

WAYZATA PLANNING COMMISSION

Meeting Agenda

Wayzata City Hall Community Room, 600 Rice Street

Monday, October 17, 2022

6:30 PM

HYBRID MEETING INFORMATION

[Click here to join Zoom Meeting](#)

Meeting ID: 816 9170 4115 Passcode: 379517

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



Members of the public may watch and listen remotely by viewing the meeting on Channel 8, WCTV, and at the City's website at www.wayzata.org/WCTV.

Public comment during the Public Forum and/or Public Hearing portions of the meeting may be provided in person at the meeting, in advance, or by logging into the zoom call and raising your hand during the public hearing. **When your name is called in the meeting, you will be seen and heard in our Council**

Chambers and the cable channel. You will be asked to unmute and then you may begin your comment. All public comments must include your full name and address.

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

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Consent Agenda**
 - a. Approval of Meeting Minutes of September 19, 2022
5. **Public Hearing Items**
 - a. Consider Development Application for Planned Unit Development Concept Plan, Building Height Variance, and Shoreland Impact Plan/Conditional Use Permit for Building Height at 201 Lake Street East
6. **Other Items**
 - a. Review of Development Activities
 - b. Planning Commission Meeting Schedule
7. **Adjournment**

Upcoming Meetings:

City Council - October 18, 2022

Planning Commission - November 7, 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: October 17, 2022	AGENDA ITEM: 4.a
TITLE: Approval of Meeting Minutes of September 19, 2022	
PREPARED BY: Valerie Quarles, Assistant Planner	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: N/A	

BACKGROUND:

See attached Meeting Minutes of September 19, 2022.

ACTION REQUESTED:

Staff recommends approval of the attached regular meeting minutes of September 19, 2022.

ATTACHMENTS:

1. Planning Commission Meeting Minutes of September 19, 2022

**WAYZATA PLANNING COMMISSION
MEETING MINUTES
SEPTEMBER 19, 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 related to meeting protocols and public participation.

AGENDA ITEM 2. Roll Call

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

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

Absent at roll call was Commissioner: Douglas

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 Stockton to approve the September 19, 2022 agenda as presented. The motion carried unanimously.

AGENDA ITEM 4. Consent Agenda

- a.) Approval of the August 15, 2022 Planning Commission Meeting Minutes
- b.) Approval of Planning Commission Report and Recommendation of Denial for Rear Yard Setback, Lot Coverage, and Impervious Surface Variances at 341 Ramsey Road

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

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

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

AGENDA ITEM 5. Old Business Items

- a) Consider Approval of Zoning Text Amendments to Chapter 936 – Tree Preservation Ordinance

1 Parks Planner Nick Kieser reviewed the comments and concerns raised by the Planning
2 Commission, including: concerns about the diversity requirement limiting arborvitae screening;
3 that the 5 year period for tree inspections after construction was too long; the request to add
4 language that would not require a permit fee for removal of a dead, diseased, dying or hazardous
5 tree; that heritage trees be tagged; that the City would be proactive in preserving the heritage trees;
6 clarification on the definition of a significant tree; and to review other options to the clear cutting
7 provisions. He reviewed the proposed changes that staff has made in response to their feedback.

8
9 Commissioner Merriam noted that what she was hearing that this says that on any property you
10 have to have at least five different types of trees and asked if it would ever be conceivable that it
11 could only be just five trees.

12
13 Parks Planner Kieser explained that it could just be even one tree because if the replacement
14 requirement is only 2 or 3 inches, they will only have to plant one tree.

15
16 Commissioner Merriam asked if that would still fulfill the diversity requirement.

17
18 Parks Planner Kieser stated that it would and explained that the City Forester would determine
19 whether that requirement could be eliminated.

20
21 Commissioner Schwalbe asked about a scenario where someone had preserved a heritage tree and
22 3 years later it is diseased and dying whether they would have to now replace those inches.

