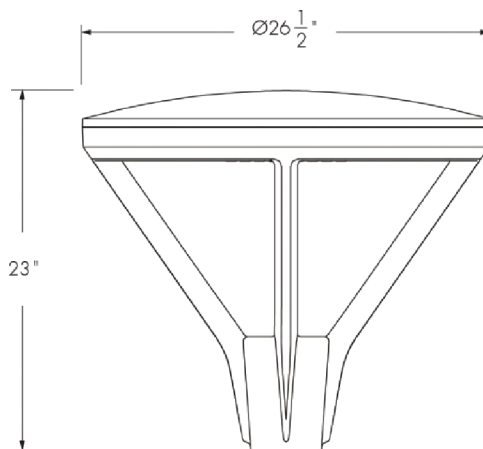
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E001

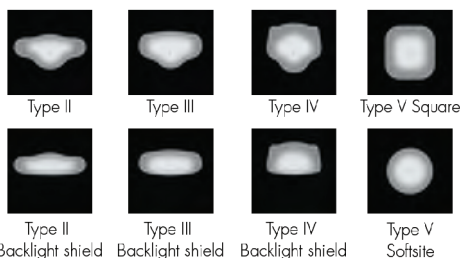
Project Name _____ Qty _____

Type _____ Catalog / Part Number _____



Front view

Distributions



Description

Featuring a minimalist design, Steele luminaires are a practical, efficient lighting solution for parking lots, public squares and parks. The luminaire has a low effective Projected Area (EPA) which greatly reduces installation costs.

Features

Color and Color Temperature	2200K, 2700K, 3000K, 3500K, 4000K, 5700K
Distributions	Type II, Type III or Type IV (with or without backlight shield), Type 5 square and Type V Softsite
Options	Corrosion-resistant coating for hostile environments, Surge protector, 5-Pin Receptacles with and without shorting cap, 7-Pin Receptacles with and without shorting cap
Mounting Options	Post-Top (4 in Tenon Adaptor)
Warranty	5-year limited warranty

Performance

Output (nominal lumens)	Minimum 3000lm / Maximum 20000lm
Color Rendering	3 SDCM for CRI 70+ and 2 SDCM for CRI 80+
Lumen Maintenance	TM-21 L70 527,000 hrs (projected, Ta 77 °F), 36,000 hrs (reported, Ta 77 °F)
Dark Sky	Dark sky compliant (2200K, 2700K and 3000K color temperatures, BUG rating of U0)

Physical

Housing Material	Die cast low copper 360 aluminum alloy
Lens Material	Optical tempered clear glass (Clearsite lens), Optical tempered opal glass (Softsite lens)
Weight	60 lbs
EPA	1.19 sq ft

Colors and Color Temperatures



Controls

ON/OFF 0-10V

Rating

IP66 (optical chamber)

Certifications





TYPE BB
5/10/22
WAYZATA



Surface-mounted downlights
Symmetric light distribution

A series of very compact ceiling mounted downlights available in a variety of housing sizes, light distributions, and light outputs. These luminaires are designed for down lighting atriums, canopies, passages and other interior and exterior locations featuring symmetrical narrow or wide beam distributions.

Luminaires in this series require a remote 24V DC class 2 power supply suitable to operate the intended LED wattage, see page 405.

Die-cast aluminum · Clear safety glass
Reflector made of pure anodized aluminum

LED color temperatures: 2700K, 3000K, 3500K, 4000K

BEGA luminaires offer a minimum service life of 60,000 hours, with suitable LED replacement modules guaranteed for up to 20 years after date of purchase. Further LED technical data including luminous flux, CRI, dimming and electrical characteristics are provided on the individual luminaire specification sheets, available at www.bega-us.com

All BEGA standard finishes are matte, textured powder coat with minimum 3 mil thickness. BEGA Unidure® finish, a fluoropolymer technology, provides superior fade protection in Black, Bronze, and Silver. BEGA standard White, as well as optionally available RAL and custom colors, are a polyester powder.

NRTL listed to North American standards · Suitable for wet locations
Protection class IP 65



Narrow beam					
	LED	β	A	B	Required wiring box
66 974	3.0 W	26°	3 3/4"	3 1/2"	19 538
66 972*	7.4 W	26°	3 3/4"	3 1/2"	19 538
66 976	7.4 W	22°	5	4 3/4"	—
66 981	13.1 W	13°	6	5	—
66 978	15.7 W	21°	7 1/2"	6 1/2"	—
66 983	36.3 W	14°	8 3/4"	6 3/4"	—



Wide beam					
	LED	β	A	B	Required wiring box
66 975	3.0 W	91°	3 3/4"	3 1/2"	19 538
66 973*	7.4 W	93°	3 3/4"	3 1/2"	19 538
66 977	7.4 W	90°	5	4 3/4"	—
66 982	13.1 W	92°	6	5	—
66 979	15.7 W	91°	7 1/2"	6 1/2"	—
66 984	36.3 W	94°	8 3/4"	6 3/4"	—

β = Beam angle
*Remote driver required

Lance 6 - White Up / Down**High Performing Outdoor Luminaire**

Built to last, the Lance 6 is a 6-inch round outdoor wall mount cylinder with a combined lumen package range from 5,322 lm to 10,018 lm. Available in a variety of configurations, this IP 65 rated luminaire has W+RGB color tuning technology to make a bold architectural statement.

Quantity		Type	
Project		Note	

Electrical System

- 6010 lm (60W) Uplight: 30W / Downlight: 30W
- 8014 lm (80W) Uplight: 30W / Downlight: 50W
- 10018 lm (100W) Uplight: 50W / Downlight: 50W
- Power Input: Universal (120/277V)
- Operating Temperature: 14°F~104°F
- Surge Protection: 2.5KV

LED Technology

- 2700K, 3000K, 3500K, 4000K
- 85 CRI, 93 CRI
- Beam Angle:
 - Down: 40°, 60°, WD
 - Up: 40°, 60°, WD
- Rated Life > 60,000 Hours (L70)

Housing

- Diameter: 6.37" (162mm)
- Height: 20" (508.5mm / 50W), 22" (558.8mm / 100W)
- Material: Aluminum
- Weight: 15.2 lbs / 50W, 16.7 lbs / 100W

Warranty

- 5 year limited warranty

Listing

- ETL Wet Location Listed
- IP65

Advanced Dimming

(Proprietary VX Driver is incorporated to all dimming options for video flicker-free lighting)

- Standard 0-10V: dims to 10%
 - Single Dimming (Controls Up/Down Together)
 - Dual Dimming (Controls Up/Down Separately)
- Superior 0-10V: dims to 1%
 - Single Dimming (Controls Up/Down Together)
 - Dual Dimming (Controls Up/Down Separately)
- DMXD: high resolution dims to 0.1%
 - Supports ANSI E1.20 RDM protocol
 - Controls Up/Down Separately



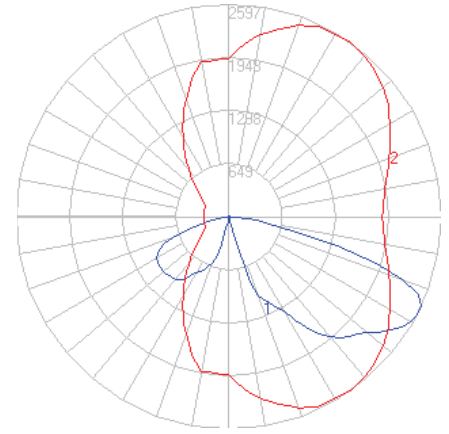
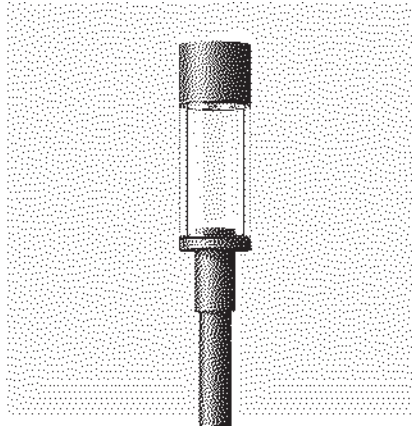
BEGA

File: 84102K4_BEGA_IES.ies

TEST: BE_84102K4
TEST LAB: BEGA
DATE: 09/01/2015
LUMINAIRE: 84102 K4
LAMP: 47.7W LED

Characteristics

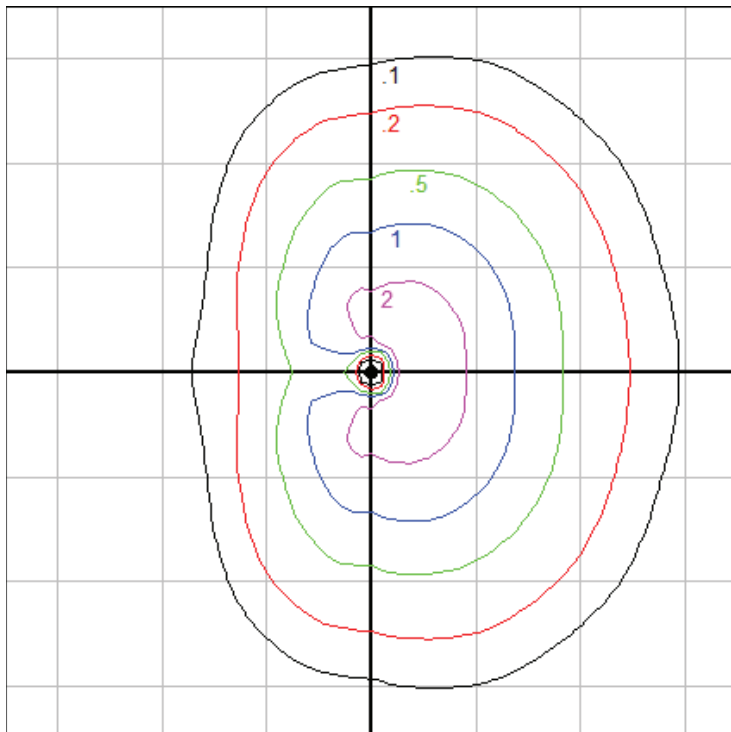
IES Classification	Type IV
Longitudinal Classification	Short
Lumens Per Lamp	N.A. (absolute)
Total Lamp Lumens	N.A. (absolute)
Luminaire Lumens	6392
Downward Total Efficiency	N.A.
Total Luminaire Efficiency	N.A.
Luminaire Efficacy Rating (LER)	118
Total Luminaire Watts	54
Ballast Factor	1.00
Upward Waste Light Ratio	0.00
Max. Cd.	2596.8 (305H, 65V)
Max. Cd. (<90 Vert.)	2596.8 (305H, 65V)
Max. Cd. (At 90 Deg. Vert.)	10.6 (0.2%Lum)
Max. Cd. (80 to <90 Deg. Vert.)	559.1 (8.7%Lum)
Cutoff Classification (deprecated)	N.A. (absolute)



Lum. Classification System (LCS)

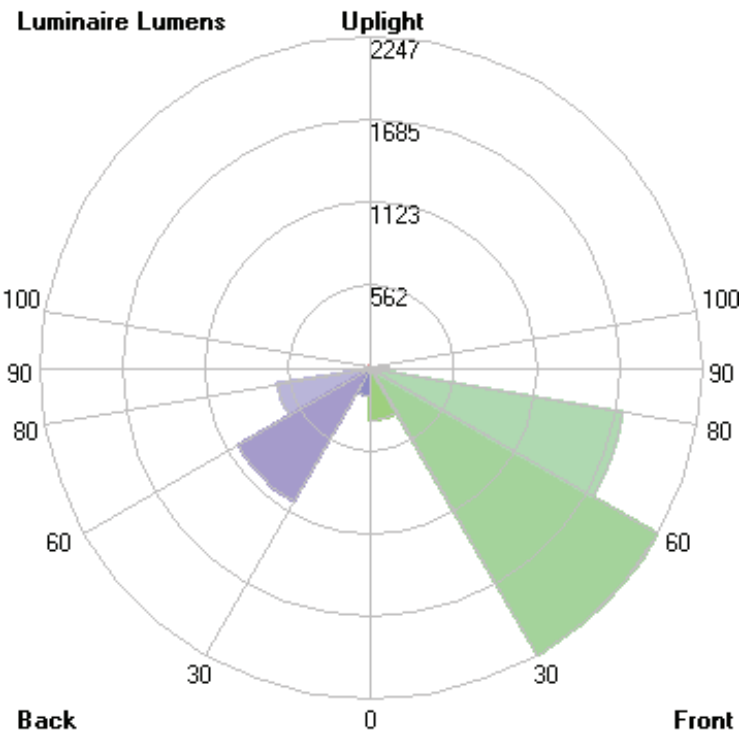
LCS Zone	Lumens	%Lamp	%Lum
FL (0-30)	353.4	N.A.	5.5
FM (30-60)	2246.6	N.A.	35.1
FH (60-80)	1735.5	N.A.	27.2
FVH (80-90)	118.5	N.A.	1.9
BL (0-30)	188.5	N.A.	2.9
BM (30-60)	1043.1	N.A.	16.3
BH (60-80)	643.2	N.A.	10.1
BVH (80-90)	43.7	N.A.	0.7
UL (90-100)	6.0	N.A.	0.1
UH (100-180)	13.0	N.A.	0.2
Total	6391.5	N.A.	100.0

BUG Rating B2-U2-G2



Mounting Height: 18 ft.

Grid Spacing: 20 ft.



In the interest of product improvement, BEGA reserves the right to make technical changes without notice.

BEGA 1000 Bega Way, Carpinteria, CA 93013 (805)684-0533 Fax (805)566-9474 www.bega-us.com © Copyright BEGA-US 2022

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2/15/2022

DATE:	PROJECT:	TYPE:
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CATALOG NUMBER LOGIC:

TYPE GG
5/10/22
WAYZATA



**Designed for use with LED transformer. Requires magnetic low voltage dimmer.*

***Please see Adjust-e-Lume photometry to determine desired intensity.*

****The 360SL cost is already included in the price of UPM, UPM dual, and Power Canopy.*

CATALOG NUMBER LOGIC

Example: B - DS - LED - e64 - SP - A7 - BZP - 12 - 11 - A - 360SL

MATERIAL

(Blank) - Aluminum B - Brass S - Stainless Steel

SERIES

DS - Delta Star

SOURCE

LED - with Integral Dimming Driver (25W min. load when dimmed)*

LED TYPE

e64 - 7W LED/2700K e66 - 7W LED/4000K

e65 - 7W LED/3000K e74 - 7W LED/Amber

OPTICS

NSP - Narrow Spot (13°) MFL - Medium Flood (23°)

SP - Spot (16°) WFL - Wide Flood (31°)

ADJUST-E-LUME* OUTPUT INTENSITY**

A9 (Standard), A8, A7, A6, A5, A4, A3, A2, A1

FINISH (See page 2 for full-color swatches)

Standard Finishes (BZP, BZW, BLP, BLW, WHP, WHW, SAP, VER)

Premium Finish (ABP, AMG, AQW, BCM, BGE, BPP, CAP, CMG, CRI, CRM, HUG, MDS, NBP, OCP, RMG, SDS, SMG, TXF, WCP, WIR)

Also available in RAL Finishes

Brass Finishes (MAC, POL, MIT)

Stainless Steel Finishes (MAC, POL)

LENS TYPE

12 - Soft Focus 13 - Rectilinear

SHIELDING

11 - Honeycomb Baffle

CAP STYLE

A - 45°

B - 90°

C - Flush Lens

D - 45° Less Weephole (Interior use only)

E - 90° Less Weephole (Interior use only)

F - 90° with Flush Lens

OPTIONS

360SL - Knuckle Mounting System***

LINEA 450 LVC

Specification

The LINEA series features distinctly linear design qualities and exceptional versatility. Perceptively capturing today's minimal design philosophy, the reduced form is sure to retain its validity far into the future. It is available in three mounting heights in single or twin mounting configurations. The pedestrian-scale model is 15 feet, with intermediate and larger sizes at 20 and 26 feet, respectively, giving proper scale for a variety of applications. Units for bi-level mounting are available, where the street-side luminaire is mounted high and a second fixture is mounted on the sidewalk side at a lower height for pedestrian illumination. An LED illuminating bollard for low-level pathway illumination complements the family of products. CSA Listed for Wet Locations



LED Model Module	Color Temperature	Distribution	Volt	Mounting	Pole	Pole Mat	Finish	Option
2LVC - 2 modules	WW - 3000K	T2 - Type II	UNV - 120-277V	A - Single Mount	15SR - 15' Straight Rectangular	A - AluminSG	Silver Grey	DIM - 0-10vDC Dimming
	NW - 4000K	T3 - Type III		B - Twin Mount	X - Other (specify)	S - Steel	DG - Dark Grey	N - None
		T4 - Type IV					GG - Graphite Grey	HSS - House Side Shield
							BLK - Matte Black	
							BRZ - Dark Bronze	
							CC - Custom RAL Color	

Ordering Information

LN450 2LVC

UNV

Specifications are subject to change without notification

HessAmerica > Products > Lighting Products > Pole Mounted Luminaire > LINEA
https://www.hessamerica.com/Products/Lighting/Pole_Mounted_Luminaire/LINEA/

Application

Pathway luminaires with shielded light for residential and light commercial use. These luminaires are ideally suited for gardens, entryways, and for many applications on paths and terraces. Hardscape base provided for installation on foundations or paved surfaces. Low voltage magnetic transformer required for operation.

Materials

Luminaire housing and faceplate constructed of die-cast marine grade, copper free ($\leq 0.3\%$ copper content) A360.0 aluminum alloy
Clear safety glass
High temperature silicone gasket
Reflector made of pure anodized aluminum
Anchorage constructed of galvanized steel

NRTL listed to North American Standards, suitable for wet locations
Protection class IP 65
Weight: 7.5lbs

Electrical

Operating voltage	12-24V AC
Minimum start temperature	-40° C
LED module wattage	4.2 W
System wattage	6.0 W
Controllability	Non-dimmable
Color rendering index	Ra > 90
Luminaire lumens	321 lumens (4000K)
LED service life (L70)	60,000 hours

LED color temperature

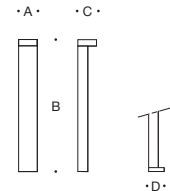
- ☐ 4000K - Product number + **K4**
- ☐ 3500K - Product number + **K35**
- ☐ 3000K - Product number + **K3**
- ☐ 2700K - Product number + **K27**

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

Finish

All BEGA standard finishes are matte, textured powder coat with minimum 3 mil thickness. BEGA Unidure® finish, a fluoropolymer technology, provides superior fade protection in Black, Bronze, and Silver. BEGA standard White, as well as optionally available RAL and custom colors, are a polyester powder.

Available colors ☐ Black (BLK) ☐ White (WHT) ☐ RAL:
☐ Bronze (BRZ) ☐ Silver (SLV) ☐ CUS :



Garden and pathway bollard – Hardscape base					
	LED	A	B	C	D
84 228	4.2 W	4 3/8	27 1/2	4 3/8	4 3/8

Type:

BEGA Product:

Project:

Modified:



SLING Series

SLENDER WALLPACK

tradeSELECT®

FEATURES

- Two sizes for a variety of applications
- Ranges from 21W to 80W with up to 8000 lumens
- SG1 Series replaces from 100W-150W HID; SG2 Series replaces from 150W-250W HID
- Comfort lens available as an option or accessory provides glare control and enhanced uniformity
- Knuckle and trunnion accessory mounting kits available for flood applications
- IP65 and certified to UL 1598 for use in wet locations up to 40°C ambient
- DLC (DesignLights Consortium Qualified - see www.designlights.org)



*3000K and warmer CCTs only



RELATED PRODUCTS

- [LNC Litepak](#) [LNC2 Litepak](#) [LNC3 Litepak](#)
[LNC4 Litepak](#) [GeoPak](#) [GeoPak2](#)

SPECIFICATIONS

HOUSING

- Rugged die-cast aluminum housing with corrosion resistant powder coat finish
- Heating dissipating fins provide superior thermal performance extending the life of the electronic components
- Impact resistant tempered glass offers zero uplight
- Comfort lens available as an option or accessory to reduce glare (7-10% lumen reduction) and provide better uniformity

OPTICS

- 3000K, 4000K and 5000K CCT nominal with 70 CRI
- Smaller SG1 housing has 2 LEDs, larger SG2 housing has 3 LEDs

INSTALLATION

- Side hinge allows for easy installation and wiring
- Side movement avoids damage to the lens and helps prevent injury common in drop down hinge designs
- Mounts to 4" junction box and includes a gasket to help seal electrical connections
- Four 1/2" threaded conduits hubs for surface conduit provided

ELECTRICAL

- 120-277V, 50/60Hz electronic drivers
- 347V and 480V available in large SG2 housing
- 10KA surge protection included

OPTIONS/CONTROLS

- Button photocontrol for dusk to dawn energy savings. Stock versions include 120V-277V PC with a cover which provides a choice to engage photocontrol or not. PC is installed in top hub
- Occupancy sensor available for on/off and dimming control in larger SG2 housing
- SiteSync™ wireless lighting control delivers flexible control strategies for reducing power consumption and minimizing maintenance costs while delivering the right light levels with a simple and affordable wireless solution. See ordering information or visit www.hubbelllighting.com/sitesync for more details
- Battery backup options available in larger SG2 housing rated for either 0° C or -30° C. Performance exceeds NEC requirement providing 1 fc minimum over 10'x10' at 11' mounting height

CERTIFICATIONS

- DesignLights Consortium® (DLC) qualified. Please refer to the DLC website for specific product qualifications at www.designlights.org
- Listed to UL1598 for use in wet location, listed for -40°C to 40°C applications
- IDA approved with zero uplight for 3000K and warmer CCTs
- IP65

WARRANTY

- 5 year limited warranty
- See [HLI Standard Warranty](#) for additional information

KEY DATA	
Lumen Range	2263-8079
Wattage Range	21-80
Efficacy Range (LPW)	101-113
Fixture Projected Life (Hours)	L70>50K
Weights lbs. (kg)	4.3-11 (2.0-5.0)



June 13, 2022

To: Burt Coffin, ESG

From: Vernon Swing, PE

Re: Traffic Analysis Memorandum – 900 Wayzata Boulevard Redevelopment, Wayzata, MN

Per your request, S² Traffic Solutions has conducted a traffic analysis for the proposed redevelopment of the Wells Fargo bank and office site (termed “Proposed Project” in this memo) in Wayzata, MN. The Proposed Project will redevelop the current 39,212 square foot office building and the 7 drive-thru window bank to include a 30,000 square foot office, a smaller bank with 2 drive-thru windows, plus a mid-rise apartment building with 70 units, and 9 townhomes. (It is noted the existing office use is still partially occupied and the Bank is still open and serving customers.) The Proposed Project is located on the south side of Wayzata Blvd and to the west of Superior Blvd. The current site includes 5 access locations, three along Wayzata Blvd, one from Superior Blvd and one from Rice St E; these will consolidate down to 3 access locations, two from Wayzata Blvd and one from Superior Blvd. (See **Figure 1, Vicinity Map**, and **Figure 2, Site Plan**).

The Proposed Project will result in a change in traffic patterns related to site traffic, as the project will create an underground parking garage serving the residential and office uses which will be accessed from Superior Blvd. The Bank, and visitors to the office and the residents, will be able to use a new surface parking area which will be accessed from the remaining two driveways along Wayzata Boulevard. This results in traffic diverting to the new access locations based on use.

This memorandum documents the existing conditions, the anticipated new site-generated traffic from the Proposed Project and its distribution, and reviews the traffic operations at the following intersections for the year after completion of the development, year 2025:

- Wayzata Blvd & Broadway Ave S
- Wayzata Blvd & West Site Access (existing)
- Wayzata Blvd & Central Site Access (existing)
- Wayzata Blvd & East Site Access (existing)
- Wayzata Blvd & Superior Blvd
- Wayzata Blvd & Central Ave S
- Superior Blvd & Site Access/Circle A Dr S (existing)
- Superior Blvd & Rice St E/Promenade Ave
- Rice St E & Site Access (existing)
- Superior Blvd & Lake St E

Existing Conditions

The existing conditions of the roadways and intersection providing direct access to the Proposed Project were documented and are noted in **Table 1**. Additionally, **Figure 3** shows the existing lane geometry and traffic control at the study intersections.

Table 1. Study Roadway Characteristics

Roadway	Functional Class	Typical Section	Posted Speed	AADT (Year)*
Central Ave S (CSAH 101)	Minor Arterial	4-Lane Undivided Urban	35 mph	10,990 (2022)
Wayzata Blvd	Minor Arterial	2-Lane Divided Urban 4-Lane Divided Urban	35 mph	12,070 (2022)
Superior Blvd	Major Collector	2-Lane Divided Urban	30 mph	6,920 (2022)
Lake St	Major Collector	2-Lane Divided Urban	30 mph	6,150 (2022)
Rice St E	Local Street	2-Lane Undivided Urban	30 mph	650 (2022)
Broadway Ave S	Minor Collector	2-Lane Undivided Urban	30 mph	2,600 (2022)

*AADT Sources: From 2022 turning movement traffic count

Existing Traffic Volumes

AM and PM peak hour turning movement counts were conducted at all study area intersections on Wednesday, March 30th, 2022. The AM peak traffic hour was found to generally occur from 8:00 – 9:00 AM and the PM peak traffic hour was found to occur from 4:30 - 5:30 PM (See **Figure 4**, Existing Traffic Volumes).

Future Conditions

To quantify the impacts of a development on the surrounding roadway system, it is necessary to first analyze traffic conditions that would be present on the roadway system without the inclusion of the proposed project. The anticipated construction completion date for the Proposed Project is 2024, thus year 2025 was selected for analysis so as to compare traffic conditions after initial traffic patterns to and from the Proposed Project have become established. To determine the future traffic conditions two methods were considered: A review of Existing versus 2040 traffic forecasts in Wayzata's 2040 Comprehensive plan; and a review of the 2040 forecast data compared with the latest MnDOT AADT count conducted in 2018. (Note the 2018 MnDOT count may have been impacted by local construction as it is much lower than the existing data in the Comp Plan as well as the recent count information mentioned above.) The review of the Comp Plan indicates a 0.7% annual growth rate, while the comparison with the MnDOT data indicates a 3.0% annual growth rate. To present a **worst case** condition this report utilizes the 3% annual growth rate to estimate background (No-Build) conditions in 2025. **Figure 5** illustrated the 2025 No-Build traffic conditions with this growth rates applied to the existing volumes.

Trip Generation

The redevelopment of the Wells Fargo site will include a 30,000 square foot office building, 70 mid-rise apartment units, 9 townhomes, and a bank with 2 drive-thru lanes. The volume of vehicle trips generated by the Proposed Project has been estimated for the weekday AM and PM peak hours and on a daily basis using the data methodology described in the **Trip Generation Manual**¹. The site currently includes a partially occupied 39,212 square foot office building and a bank with 7 drive-thru lanes. The existing and 2025 No-Build traffic counts include the traffic from the existing uses. For comparison

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

purposes, an estimate of site generated traffic assuming full occupancy of the existing office was also conducted and will be discussed below. Table 2 summarizes the trip generation estimate for the new uses.