23
24 Parks Planner Kieser explained that would be determined on a case by case scenario and explained
25 that the City would have to determine why it was diseased and dying. He noted that if it was
26 determined to be because of construction, the City would still have some of the escrow funds
27 available and say that they would need to replace a certain number of inches on the site.

28
29 Commissioner Merriam stated that she thinks the incentive suggested for the builder not to have
30 to replace the trees at a 2:1 diameter at breast height (DBH) ratio should be enough to encourage
31 them to save the tree and asked why the extra incentive was necessary.

32
33 Parks Planner Kieser stated that the 2:1 ratio is what is currently in place, which was something
34 that they touched on at the last meeting in their discussion with the thought that perhaps it was not
35 enough of a proactive measure to save the heritage trees. He explained that this would just be
36 another measure to try to save the mature, heritage trees.

37
38 Commissioner Merriam stated that if the tree is already at risk, she is not sure it is a good idea to
39 add the extra incentive and isn't sure the language should be added to the Code.

40
41 Parks Planner Kieser stated that the City will take this on a case by case scenario because every
42 project is different. He explained that it would be up to the City Forester to determine if a heritage
43 tree would fit into this provision and then through the requirements, ensure that the tree stays
44 healthy after the construction process.

1 Chair Parkhill asked if 'at risk' meant at the risk of having a building put on top of it and going
2 away, not because it is unhealthy.

3
4 Parks Planner Kieser stated that was correct and noted that with many redevelopment projects,
5 most of the time they see larger buildings. He gave an example of a situation where the building
6 ended up being shifted or redesigned in order to save a heritage tree, which would then fit into this.

7
8 Commissioner Stockton asked if a tree dies or is struck by lightning and removed for those reasons,
9 if it still had a 1:1 replacement requirement.

10
11 Parks Planner Kieser stated that if it was in the category of dead, diseased, dying, or hazardous the
12 City would just let them take it down without any replacement requirement.

13
14 Commissioner Sorensen asked for an explanation of when the 2:1 replacement ratio would kick
15 in.

16
17 Parks Planner Kieser clarified that this would only be for heritage trees and removed associated
18 with a building or grading permit that was for one of the projects listed in Code.

19
20 Commissioner Merriam explained that she is having a hard time with situations where actions are
21 taken that damage tree roots and then it becomes diseased or dying later and gave the example of
22 someone repeatedly mowing over the roots. She asked if there was anything that can be done
23 retroactively in that situation.

24
25 Parks Planner Kieser explained that would be where the escrow funds would come into play.

26
27 Commissioner Merriam referenced the definition of clear cutting and suggested that it be reworded
28 because she didn't think it made the meaning immediately clear.

29
30 Parks Planner Kieser stated that they will definitely take a look at all the wording for the definitions
31 and make sure they can be clearly understood.

32
33 Commissioner Stockton stated that she felt that five years would go by really quickly and
34 suggested the City consider changing it to 7-10 years. She clarified that 6-12 inches feels
35 significant, however from a time perspective 5 years feels like a short period of time.

36
37 Commissioner Sorensen asked if she was suggesting that the definition be changed to acknowledge
38 trees that what they have acknowledged in the Code.

39
40 Commissioner Stockton asked how the rest of the Commission felt about the time it takes to grow
41 a tree for 5 years being what determines if it is significant, versus 7 years.

42
43 Chair Parkhill stated that he feels that there are a lot of 6 inch diameter trees in town which could
44 create a large burden for the property owner and the City staff to issue permits for all of those. He
45 stated that he thinks that diameter is way too small and to him would be considered a stick and not
46 a significant tree.

1
2 Commissioner Merriam asked if this applied to coniferous trees.

3
4 Parks Planner Kieser stated that coniferous trees are still defined but theirs is based on their height.

5
6 Commissioner Stockton explained that she thinks this is why she was thinking about time verses
7 inches because she feels 12 inches on any kind of tree is significant.