Table 2 - Trip Generation

Land Use	Type	Block No.	Land Use Code	Size		Trips Generated:					Weekday ADT	
						AM peak		PM Peak				
						Enter	Exit	Enter	Exit			
General Office Building	Office	1	710	30,000 s.f.	R	40	5	R	7	36	R	325
Single Family Attached	Residential	1	215	9 units	R	1	3	R	3	2	R	65
Mid-Rise Apartment/Suburban	Residential	1	221	70 units	R	6	20	R	17	11	R	318
Drive-in Bank	Retail	1	912	2 windows	R	10	7	R	27	28	R	250
Totals - Net*						58	35		53	76		958
						93			130			

As shown in Table 2, the redevelopment will generate 93 trips (58 entering and 35 exiting) during the morning traffic peak hour, 130 trips (53 entering and 76 exiting) during the evening traffic peak hour and 958 daily trips. The site currently generates 48 trips during the morning peak (37 entering and 11 exiting) and 164 trips during the evening peak (67 entering and 97 exiting) and approximately 880 daily trips. In other words, the redevelopment when compared to existing site traffic will increase traffic by 45 trips in the morning and 78 trips per day, but will decrease traffic by 34 trips in the evening.

However, if the site were to reoccupy to its full capacity without redevelopment, ITE forecasts indicate it would generate 111 trips during the morning peak or 18 more than the Proposed Project, 218 trips during the evening peak or 88 more than the proposed project, and 1,175 trips per day or 217 more than the Proposed Project. That said, this analysis only considers the change in traffic between the existing conditions versus the conditions with the Proposed Project.

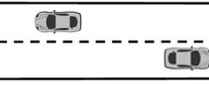
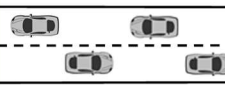
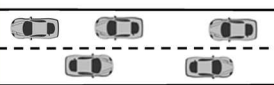
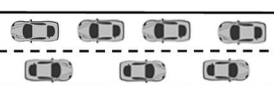
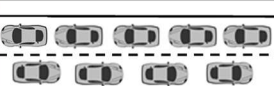
Trip Distribution

As mentioned above, the redevelopment will change the traffic pattern for the site generated traffic with the office and residential traffic assigned to the Superior Blvd Access, and the bank traffic assigned to the Wayzata Blvd accesses. Further, the existing site traffic has been subtracted from the study intersections prior to the assignment of the Proposed Project traffic. **Figure 6** illustrates the net trip assignment at the accesses and study intersections. **Figure 7** illustrates the 2025 Build conditions, which reflects the combination of the 2025 No-Build traffic on Figure 5 and the trip assignment on Figure 6.

Traffic Operations

The operating conditions of transportation facilities, such as roadways, traffic signals, roundabouts and stop-controlled intersections, are evaluated based on the relationship of the theoretical capacity of a facility to the actual traffic volume on that facility. Various factors affect capacity including travel speed, roadway geometry, grade, number of travel lanes, and intersection control. The current standards for evaluating capacity and operating conditions are contained in *Highway Capacity Manual*². The procedures describe operating conditions in terms of driver delay represented as a Level of Service (LOS). Operations are given letter designations with "A" representing the best operating conditions and "F" representing the worst. Generally, level of service "D" represents the threshold for acceptable overall intersection operating conditions during a peak hour. The Chart on the following page summarizes the level of service and delay criteria for signalized and unsignalized intersections.

² Highway Capacity Manual (HCM), Transportation Research Board, 6th Edition

Level of Service	Description	Delay (sec)	
		Signalized	Unsignalized/ Roundabout
A	 Primarily free-flow operation.	0-10	0-10
B	 Reasonably unimpeded operation.	>10-20	>10-15
C	 Stable operation. The ability to maneuver is more restricted than LOS B.	>20-35	>15-25
D	 Less stable operation. Small increases in flow may cause large increases in delay and reduced speeds.	>35-55	>25-35
E	 Unstable operation. Low speeds and considerable delay.	>55-80	>35-50
F	 Congested operation. High delay and extensive queuing.	>80	>50

For side street stop-controlled intersections special emphasis is given to providing an estimate for the level of service of the minor approaches. Traffic operations at an unsignalized intersection with side street stop-control can be described two ways. First, consideration is given to the overall intersection level of service. This takes into account the total number of vehicles entering the intersection and the capability of the intersection to support these volumes. Second, it is important to consider the delay on the minor approaches, since the mainline does not have to stop. It is common for intersections with higher mainline traffic volumes to experience increased levels of delay and poor level of service on the side streets.

A final fundamental component of operational analyses is a study of vehicular queuing, or the line of vehicles waiting to pass through an intersection. An intersection can operate with an acceptable Level of Service, but if queues from the intersection extend back to block entrances to turn lanes or accesses to adjacent land uses, unsafe operating conditions could result. In this report, the Industry Design Standard 95th percentile queue length is used. The 95th Percentile Queue Length refers to that length of vehicle queue that has only a five-percent probability of occurring during an analysis hour.

This study has utilized the industry current Synchro/SimTraffic software package (11th Edition) to analyze the 2025 No-Build and Build conditions for both the AM and PM peak hours. It is noted, the reported results are from the aggregate of 10 SimTraffic simulations which use a random number generator to seed the network with vehicles. These results reflect dynamic conditions and are more accurate than the results of the static analysis reported by Synchro. Due to the random number generator results can sometimes show slightly better operations on minor movements under higher traffic conditions when the intersections are operating well. This can be seen when delays and queues noted in the Build Scenario are slightly less than the No-Build or Existing Scenarios.

Analysis Results

Tables 3 summarizes the results of the operational analysis. Note the 2025 No-Build and Build operations reflect the additional traffic associated with the 3.0 percent annual growth rate applied to existing traffic volumes. Additionally, the Build operations include the net new traffic forecast for the Proposed Project.

Table 3. Operational Analysis

LOS (Delay in sec) plus Vehicle Queuing in Feet						
Intersection No.	Existing AM	Existing PM	2025 NB AM	2025 NB PM	2025 B AM	2025 B PM
5 (signal)	a (8.6)	a (8.6)	a (7.1)	b (10.7)	a (7.9)	a (8.8)
<i>Worst Movement</i>	b wbl (17.7)	c sbl (26.6)	c nbl (21.7)	c sbl (29.6)	c nbt (23.3)	c sbl (20.5)
95th Percentile Q	eb 137	eb 198	eb 170	wb 192	eb 169	eb 219
10 (Side stop)	a (1.5)	a (2.3)	a (1.6)	a (2.7)	a (1.4)	a (2.3)
<i>Worst Movement</i>	a sbl (7.7)	b sbl (12.9)	c sbl (15.0)	c sbl (23.6)	a sbl (7.9)	c sbl (22.6)
95th Percentile Q	SB 32	wb 58	eb 32	wb 108	sb 26	nb 46
15 (Side Stop)	a (0.5)	a (0.9)	a (0.6)	a (1.1)	a (0.4)	a (0.5)
<i>Worst Movement</i>	b nbl (10.8)	b nbl (12.7)	a nbl (10.0)	c nbl (24.1)	a nbl (6.8)	b nbl (13.2)
95th Percentile Q	NB 28	nb 51	nb 22	nb 51	nbl 12	nb 32
20 (Side Stop)	a (1.0)	a (1.0)	a (1.4)	a (2.2)		
<i>Worst Movement</i>	a wbl (5.2)	a wbl (4.7)	a wbl (2.2)	b wbl (12.3)	N/A	N/A
95th Percentile Q	wb 20	wb 32	-	wb 42		
25 (Signal)	b (10.1)	b (11.8)	b (10.6)	b (16.6)	a (6.5)	b (13.1)
<i>Worst Movement</i>	b sbl (17.8)	c sbl (22.7)	b sbl (14.4)	c wbl (26.1)	c sbl (25.0)	c sbl (27.2)
95th Percentile Q	wb 183	wb 208	wb 286	wbl 274	wbt 106	wbl 276
30 (Signal)	b (13.5)	b (17.8)	b (18.0)	b (18.1)	b (16.8)	b (17.7)
<i>Worst Movement</i>	c ebl (34.3)	d wbl (37.6)	d ebl (39.9)	d nbt (43.0)	d nbt (38.6)	d wbl (43.9)
95th Percentile Q	wb 182	wb 187	wb 212	eb 198	sbt 231	wbt 231
35 (Side Stop)	a (0.9)	a (1.0)	a (0.8)	a (1.0)	a (1.4)	a (1.6)
<i>Worst Movement</i>	a wbl (5.7)	b wbl (11.7)	a wbl (7.1)	a wbl (8.0)	a wbl (6.0)	a ebl (9.5)
95th Percentile Q	wb 21	wb 42	wb 24	wb 41	eb 48	eb 55
40 (Side Stop)	a (1.4)	a (1.8)	a (1.4)	a (1.7)	a (1.4)	a (2.0)
<i>Worst Movement</i>	a ebt (8.9)	a ebl (10.0)	a ebt (6.1)	a wbt (8.4)	a ebt (5.0)	a wbt (9.4)
95th Percentile Q	wb 49	wb 49	wb 46	wb 52	wb 56	wb 65
45 (Side Stop)	a (0.6)	a (0.9)	a (0.5)	a (1.3)		
<i>Worst Movement</i>	a ebl (1.7)	a sbl (3.6)	a ebl (2.8)	a sbl (3.3)	N/A	N/A
95th Percentile Q	-	sb 23	eb 9	sb 30		
50 (Signal)	a (8.0)	b (11..5)	a (8.6)	b (10.4)	a (9.1)	a (9.9)
<i>Worst Movement</i>	b ebl (17.7)	c ebl (27.0)	b ebl (16.2)	c ebl (20.7)	b ebl (19.1)	b ebl (20.0)
95th Percentile Q	wb 102	sbr 108	wb 107	wb 113	wb 93	wb 110

- Level of Service reported from an average delay from 10 SimTraffic simulations for overall intersection and worst movement.

- 95th percentile queues are a result from an average of 10 SimTraffic simulations and the longest queue per intersection is reported.

Intersection Key:

- 5 Wayzata Blvd & Broadway Ave S
- 10 Wayzata Blvd & West Site Access (existing)
- 15 Wayzata Blvd & Central Site Access (existing)
- 20 Wayzata Blvd & East Site Access (existing)
- 25 Wayzata Blvd & Superior Blvd
- 30 Wayzata Blvd & Central Ave S
- 35 Superior Blvd & Site Access/Circle A Dr S (existing)
- 40 Superior Blvd & Rice St E/Promenade Ave
- 45 Rice St E & Site Access (existing)
- 50 Superior Blvd & Lake St E

The results shown in Table 3 indicate the Existing, 2025 No-Build, and 2025 Build traffic operations and travel lane operations of the study area intersections and site accesses are acceptable with overall LOS B or better for all intersections, and acceptable LOS D or better for individual movement operations, with manageable moderate vehicle queuing. The redistribution of office and residential site traffic to the Superior Blvd access has resulted in slightly improved operations at the Wayzata Blvd intersections and has added slight delay and queuing along Superior Boulevard.

Conclusion

In conclusion, the proposed development has appropriate access to the site and to the surrounding roadway network. The traffic operational analysis indicates there is available capacity on the roadways surrounding the site and at site access driveway intersection to accommodate the new site-generated traffic.

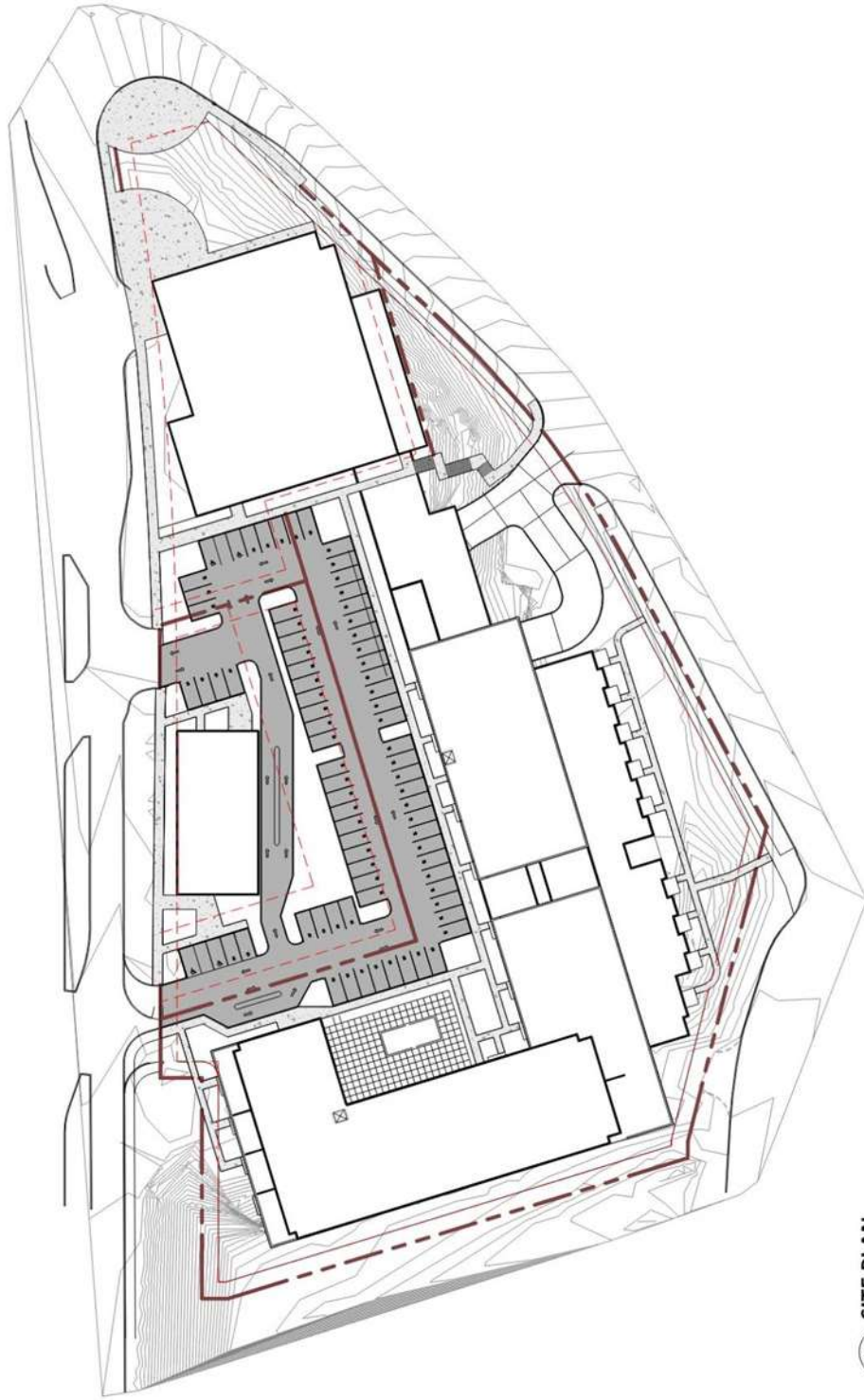
Please contact Vernon Swing at vswingtraffic@gmail.com with any questions.

Attachments: Figures 1-7

(Appendices with Traffic Counts and Synchro/Simtraffic Worksheets are available upon request.)



Figure 1 - Vicinity Map



1 SITE PLAN
MP0.5 1" = 60'-0"

03/17/2022

esc

MIXED USE
900 Wayzata Blvd E
Wayzata, MN

SITE PLAN - SIMPLIFIED

Figure 2 - Site Plan (By Others)

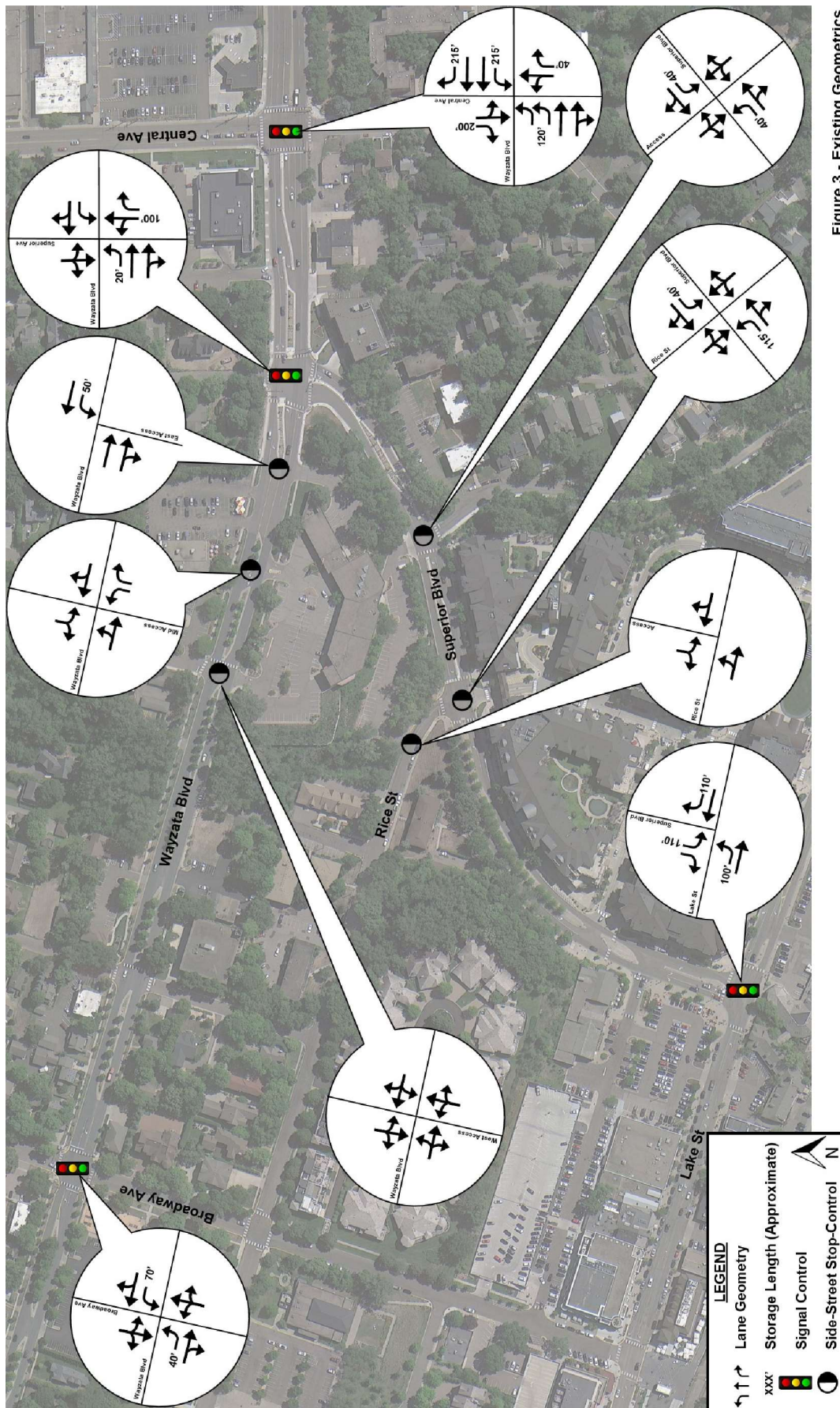


Figure 3 - Existing Geometrics

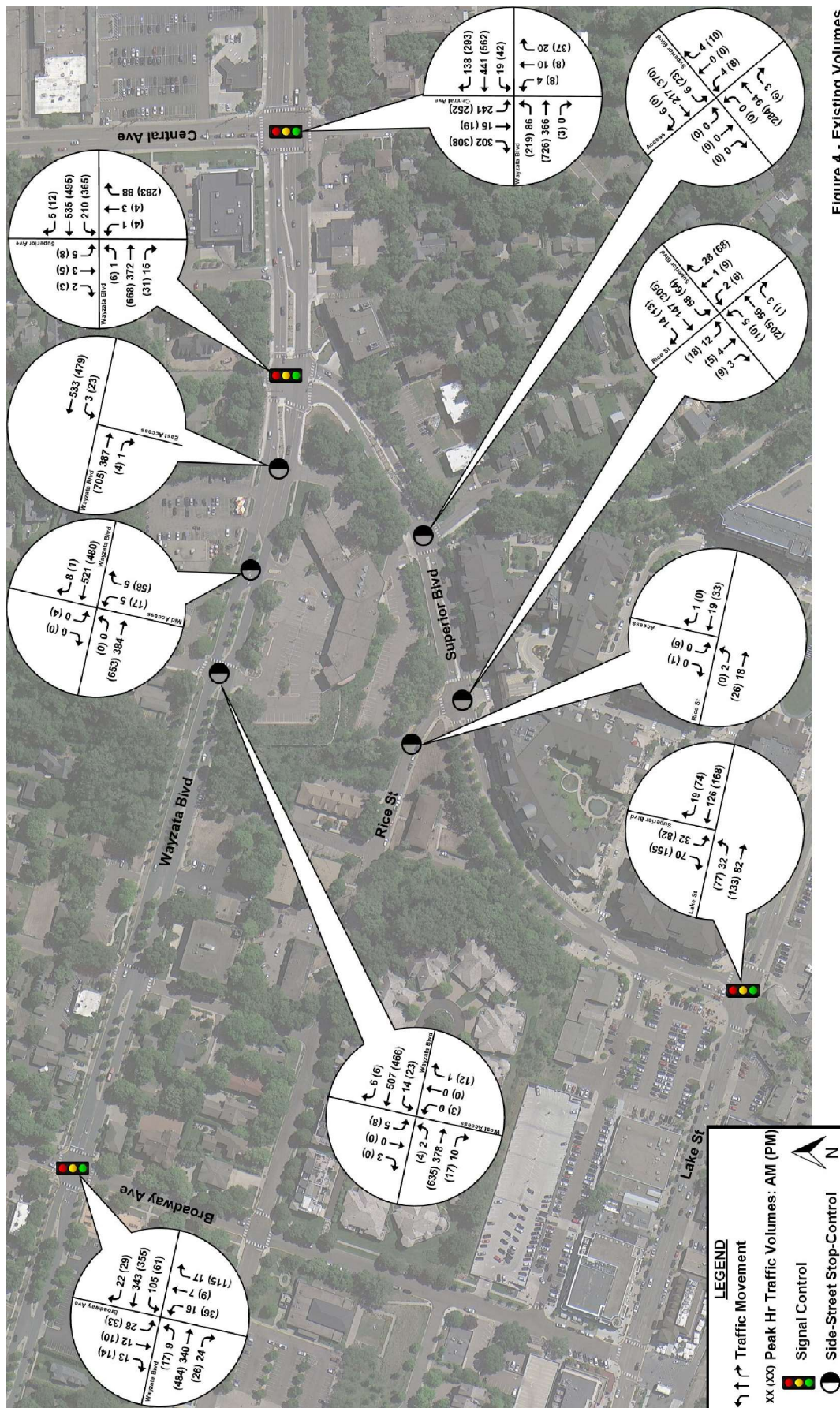


Figure 4 - Existing Volumes

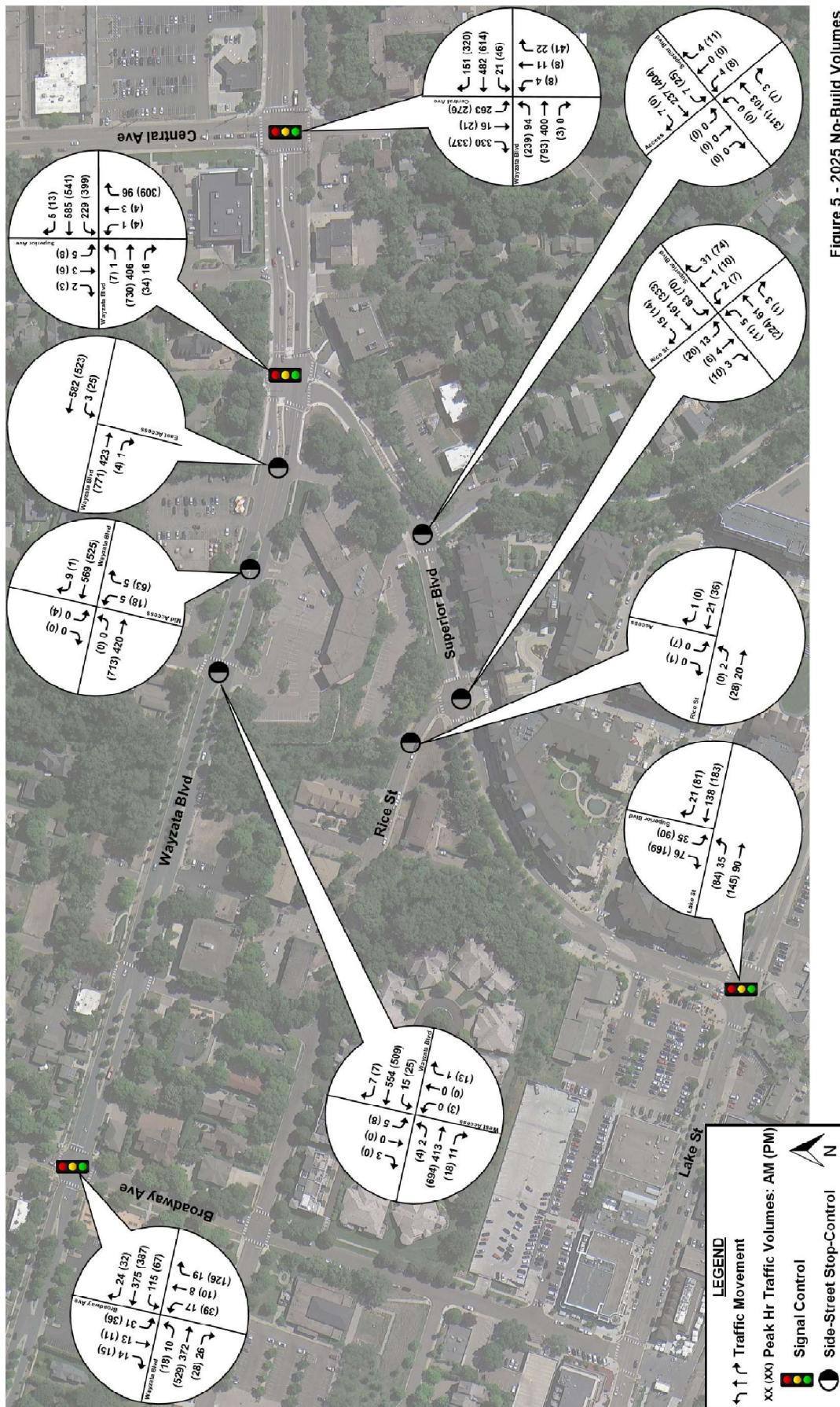


Figure 5 - 2025 No-Build Volumes

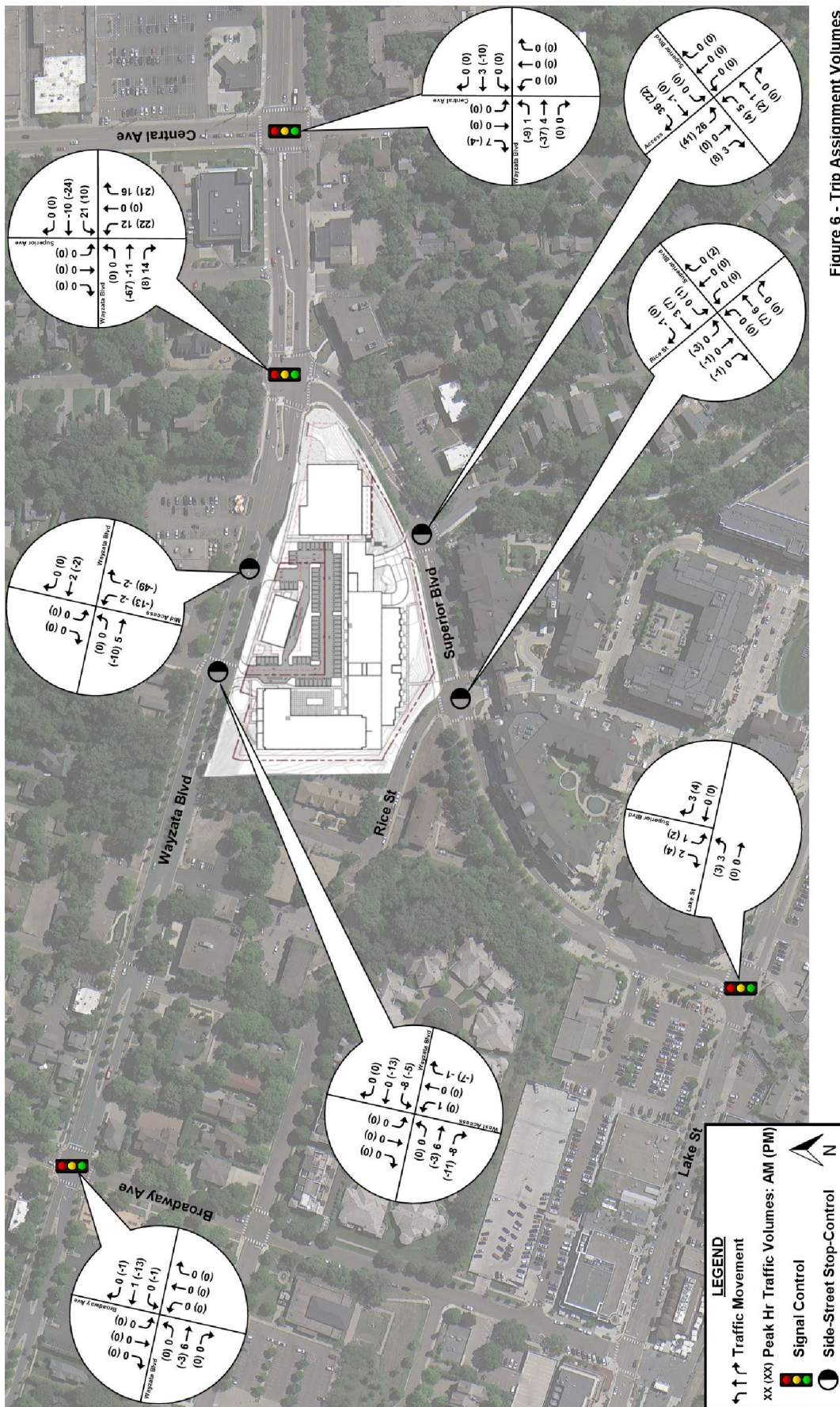


Figure 6 - Trip Assignment Volumes

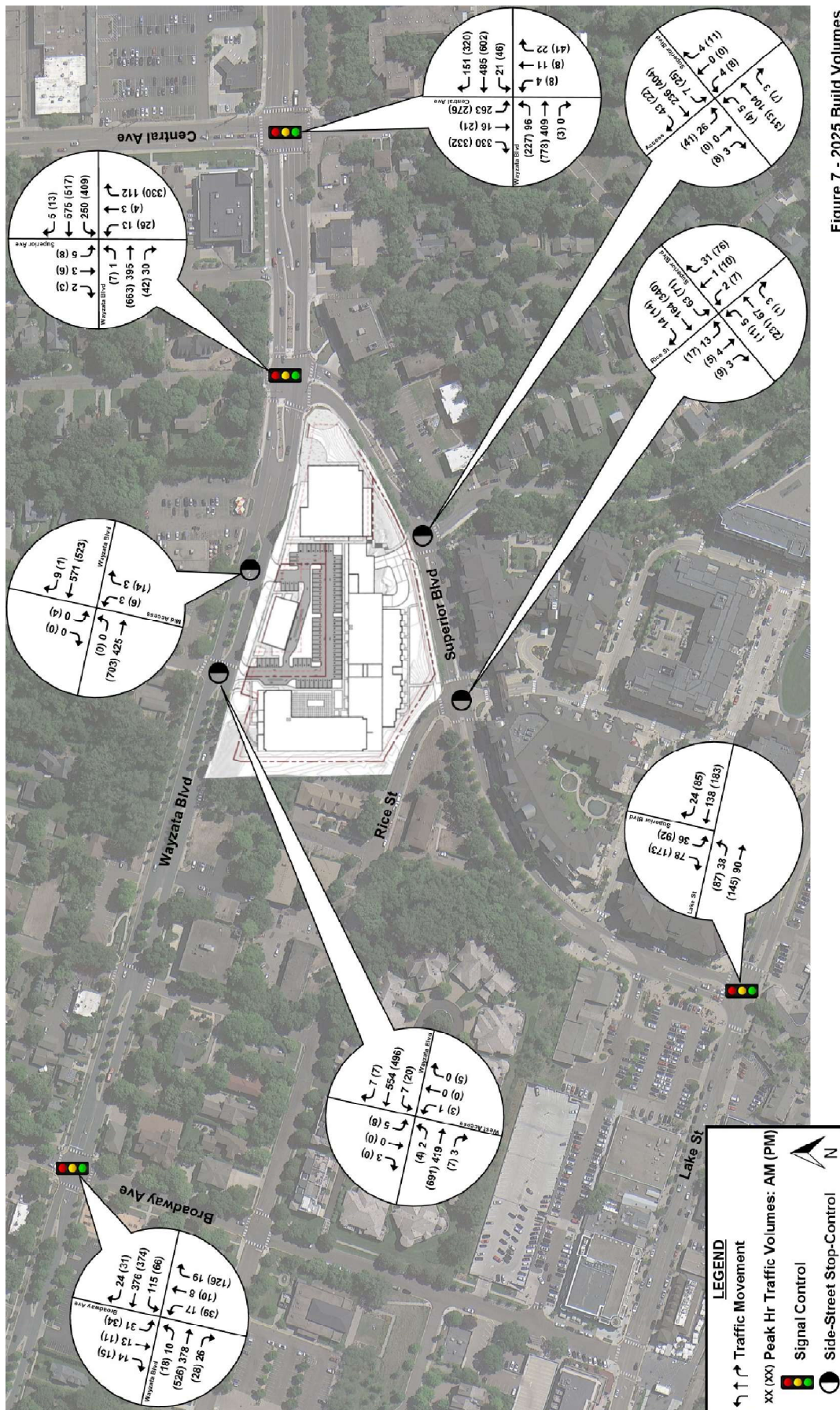


Figure 7 - 2025 Build Volumes



Review Summary

SRF No. 15822.00

To: Mike Kelly, PE, City Engineer/Director of Public Works
City of Wayzata
From: Tom Sachi, PE, Project Manager
Date: June 16, 2022
Subject: Review of Traffic Analysis Memorandum for 900 Wayzata Boulevard
Redevelopment

Introduction

As requested, SRF has completed a review of the *Traffic Analysis Memorandum – 900 Wayzata Boulevard Redevelopment* document, dated May 13, 2022 completed by SSTs. Additionally, SRF reviewed the follow up document completed by SSTs dated June 13, 2022, which addressed the initial review comments. The proposed development is located in the southwest quadrant of the Wayzata Boulevard and Superior Boulevard intersection in the City of Wayzata. A review of the memorandum identified the following questions and comments for consideration.

Initial Review Summary

Based on our review, the following items were identified from the May 13, 2022 memorandum:

Existing Conditions

1. Peak Periods and volumes appear to be accurate for the area. Volumes were collected in March of 2022. Volumes tend to peak in summer in Wayzata, however, for purposes of this study, the volumes likely will not make a difference.
2. Roadway geometry, speeds, and traffic controls are correct.
3. The proposed reduction in access is a net positive for the area.

Future Conditions/Trip Generation

4. The background growth rate of three (3) percent represents a conservative estimate.
5. The peak hour trip generation using the *Institute of Transportation Engineers Trip Generation Manual, 11th Edition* is accurate for the proposed land uses.
6. No multi-use reductions were applied to remain conservative.
7. The existing volumes identified in trip generation section indicate there are 46 trips in the a.m. peak and 126 trips in the p.m. peak. **However, the Existing Conditions Figure 4 graphic indicates that there are 157 p.m. peak hour trips (67 entering and 90 exiting). Verify which is correct.**
8. **The trip comparison should be recalculated assuming the p.m. peak hour trip numbers are incorrect.**

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9. The distribution used for trips to/from the proposed development appears to be consistent with roadway travel patterns.
10. In Figure 7 Year 2025 Build Conditions, the Wayzata Boulevard entering/exiting volumes are incorrect and do not match the trip generation table. The Superior Boulevard access volumes are correct for the entering/exiting for the office and residential uses.
11. **The Wayzata Boulevard accesses indicate 13 entering and 7 exiting trips during the a.m. peak hour when it should be 10 entering and 7 exiting. During the p.m. peak hour, the Wayzata Boulevard accesses indicate 59 entering and 56 exiting trips when it should be 27 entering and 28 exiting based on the trip generation for the development.**

Traffic Operations

12. Operations analysis appears to be completed correctly. However, the site trips were found to be higher along Wayzata Boulevard at the site access locations and may require the model to be updated and reanalyzed.
 - i. One intersection to note is the change in queues and operations at the Wayzata Boulevard and Superior Boulevard intersection under year 2025 build conditions. During the a.m. peak hour the westbound 95th percentile queue is reduced from 286 to 133 feet. While the overall westbound thru volume does decrease by 11 vehicles this is a minor amount compared to the 585 vehicles making the westbound thru maneuver in year 2025 no build conditions. This could be a result of the micro-simulation differences between runs, however, it could be reviewed to determine if the reduction in queues is appropriate.
13. Analysis results are consistent with other analyses completed in the study area recently. The minor differences are due to the different timeframes in which volumes were collected, however, those other analysis results indicated an excess of capacity.

Turn Lane Review