8
9 Commissioner Severson pointed out that new property owners would not necessarily know how
10 old their trees are which is where she thinks more in terms of size rather than age.

11
12 Commissioner Stockton explained that she had been thinking more from a development
13 perspective.

14
15 Parks Planner Kieser explained that a significant coniferous tree is 12 feet or higher. He noted that
16 he thinks that Commissioner Stockton's point is good, in terms of years and what the City would
17 consider a significant tree to be and suggested that a 7-9 year old tree would most likely be 8 -14
18 inches depending on the species.

19
20 Commissioner Stockton agreed that it may make sense to determine the size based on time to grow.

21
22 Parks Planner Kieser explained that they will still want the size to be included for their calculations.

23
24 Commissioner Merriam stated that some trees are faster growing than others.

25
26 Chair Parkhill asked if the idea was for the City to manage more trees or less trees. He explained
27 that his concern was that this may end up being a lot of busy work for homeowners to try to get
28 rid of a tree and will also add more work for City staff to manage. He reiterated that he did not
29 think that a 6 inch tree was something to worry about, especially if it is something that can be
30 replaced in 5-7 years. He suggested that this issue may be a question for the City Council to sort
31 out. He stated that his other concern is related to the provision of 100+ tree replacement for
32 residential properties because if someone has a .25 acre lot versus a 2 acre lot that would be a very
33 big difference. He suggested that it be calculated per acre or .25 acre rather than saying 100+
34 inches.

35
36 Parks Planner Kieser stated that they also tried to take a look at density of trees on a lot and stated
37 that perhaps it is something that is done based on lot size. He stated that the tree replacement
38 requirements come into play after your percent allowed removal which means if they do have a
39 larger site with more trees, they are still allowed more tree removal.

40
41 Commissioner Sorensen stated that he had the same concerns but did not realize that it was after
42 the percent reduction calculation. He stated that he struggled with it because it seemed a bit
43 arbitrary, messy, and a bit unreasonable. He asked if the City needed a clear cutting requirement
44 if they already had other requirements in place. He stated that if the City needs to do a number, it
45 seems to be too small, but one number applied to any and all sized lots doesn't seem fair.

1 Commissioner Merriam suggested that it be adjusted to 100+ tree replacement per half acre or
2 acre.

3
4 Parks Planner Kieser admitted that staff has gone back and forth with the arborists on this point
5 quite a few times because it is difficult, which is why he thinks many communities do not have
6 provisions in their language to address this.

7
8 Chair Parkhill reiterated that what they currently have may be enough and there doesn't need to
9 be additional language for clear cutting and 100+ replacement.

10
11 Commissioner Severson stated that she believed that a developer would be the only one that may
12 come in and clear cut a lot. She noted that if the City had a developer agreement, she also wasn't
13 sure if this additional language would be needed.

14
15 Parks Planner Kieser noted that most of the situations being discussed come with new single family
16 homes and redevelopment of commercial properties.

17
18 Commissioner Severson asked if adding language in the development application would solve the
19 problem without putting additional language in the ordinance.

20
21 Parks Planner Kieser explained that they currently tell applicants to try to save as many trees as
22 possible.

23
24 Commissioner Sorensen stated that the way he interprets this is that clear cutting is prohibited on
25 all properties in the City which means if they get to the 100 DBH, then cannot take more after the
26 25% calculations.

27
28 Chair Parkhill asked how the City stopped someone from clear cutting now, because this is all
29 proposed new language.

30
31 Parks Planner Kieser confirmed that currently there is no language that addresses clear cutting so
32 people can take down as many trees as they want, but would have to replace a certain number.

33
34 Commissioner Stockton stated that the City is not currently prohibiting clear cutting, but is giving
35 a penalty of tree replacement.

36
37 Parks Planner Kieser stated that was the current situation, but with this proposed amendment it
38 would essentially prohibit any residential project of more than 100 inches and would need a
39 variance to go above that number.