14. Ingress access to the site could be consolidated to just the western access along Wayzata Boulevard. Given current site operations and circulation, this would be consistent with current travel patterns. Additionally, with the proposed bank drive-thru operations, all drive-thru users should enter on the western access and exit via the eastern access.
 - i. By restricting ingress access to only the western access, this eliminates westbound and eastbound left-turning conflicts at the middle access. In addition to moving all ingress access to the western access, a short westbound left-turn lane could be constructed at this driveway.
 - ii. The applicant could consider a one-way operation (enter via the proposed western access, exit via the proposed eastern access). This will mimic the bank drive-thru operations for all users of the parking lot and may reduce vehicle circulation.

Conclusions and Recommendations

15. The conclusions are accurate, however the volumes should be updated along Wayzata Boulevard to accurately reflect the volumes for the site. Given that the volumes that were shown in Figure 7 for the year 2025 build conditions are higher than what is expected for the site, the results are conservative and the intersections would still be expected to operate acceptably with the modified, correct volumes.

Follow Up Review Summary

A review of the follow up document, dated June 13, 2022, from SSTs was completed. This document addressed initial comments provided by SRF on June 7, 2022.

16. Based on the follow up review, the comments provided in the Initial Review Summary were adequately addressed by SSTs.
17. The study was updated to accurately depict the anticipated traffic volumes at the site accesses and a new comparison of existing to proposed trip generation for the site was provided.
18. Analysis was updated per the initial comments with updated, correct trip volumes.
19. The site plan was updated, per initial comments.
20. The follow up conclusions are accurate for the proposed condition and the final traffic study appears to be done correctly.
21. No additional comments are provided to the follow up study.

June 10, 2022



Attn: Mike Kelly
City Engineer
City of Minnetonka
507-437-9949
slang@ci.austin.mn.us

**RE: 900 Wayzata Boulevard
Response to City of Minnetonka Public Works Review Comments
Loucks Project No. 16620.0B**

Mr. Kelly,

On behalf of the 900 Wayzata Blvd Project, Loucks has prepared the following responses to the City of Minnetonka's review comments received via email on June 9, 2022.

Public Works Review Comments (06/07/2022)

1. *Sheet C1.2 - Demolition Plan, Is there a full tree inventory sheet?*
Response:
Please see Alta/NSPS Land Title Survey/Tree Inventory Survey page 2 for full tree inventory. Included in this response.
2. *Sheet C1.2 – Demolition Plan, Are boulevard trees on Wayzata Blvd and Superior Blvd planned to remain? They are not shown on any plans and should be protected.*
Response:
Boulevard Trees will be added to the tree survey and will be protected during construction. Any trees that are damaged will be replaced in kind.
3. *Sheet C1.2 – Demolition Plan, It appears one or two trees are planned to be removed from the Rice Street ROW.*
Response:
Plans will be updated to show the two trees in Rice Street ROW to be saved.
4. *Sheet C1.2 – Demolition Plan, Several of the trees to be saved along Rice Street and Wayzata Blvd are on City ROW. These should not be included in tree preservation analysis and calculations.*
Response:
Tree preservation analysis and calculations will be updated to remove the trees in City ROW.
5. *Sheet C2.1 – Site Plan, Parking stalls adjacent to sidewalks do not allow for two-foot (2') overhang of vehicles. Parking stall length should be increased to 20-feet or sidewalks should be widened to accommodate ADA required widths.*
Response:
Team is studying this and will adjust the parking lot to meet this standard.
6. *Sheet C2.1 – Site Plan, ADA signage in front of east building may have same implications as listed above.*
Response:
Plans will be updated to shown ADA signage moved to back of sidewalk in front of east building.
7. *Sheet C3.1 – Grading Plan, Please provide proposed cut and fill quantities.*
Response:
Team does not have this information currently. Team will work with the selected contractor to determine these quantities and share them with the city as soon as they are available.
8. *Sheet C3.2 – SWPPP, Grading appears to be occurring outside of proposed silt fence along Superior Blvd.*

Response:

Grading Plan will be updated to remove grading outside of proposed silt fence along Superior Blvd.

9. *Sheet C3.2 – SWPPP, Inlet protection should be provided in CB on Superior Blvd, southwest of Rice Street.*

Response:

Plan will be updated to provide inlet protection in CB on Superior Blvd.

10. *Sheet C4.1 – Storm Sewer Utility Plan, If approved, developer shall enter into a Storm Water Facilities Management Agreement for inspection and maintenance of the three (3) underground filtration systems and multiple sump MH's.*

Response:

Concur, developer will enter into a Storm Water Facilities Management Agreement.

11. *Sheet C4.1 – Storm Sewer Utility Plan, Two of the underground filtration facilities appear to cross property lines. Will there be a management company or Association for maintenance? Will there be private easements across properties for these facilities?*

Response:

Private easements for the stormwater facilities will be across the properties. Stormwater facility maintenance will be detailed in the maintenance agreement.

12. *Sheet C4.1 – Storm Sewer Utility Plan, Is there a stormwater report showing no increase in volume, flow rate, or phosphorus loading, per MCWD?*

Response:

A proposed stormwater report was sent to the City via email on 05/11/22. Due to the site soils, filtration is being used for the proposed plan and will result in an increase in overall volume.

13. *Sheet C4.1 – Storm Sewer Utility Plan, City would like to see developer relocate and/or replace existing CMP storm pipe that crosses NW corner of site.*

Response:

Developer will replace the existing CMP pipe on NW corner of site. This will result in several large offsite trees being removed.

14. *Sheet C4.2 – Sanitary & Watermain Utility Plan, Stantec is evaluating the project's impact on the City's existing water, sewer and lift station #24 infrastructure. Comments to follow, via formal Stantec memo.*

Response:

Noted. Stantec Memo received & reviewed on 06/09/22.

15. *Sheet C4.2 – Sanitary & Watermain Utility Plan, If project is approved, plans and profiles shall be submitted for review and approval.*

Response:

Noted.

16. *Sheet C8.2 – Details, Where is Split Steel Casing Pipe proposed to be used.*

Response:

Split Steel Casing pipe will be used to case sanitary & storm sewer pipe underneath the proposed parking garage entrance ramps.

17. *Traffic Study, The study mentions that removal of the existing eastern driveway will shift inbound to the existing middle access. I disagree. The current, eastern driveway is used solely for bank drive thru-access. For proposed drive-thru bank operations, the western driveway will need to be the access point for proper circulation.*

Response:

We agree. The westerly curb cut will be used for all site access from Wayzata Blvd. The Traffic Study has been updated to reflect this and forwarded to City.

18. *Traffic Study, The traffic study suggest “Existing turn lane geometry on Wayzata Blvd at the existing site accesses will need to be modified to include a westbound left turn lane at the existing middle access) by 2025.” This is not indicated on any of the Civil plans. See previous comments regarding site circulation.*

Response:

The Traffic Study has been updated to reflect that all incoming traffic off Wayzata Blvd will be occurring at the west entrance. No lane geometry on Wayzata Blvd will need to be changed. If the city determines otherwise, we will work with the city to figure this out.

19. *Traffic Study, SRF Consulting is evaluating the project’s impact traffic volumes, turning movements, etc. Comments to follow via formal SRF memo.*

Response:

SRF memo has been received.

20. *Misc., Plat should document appropriate D/U easements in favor of City (west side and NW crossing).*

Response:

D/U easements on west side and NW crossing are shown on preliminary and final plat drafts. Legal descriptions will be provided during approval process.

21. *Misc., Where is the proposed plat document for review?*

Response:

The proposed preliminary and final plat drafts were submitted to the City on 06/06/22.

Sincerely,

LOUCKS

Jon Knutson, EIT

To:	Mike Kelly City of Wayzata	From:	Dan Edgerton, Eric Lembke Minneapolis
Project/File:	900 Wayzata Boulevard Drive Water and Sewer Analysis, 193805622	Date:	June 8, 2022

Reference: 900 Wayzata Boulevard Water and Sewer Analysis

The following memo presents a summary of the water and sewer analysis for the 900 Wayzata Boulevard project in Wayzata.

Background

The project site is at 900 Wayzata Boulevard in Wayzata, MN (see Figure 1). The 4.2-acre site is an existing bank building that will be redeveloped with a new bank building, office space, and market rental apartments and townhomes. The water to this site will be fed from distribution mains on Wayzata Boulevard to the north and Rice Street to the south of the development. Wastewater for the site is proposed to be conveyed via gravity sewer to the trunk line on Superior Boulevard near Rice Street and then via gravity sewer, lift station, and forcemain to the existing MCES Interceptor at Lake Street (see Figure 2). An analysis was performed to determine if the existing City water and sewer infrastructure is adequate to handle this change in land use.

Water System Analysis

The City's existing WaterCAD model was used to analyze the water system in this area. The water demands for the redevelopment were evaluated. Based on the number of residents, workers, retail uses, and other mixed-use developments of this kind, it is estimated that this development will produce an average domestic and irrigation water demand of approximately 15,000 gallons per day (gpd). Of this, 10,500 gpd water demand is anticipated to be from the connection off Rice Street (for the residential units) and 4,500 gpd water demand is anticipated to come off the connection on Wayzata Boulevard (for the bank and office buildings). The relatively low flow amounts will not be a problem for the City water system to deliver to these points.

The more critical aspect for the water system will be the fire flow requirements. Generally, this type of multi-story development may require both a hydrant flow from the proposed fire hydrants and a sprinkler flow that would be delivered to the fire suppression system within the building(s). There was no information provided to us to estimate what this required total flow would be. This number is generally given to the City by the developer's design team.

For the purposes of this analysis, we therefore analyzed how much flow could be delivered to the hydrants shown on the preliminary plan. We assumed a 6-inch service pipe connected to the existing 6-inch watermain under Wayzata Boulevard. Our analysis indicated that a flow of 1,500 gpm could be delivered to the furthest hydrant (at the end of approximately 290 feet of 6" service piping) at a residual pressure of 20 psi. If this flow and pressure are sufficient for the development's needs, then the water service plan can

Reference: 900 Wayzata Boulevard Water and Sewer Analysis

proceed as shown. If more flow is needed, then looping the service connection is recommended. By looping the 6" service connection from the furthest hydrant back to Wayzata Boulevard through the west parking lot entrance, fire flow could be improved to approximately 2,500 gpm at a residual pressure of 20 psi.

Although no hydrants are shown on the south water service connection off Rice Street, if sprinkler flow for fire suppression is required at this connection, our analysis indicated that a flow of 2,800 gpm could be delivered to this point at a residual pressure of 20 psi.

Sanitary Sewer System Analysis

A sanitary sewer model was developed for the City's Comprehensive Sewer Plan. Wastewater from the site is conveyed to Point 3.1 in the sewer model (see Figure 2). The City's land use plan called for the existing commercial site to be converted into mixed-use – commercial/residential, which was reflected in the model. The model was updated to reflect the development of 1.54 acres of commercial, apartments with 70 units of high density residential, and townhomes with 9 units of medium density residential; instead of 4.24 acres of mixed-use area. Results from the updated modeling show the average flows would increase by 0.004 MGD, from the proposed 0.215 MGD for mixed-use to 0.219 MGD for the medium density residential, high density residential, and commercial development. This change creates a design flow of 0.817 MGD at Point 3.1 with the medium density residential, high density residential, and commercial development uses, which within the computational accuracy of the modeling reflects no change from the 4.24 acres of mixed-use site. The proposed total design flows and existing pipe capacities are presented below. The existing sewer capacities are sufficient to handle the 1.54 acres of commercial, 70 units of high density residential, and 9 units of medium density residential.

From Point	To Point	Proposed Total Average Flow (MGD)	Proposed Design Flow (MGD)	Existing Capacity (MGD)
3.3	3.2	0.062	0.249	1.07
3.2	3.1	0.114	0.458	1.19
3.4	3.1	0.067	0.267	0.86
3.1	LS-24 MCES 2	0.219	0.834	5.27

Sanitary Sewer Lift Station Analysis

Wastewater from the site is conveyed to existing City Lift Station No. 24. Lift Station No. 24 pumps directly into the MCES Interceptor 7018-2, which consists of two parallel forcemains.

The lift station data provided by the City indicate a design flow of 2,800 gpm at 76.2 feet of TDH. We were provided with the weekly run times for the lift station. The existing station runs approximately 9-10 hours per

Reference: 900 Wayzata Boulevard Water and Sewer Analysis

week combined run time. Each pump runs only 5 hours per week, or less than one hour per day per pump. Based on this data, the average flow to this lift station was estimated to be 238,560 gpd or 165 gpm. This correlates with the computed rate of 219,000 gpd based on land use and service area. Development of the 1.54 acres of commercial, 70 apartments, and 9 townhomes adds 0.00445 MGD or 3.09 gpm to the average flow. Observed flow plus this additional flow results in an estimated average flow of 168 gpm. Using a peak flow factor of 3.80 results in a revised design flow of 638 gpm.

Each pump in the lift station should produce 2,800 gpm. Given the estimated design flow of 638 gpm, the station has sufficient capacity for the conversion of this parcel to 1.54 acres of commercial, 70 apartments, and 9 townhomes. It is recommended that a drawdown test be run to confirm the that the station still produces the design capacity of 2,800 gpm. The drawdown test should be conducted with the larger MCES forcemain out of service.

Since this lift station discharges to one of two MCES forcemains, the operation of the MCES system will have a direct impact on the Lift Station No. 24 capacity. If desired by the City, an in-depth review of MCES hydraulic conditions could be performed to evaluate the impacts to the City should one of the MCES forcemains be out of service. To perform this evaluation, the MCES would need to provide the hydraulic grade line for Interceptor 7018-2 should one of the existing forcemains be out of service.

Summary

An analysis was performed to determine the adequacy of existing Wayzata water and sewer infrastructure to serve a proposed redevelopment of a current bank building at 900 Wayzata Boulevard to 1.54 acres of commercial, 70 apartments, and 9 townhomes. The results are as follows.

- **Water System:**
 - There is existing capacity and pressure in the trunk water system to provide daily usage requirements for the proposed development.
 - A fire flow of 1,500 gpm could be delivered to the furthest hydrant shown on the north side of the site at a residual pressure of 20 psi. If this flow and pressure are sufficient for the facility's needs, then the water service plan can proceed as shown. If more flow is needed, then looping of the distribution piping through the proposed redevelopment is recommended.
 - A sprinkler flow of 2,800 gpm could be delivered to the buildings on the south side of the site at a residual pressure of 20 psi.
- **Sewer System:**
 - The existing sewer capacities are sufficient to handle the proposed redevelopment to 1.54 acres of commercial, 70 apartments, and 9 townhomes.
- **Lift Station 24:**
 - The lift station should have sufficient capacity for the proposed redevelopment to 1.54 acres of commercial, 70 apartments, and 9 townhomes.

Reference: 900 Wayzata Boulevard Water and Sewer Analysis

- It is recommended that a drawdown test be run prior to redevelopment of the site to confirm the that the station still produces the design capacity of 2,800 gpm.
- If desired by the City, an in-depth review of MCES hydraulic conditions could be performed to evaluate the impacts to the City should one of the MCES forcemains be out of service. To perform this evaluation, the MCES would need to provide the hydraulic grade line for Interceptor 7018-2 should one of the existing forcemains be out of service.

Please let Dan Edgerton or Eric Lembke know if you have questions about the analysis and results.

Thank you,

Stantec Consulting Services Inc.



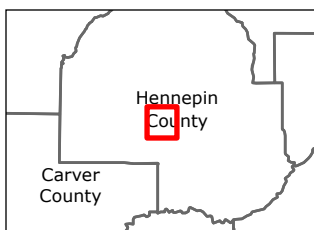
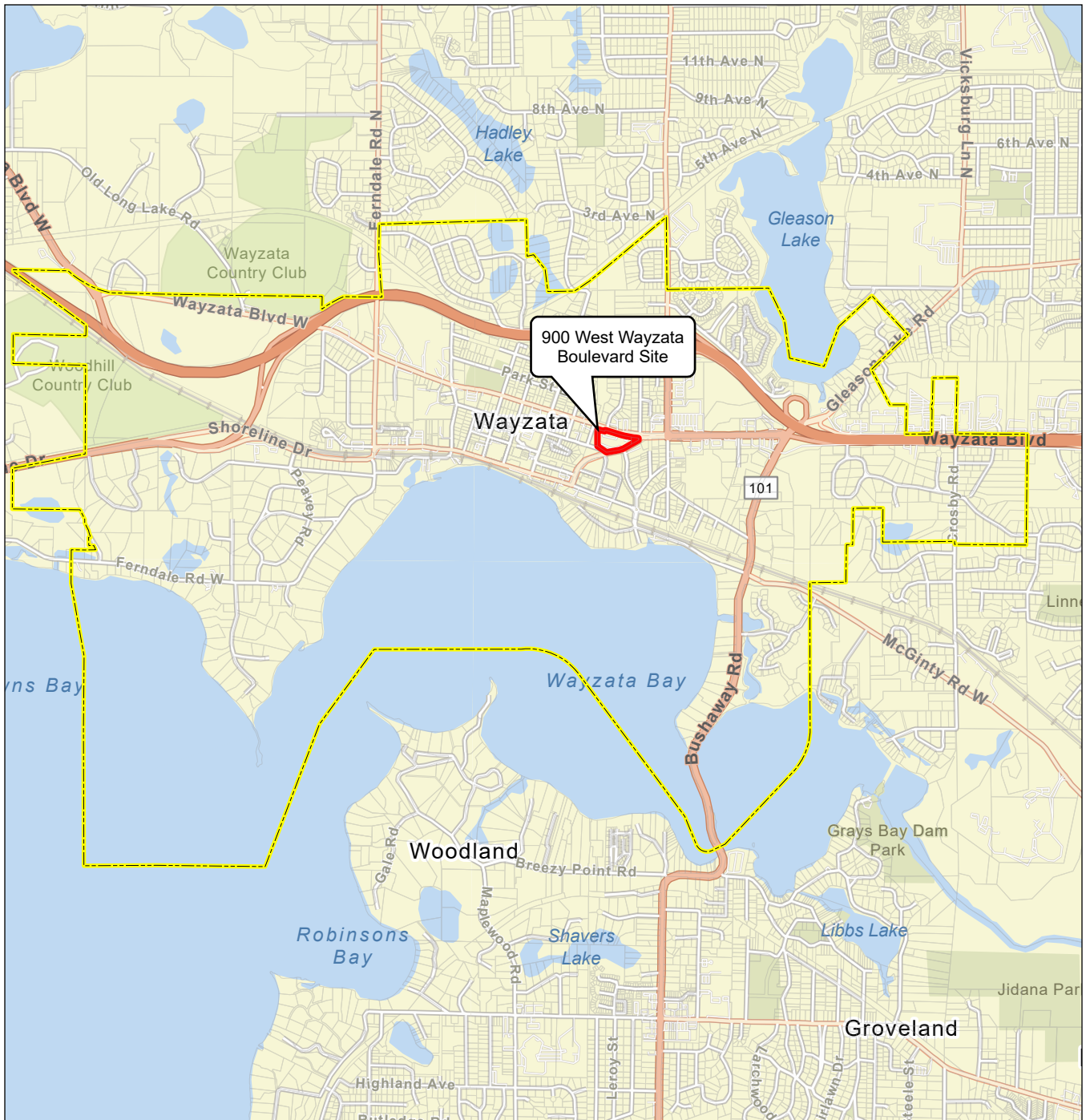
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Eric Lembke PE
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Phone: (612) 712-2079
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eric.lembke@stantec.com

cc: Louis Sigtermans, Daryl Kirschenman, Peter Allen, Jordan Shuck

Attachments: Figure 1 Location Map
Figure 2 Project Site



- Legend
- Wayzata Municipal Boundary
 - County Parcels

0 0.25 0.5 Miles
(At original document size of 8.5x11)
1:33,600



Project Location
Wayzata, Hennepin Co., MN

Prepared by JCS on 2022-06-02

Client/Project
City of Wayzata
900 Wayzata Boulevard Site
Water and Sewer Analysis

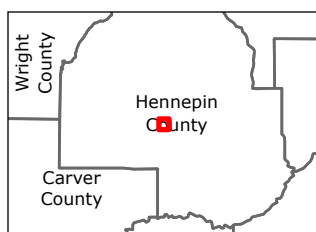
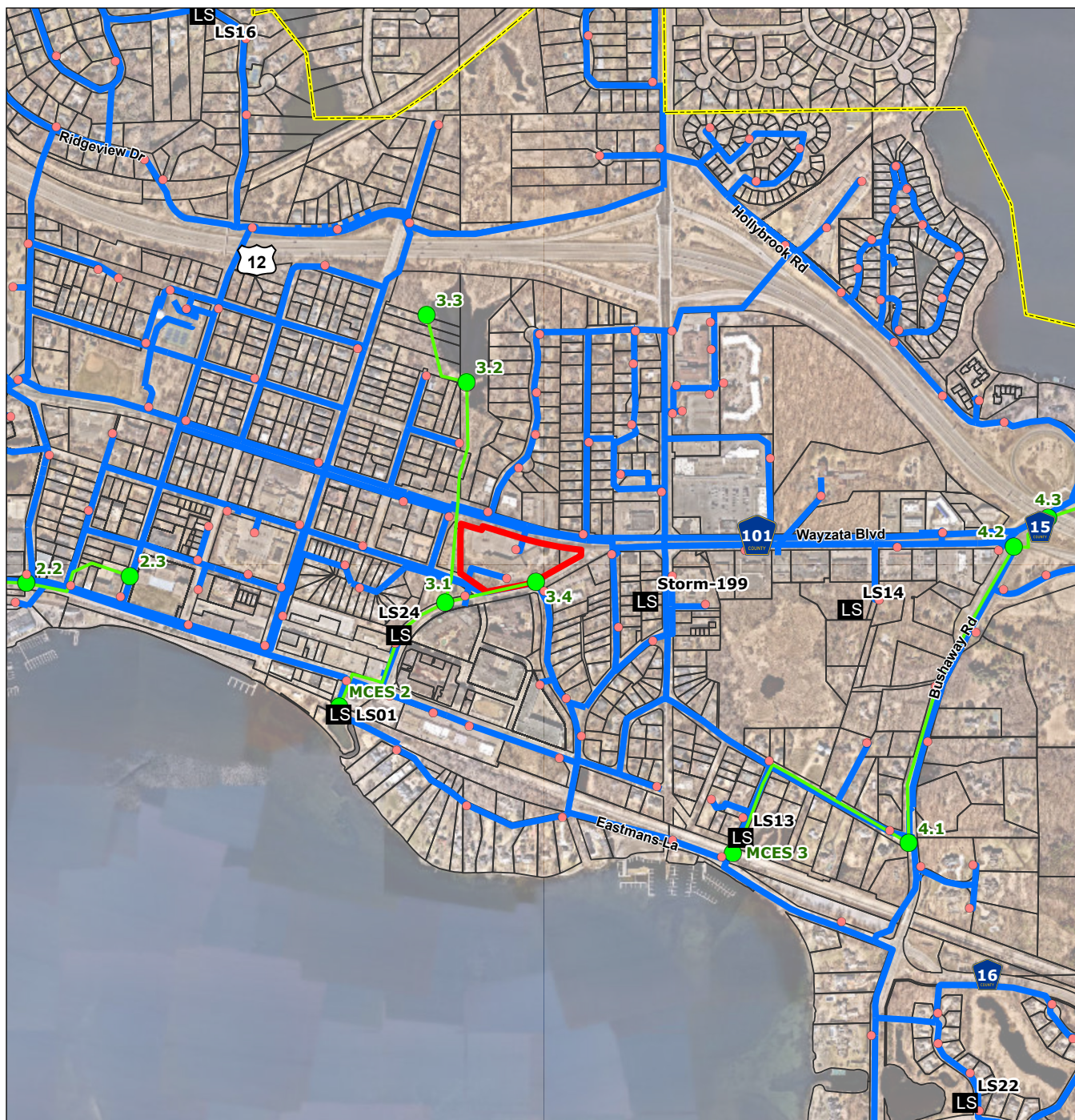
193805622

Figure No.

1

Title
Location Map

V:\1938\Clients\Wayzata\Pro900wayzata_boulevardwayzata_boulevard.aprx Revised: 2022-06-08 By: jshuck



Notes
1. Coordinate System: NAD 1983 UTM Zone 15N
2. Data Sources: Hennepin County
3. Background: Hennepin County 2020 Aerial Photograph

- Legend**
- ▭ 900 Wayzata Boulevard Site
 - ▭ Wayzata Municipal Boundary
 - County Parcels
 - LS Lift Station
 - Trunk Sewer Nodes
 - Trunk Sewer
 - Watermain
 - Hydrant

0 500 1,000
US Feet
(At original document size of 8.5x11)
1:11,400



Project Location
Wayzata, Hennepin Co., MN

Prepared by JCS on 2022-06-08

Client/Project
City of Wayzata
900 Wayzata Boulevard Site
Water and Sewer Analysis

193805622

Figure No.
2

Title
Project Site



Hydrology Report

900 Wayzata Boulevard

Wayzata, MN

Prepared by Loucks

May 11th, 2022

Loucks Project No. 16620.0B

900 Wayzata Boulevard
Wayzata, Minnesota

Stormwater Management Plan
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Existing Conditions	2
Proposed Conditions.....	2
Best Management Practices	3
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Appendices

HydroCAD Report -Existing.....	Appendix A
HydroCAD Report -Proposed	Appendix B

Figures

Existing Drainage Exhibit.....	Figure H-1
Proposed Drainage Exhibit	Figure H-2

900 Wayzata
Wayzata, Minnesota

Stormwater Management Plan

Introduction

This stormwater management plan was created for the proposed mixed-use development project located at 900 Wayzata Boulevard in Wayzata, Minnesota. The total site area encompasses 4.24 acres.

The project generally consists of constructing three separate buildings with below-grade structured parking, stormwater management systems and associated utilities.

Included in this plan are calculations for the total proposed discharge offsite of stormwater from the total site area. The stormwater from the site ultimately drains to public storm sewer infrastructure located in Gleason Creek & Rice Street East.

Requirements and Methodology

City of Wayzata Requirements

1. Rate Control – No increase in the peak discharge over existing conditions for the 2-year, 10-year, and 100-year NRCS MN MSE3 24-hour storm event.
2. Water Quality – No-net increase for phosphorus/rate control and volume abstraction, generally the first 1" of rainfall on impervious surface.

Methodology

The stormwater calculations were made utilizing the stormwater modeling program HydroCAD 10.00. Calculations were performed for the 24-hour 100-year rainfall event of 7.32 inches, 10-year rainfall event of 4.26 inches and 2-year rainfall event of 2.86 inches based on Atlas 14 data. For purposes of analyzing the 4.24-acre project area, a drainage area of about 4.24 acres was included in the hydrologic analysis to account for all runoff that affects the proposed project.

Soils information based on the Geotech report provided by American Engineering Testing dated April 12th, 2022 indicate that the project area generally consists of fill materials or swamp deposit soils placed over native soils. Native soils below the fill material varied from sands, silty sands, clayey sands, and lean clay. Groundwater was encountered in several of the borings with elevations varying throughout the site.

Based on varying groundwater elevations, and a majority of the soils onsite being slow draining clays, it has been determined that infiltration is not feasible. To meet City of Wayzata requirements, an underground filtration system will be utilized.

Existing Conditions

The existing site is currently a Wells Fargo office/bank site with surface parking on either side. Overall, the existing project area being analyzed contains 56.40% impervious surface area.

The existing site is broken up into three drainage areas:

- Drainage area 1S sheet drains across the parking lot to a small basin which outlets to Gleason Creek.
- Drainage area 2S sheet drains directly Rice Street East storm sewer.
- Drainage area 3S sheet drains directly to Superior Boulevard.

Proposed Conditions

The proposed site will consist of three separate buildings, underground parking, sidewalks, and outdoor landscaped spaces. Stormwater runoff from the buildings will be routed to three separate underground filtration systems for rate control and treatment. Overall, the proposed project area being analyzed contains 76.18% impervious surface area.

The proposed site is broken up into three drainage areas:

- Drainage area 1S captures roof drainage from the Bank & Office Buildings and is treated by an underground filtration system. This will be constructed during phase one of the project.
- Drainage area 2S drains to an underground filtration system on the north side of the Residential building which outlets to Gleason Creek storm sewer. This will be constructed during Phase 2 of the project.
- Drainage area 3S drains to an underground filtration system on the south side of the Residential building which outlets Gleason Creek storm sewer.

Rate Control

The rate control requirements for the City of Wayzata are that peak rates shall not exceed existing rates for the 2, 10, and 100-year events.

Table 1.1 below compare the existing and proposed peak runoff rates and volumes for the discharge points analyzed.

Table 1.1 – Peak Runoff Rates and Volumes to Lake Street East

24-HR Storm Event	Existing Peak Runoff Rate and Volume	Proposed Peak Runoff Rate and Volume
2-yr (2.86")	12.38 cfs, 0.599 ac-ft	0.98 cfs, 0.875 ac-ft
10-yr (4.26")	21.19 cfs, 1.051 ac-ft	8.37 cfs, 1.341 ac-ft
100-yr (7.32")	40.40 cfs, 2.089 ac-ft	27.73 cfs, 2.389 ac-ft

Water Quality

Based on City of Wayzata requirements, the proposed site shall have no-net increase for total phosphorus and total suspended solids from the first 1" of rainfall on impervious. Through the water quality volume provided through the filtration BMPs the site will have a no-net increase for total phosphorus and total suspended solids.

Volume Control

The proposed stormwater management systems are designed to retain 1.0-inches of rainfall over the new/redeveloped impervious surfaces of the development with a maximum drawdown time of 48 hours. The credit for a filtration system in the water quality volume is 0.5. The calculations for the volumes are shown below:

$$1'' \text{ Volume (ft}^3\text{)} = \text{Impervious Surfaces (ft}^2\text{)} * 1.0 \text{ (in)} * 1/12 \text{ (ft/in)} / 0.5$$

$$1'' \text{ Volume (ft}^3\text{)} = 140,069(\text{SF}) * 1.0 \text{ (in)} * 1/12 \text{ (ft/in)} / 0.5 = \underline{23,344 \text{ cubic-feet}}$$

The proposed water quality volume below the outlet for the proposed filtration basins is:

- Proposed Filtration System (2P) = 4,812 cubic-feet
- Proposed Filtration System (14p) = 15,384 cubic-feet
- Proposed Filtration System (15p) = 4,471 cubic-feet

The combined water quality volume is **24,667** which meets the targeted volume of 23,334 cubic-feet. This volume will drawdown in approximately 48 hours.

Best Management Practices

Best management practices (BMP's) will be implemented during construction per the project Stormwater Pollution Prevention Plan (C3.3, C3.4, C3.5). During construction, erosion control measures will include dust control, silt fence, bio logs, inlet protection, and temporary rock construction entrances. Permanent BMP's will include stormwater management systems, surface pavements, and turf establishment (vegetation) of disturbed areas.

Conclusion

The proposed Stormwater Management Plan for the 900 Wayzata Boulevard project provides an improved solution for the conveyance of stormwater on this site. The underground filtrations systems will control runoff rates and provide additional water quality on the site.

900 Wayzata Neighborhood Meeting Notes Meeting held Thursday April 21, 2022, at City Hall

Approximately 10-12 persons attended. PC member Peggy Douglas, and Council Members Cathy Iverson and Molly McDonald were in attendance.

Team walked through the design presentation, the proposed site plan, tree preservation plan and civil site plan, the landscape plan and several 3D landscape renderings, and architectural renderings of the site.

There was positive feedback about the general approach and layout of the development and how it takes advantage of the topography of the site.

The design of the buildings was complimented.

Question came up about affordable units as they were initially planned to be on site. Team responded that it was determined it didn't make sense for them to be on this site and that Matt Mithun is working on another affordable housing project with Interfaith Outreach at Rice and Minnetonka Boulevards.

A couple that lives to the north on Glenbrook Road asked about traffic and their concerns about difficulty of turning eastbound from Glenbrook onto Wayzata Blvd, when coming from their home.

Vern Swing with Swing Traffic Solutions gave a summary of the initial traffic demand comparing current conditions with the proposed project. Initial investigation notes fewer trips in the proposed project than in the current project under full capacity.

Question came up about whether for sale or rental. Answered that this is a rental housing project.

Question about equipment on roofs came up. Answered that team will screen as required or place at grade and screen.

Question came up about drive through lanes at the bank, and a concern about stacking. Team replied that required stacking will be provided, and that demand for drive up banking is greatly reduced from previous years and thus Wells Fargo wishes to reduce the number of drive-through lanes.

Question came up about the distance of the residential building to Maggie Manor. Noted that the building is 26' away from the western property line.

Public Comment

From: John Berg <jbergnd@gmail.com>
Sent: Wednesday, June 8, 2022 4:24 PM
To: Public Comment
Subject: 900 Wayzata Blvd E. Proposed Plan

My name is John Berg and I live at 721 East Rice Street in Wayzata. I was President of The Bank Wayzata in 1982 when the current building at 900 Wayzata Blvd E. was completed. At that time I was very proud of the design and construction of the building. It has been a very functional building for most of its 40 year life. However I believe it is time for a change. I support the proposed plan for the following reasons.

- 1) It reduces significantly the number of surface parking stalls.
- 2) The mixed use plan provides housing, a smaller office footprint and greater accessibility to the public'
- 3) I believe it enhances the appeal of what I feel is the gateway to Wayzata.
- 4) The Mithun family have been actively involved in Wayzata for many years and are committed to doing what is best for the community.

Thank you. John Berg

Public Comment

From: Dayton, Ken <Ken.Dayton@am.jll.com>
Sent: Tuesday, June 14, 2022 1:43 PM
To: Public Comment
Subject: 900 Wayzata Blvd E

To City Council Members,

As a resident of Wayzata and Board Chair for ODC who owns the adjacent Maggie Manor Apartments, I am heavily in favor of the proposed redevelopment plan for the Wells Fargo Building.

I love how the new design incorporates a public plaza on the corner, and the brings the buildings closer to Wayzata Blvd to enhance the beauty of the buildings and limit the overall exposure of the surface parking. The tiered height of the residential building feels good and significantly improves the look along Rice Street and Superior Blvd.

What an opportunity to enhance one of the premier intersections in Wayzata.

Wayzata Resident
Ken Dayton

Ken Dayton
Senior Managing Director
JLL Real Estate Capital, LLC
250 Nicollet Mall
Suite 1000
Minneapolis, MN 55401
T +1 763 656 4565
M +1 612 819 2735
Ken.Dayton@am.jll.com

us.jll.com/capitalmarkets

Public Comment

From: Peter Dlugosch <daloo25@yahoo.com>
Sent: Monday, May 23, 2022 1:48 PM
To: Public Comment
Subject: 900 Wayzata Blvd E

Hi-

I wanted to send an email in support of the proposed renovation for 900 Wayzata Blvd E. I have long thought the current Wells Fargo building is dated and reminiscent of a jail.

In my opinion, the community would benefit from the proposed changes and it would be a major enhancement to Wayzata.

Thanks for all your time,

Peter Dlugosch
498 Bovey Rd.
Wayzata, MN 55391
773-294-3747

Public Comment

From: Kelly Flynn <kellyannflynn@yahoo.com>
Sent: Tuesday, May 31, 2022 7:02 PM
To: Public Comment
Subject: 900 Wayzata Blvd E.

To Whom It May Concern,

I am writing to express my support for the proposed development plan for 900 Wayzata Blvd E. I feel that the project, as proposed, would positively impact the aesthetic appeal, community engagement and sustainability profile at the site and surrounding areas . The current, dated building no longer fits well with Wayzata's progressive, tasteful, and community-focused approach to property development.

Please reach out with any questions.

Respectfully,

Kelly A. Flynn, CFA
498 Bovey Road
Wayzata

Growth Capital Portfolio Manager
Winslow Capital
kflynn@winscap.com
D: [612.376.9428](tel:612.376.9428)

J. Webb Friedly
238 Broadway Ave N
Wayzata, MN 55391
June 6, 2022

Dear Commissioners:

As we arrive on an important and exciting moment for Wayzata with an opportunity to make 900 Wayzata Blvd East a valuable and welcoming gateway to the city, I wanted to take the opportunity to voice my support for the redevelopment as proposed.

The main thrust of my support will highlight in great part the decidedly different dynamic and value this project provides to what we have allowed along the western end of Lake St., the holistic outcome I do not support. Specifically:

1. **It's one of Stewardship** – the multi-decade, multi-generational history of actively owning and managing this piece of our town, and the proposal to continue is in stark contrast to a short-term development (and developer) mindset and incentive structure
2. **It's one of Utility** – there will never be another need in history for a bank to look and perform like this site does from the configuration internally, to the drive-up patterns, to the acres of asphalt.
3. **It's one of honest Opportunity** – unlike other discussions, there is no preservation of history necessary in imagining what this could be... I would guess only mild nostalgia at best

There is need for serious consideration to this site as a much more appropriate and future-proofed gateway to our town which geographically it most certainly is, and the care put into this proposal demonstrates the seriousness in which this possibility was considered. We put so much money into the corner of Superior and Wayzata Blvd to make it 'inviting', the value to the city is to finally get a fitting conclusion to that project and vision.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Webb Friedly', written in a cursive style.

J. Webb Friedly

Public Comment

From: Jay.A.Hesby@wellsfargo.com
Sent: Friday, June 10, 2022 4:28 PM
To: Public Comment
Subject: Support for Proposed 900 Wayzata Blvd E Redevelopment

I was one of the original occupants of the 900 Wayzata Blvd E (now Wells Fargo) building when it opened 40 years ago and returned to the location (as a Wells Fargo employee) approximately 8 years ago – after a 24-year absence. After hearing about recent plans to redevelop the site, and seeing visual renderings of the proposed redevelopment concept, I could not help but be impressed with the owners' (Mithun Enterprises) – and its design team's – thoughtfulness in remembering the past and respectfully considering future impacts while creating a way to utilize more fully one of Wayzata's landmark addresses. As a Wayzata native and stakeholder (parents currently 50+ year Wayzata residents), I'm very supportive of Mithun Enterprises' proposal to enhance 900 Wayzata Blvd E and believe the redeveloped site will benefit greater Wayzata for generations to come.

Jay Hesby

Michael and Mary Kahler
338 Waycliffe Dr. North
Wayzata, MN 55391

June 13, 2022

Sent via email PublicComment@wayzata.org

To Whom it May Concern:

We are writing to express our support for the proposed development plan for 900 Wayzata Boulevard East.

The plan put forth is thoughtful, aesthetically pleasing and will be a wonderful upgrade to the town of Wayzata, benefitting residents and visitors alike.

This development will create a beautiful and befitting “gateway” to our fine town.

Respectfully Submitted,

Michael and Mary Kahler

June 14, 2022

City of Wayzata
Planning Commission
600 Rice St. E
Wayzata, MN 55391

Re: 900 Wayzata Blvd. Redevelopment Project

Dear Planning Commissioners,

I would like to offer my support for the proposed redevelopment at 900 Wayzata Blvd. I have followed the project from the time it was first introduced at a community open house. The applicant has welcomed feedback from the community and has incorporated that input into the current proposed project. The proposed project is a nice balance of mixed uses in a key "gateway" area of our city, where the uses transition from office/retail to residential and a significant amount of traffic passes to get to our downtown business district. This intersection is deserving of high-quality project, as the one proposed.

The plan increases the amount of housing stock that allows for more residents to enjoy living here. It also accommodates a long-term business tenant and key community supporter, in Wells Fargo, but does it in a way that suits their needs today. I believe this mixed use offers much more for our community than the current use. The view from Wayzata Blvd. will be improved by sightlines that include a few buildings that differ in size and characteristics, rather than a big asphalt parking lot backed up by a block of a building. Superior Blvd will also be enhanced by buildings with height variations and setbacks that will soften the current feel of a tall wall of structure.

I understand that the applicant is asking for a few variances as part of the plan. Variances are not to be taken lightly and should be granted only after careful thought. I believe these variances deserve consideration based on the specific characteristics of this site. The first and always controversial variance is height. Calculating the average elevation of a site like this seems very difficult considering how much elevation change there is from front to back and side to side. As I understand the plans, the height along Wayzata Blvd. will be 35 feet, which is in line with our height restrictions. Building heights along Superior Blvd. will be much higher when measured from Superior Blvd., because of the significant grade change from Wayzata Blvd. to Superior Blvd. Today we see a large, straight wall along the entire structure. The plan for two-story townhomes lining the street, with the taller buildings behind, will provide a visual effect that is much nicer than what we have today. The setbacks from the top of the townhomes to the top of level 2 of the multi-family residential building is 40 feet, with another 38-foot setback from level 2 to the top of the multi-family residential building. These are very significant setbacks that will greatly soften the height and scale of the buildings from Superior Blvd and mitigate the top building height being slightly taller than the current building.

The other main variances are the side yard setbacks. As I understand it, this is created by the shared underground parking. Putting as much parking underground as possible, to reduce the number of surface parking spots seems to be a reasonable trade off for a side yard setback variance. The 2040 comp plan provided guidance for redevelopment along Wayzata Blvd. to move buildings to the front of the property and put parking behind. The goal is to make nice looking buildings the centerpiece, instead of cars. The proposed plan accomplishes this desired outcome.

Unfortunately, I will be out of town for the June 20th meeting. Please include this letter in the Planning Commission packet as my public comment in support of this project. I appreciate all your hard work on the Planning Commission and your consideration of my comments.

Kind Regards,



Dan Koch
205 Bushaway Rd.
Wayzata, MN 55391

Public Comment

From: Ellen Magratten <eminmpls@gmail.com>
Sent: Saturday, June 11, 2022 1:35 PM
To: Public Comment
Subject: WellsFargo Property

As building has continued everywhere possible in Wayzata, this project seems much too large for this corner and will create traffic concerns in a very vulnerable area. Why must all these builders create such huge projects? I hope the city will listen to citizens and neighbors and will scale this down considerably or find another solution.

Public Comment

From: Mike Mulder <mikemulder@prinsbank.com>
Sent: Wednesday, June 15, 2022 1:26 PM
To: Public Comment
Subject: Mithum Enterprises LLC

Dear Wayzata Planning Commission

As an unit owner at the Regatta in Wayzata I fully support the application of Mithun Enterprises LLC to redevelop the current Well Fargo site. The proposed Mithum plan is exciting and continues to transition an old heavy corporate site to a bright new redevelopment fitting for Wayzata, bringing opportunities to a larger community base.

My wife and I have enjoyed the privileges of living in Wayzata and welcome the opportunities this redevelopment brings to the City of Wayzata.

Mike Mulder | PrinsBank
508 Third Street | PO Box 38 | Prinsburg, MN 56281
Main Office: 320-978-6351
Direct: 320-978-6469 | Cell: 320-444-0090
mikemulder@prinsbank.com

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Public Comment

From: Dr. John Ness <drness@omnicosmetic.com>
Sent: Tuesday, June 14, 2022 2:32 PM
To: Public Comment
Subject: 900 Wayzata Blvd

As a property owner at 935 Wayzata Blvd E, I have concerns about the increased traffic counts on Wayzata Blvd for any additional vehicles that will impact the needs to enter or exit from either side of the street. There seems to be a significant number of vehicles on Wayzata Blvd heading East or West that simply ignore any speed limit signs. Before any further development, I would ask the City of Wayzata to consider doing a traffic count in the impacted segment of the roadway and also adding a speed monitor to this section of the roadway to see if that would act as a deterrent for people who feel compelled to speed between stop lights. There needs to be some additional consideration given to adding a round-a-bout or a traffic signal at the intersection with Glenbrook Rd N to encourage vehicles to slow down and to allow for safe pedestrian passage across Wayzata Blvd.

Thank you.

John Allan Ness, MD, FACS
Omni Cosmetic has been acquired by Pinnacle Cosmetic
*please note and update my new email address below.
john.ness@pinnaclecosmetic.com



935 Wayzata Blvd E	628 Roosevelt Rd
Suite 200	Suite 102
Wayzata, MN 55391	St. Cloud, MN 56301
W:763-559-4500	Fax:763-559-1733

www.omnicosmetic.com

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City of Wayzata Planning Commission Agenda Report

MEETING DATE: June 20, 2022	AGENDA ITEM: 6.a
TITLE: Review of Development Activities	
PREPARED BY: Valerie Quarles, Assistant Planner	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: N/A	

BACKGROUND:

A verbal update will be provided at the meeting.

ACTION REQUESTED:

N/A

ATTACHMENTS:

None



City of Wayzata Planning Commission Agenda Report

MEETING DATE: June 20, 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 Wednesday, July 6 at 6:30 p.m. The 2022 City Meeting Calendar and Liaison Schedule are attached.

ACTION REQUESTED:

N/A

ATTACHMENTS:

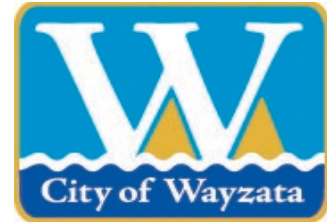
1. 2022 Wayzata City Calendar
2. 2022 Planning Commission Liaison Schedule

City of Wayzata

2022 Meeting Calendar

January 2022						
S	M	T	W	Th	F	S
						1
2	3	4	5	6	7	8
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16	17	18	19	20	21	22
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30	31					

February 2022						
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27	28					



March 2022						
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April 2022						
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May 2022						
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29	30	31				

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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December 2022						
S	M	T	W	Th	F	S
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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

Revised
9/29/2021

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