40
41 Commissioner Sorensen confirmed that a variance would require City Council approval.

42
43 Chair Parkhill reiterated that he feels this should be relative to the lot size in some way.

44
45 Parks Planner Kieser stated that the purpose of a clear cutting provision was to try to preserve as
46 many trees on the site as possible, specifically heritage trees.

1
2 Commissioner Merriam noted that it may be a good idea for the City to take a look at this because
3 she agrees with Chair Parkhill that 100 trees on a .25 acre lot would look very different than on a
4 larger lot.

5
6 Commissioner Sorensen stated that if the City prorates this based on size, he thinks about the R-3
7 neighborhoods who have many lots that are 9,000-11,000 square feet that could have quite a few
8 heritage or significant trees. He stated that he thinks there is definitely a reason why other cities
9 have not taken on this particular issue because it is difficult. He stated that he questions if the City
10 needs to have any clear cutting requirement at all because there are other regulations in place that
11 seem to be reasonable.

12
13 Parks Planner Kieser noted that staff had put together a draft recommendation of approval with
14 the goal of moving this forward to City Council. He stated that they will take all the feedback that
15 they have heard from the Commission and suggested that if they agree those could be worked on
16 prior to bringing it to the Council.

17
18 Commissioner Stockton stated that her suggestion would be to see if Council thought that time
19 would be what was significant to determine tree size verses just an inch measurement.

20
21 Commissioner Merriam stated that she is comfortable with where it is currently set because these
22 are numbers that the arborist came up with.

23
24 Chair Parkhill suggested that they call it out as a question for the Council to determine what the
25 size should be, but pass along the thought from the Commission about the amount of trees that
26 would need to be managed at the six inch mark and the idea that they wonder if that number should
27 be larger.

28
29 Commissioner Stockton clarified that she was suggesting the City take the approach of having a
30 different qualifier to determine tree radius for each category of tree based on time.

31
32 Commissioner Merriam stated that within the document there was talk about licensing of tree
33 companies and asked how onerous this process would be and how much it would cost.

34
35 Parks Planner Kieser stated that it is done annually and is not too onerous. He stated that he
36 believed there were around twenty licensed contractors within the City, but cannot remember the
37 cost.

38
39 Commissioner Sorensen confirmed that a homeowner could take down their own tree, but if they
40 hire out, it needs to be someone who is licensed. He clarified that people only need a tree removal
41 permit if they are dealing with significant or heritage trees.

42
43 Parks Planner Kieser stated that was correct.

44
45 Commissioner Sorensen stated that he would like to see something that is a bit more straight
46 forward and understandable. He stated that he thinks the things that the Commission has discussed

1 would be good to point out to the City Council. He stated that in particular he thinks there are still
2 a lot of questions about the clear cutting issue and there needs to be a clear definition of significant
3 trees. He stated that, in general, he is in favor of this proposal, but feels there are still some things
4 that need to be addressed so there aren't unintended consequences.

5
6 Chair Parkhill stated that his understanding of the discussion has been to let the Council determine
7 the definition of significant trees, with the possibility of recommending age converted to DBH,
8 and consider the possibility of no clear cutting clause.

9
10 City Attorney Schelzel explained that the proposed Report and Recommendation is recommending
11 certain Zoning Ordinance amendments to Chapter 936 and noted that was included in the packet
12 with red lining along with other chapters that were included for context. He noted that if there was
13 a consensus among the Commission to remove the references to clear cutting, they could do that
14 prior to bringing this to the Council.

15
16 Commissioner Merriam stated that she believes that should be determined by the Council.

17
18 Chair Parkhill noted that he felt the way some of the things are written are unfair.

19
20 Commissioner Schwalbe asked if staff saw any unfairness in the way this was written for
21 replacement or acreage.

22
23 Parks Planner Kieser stated that if the City proceeded with the clear cutting language as proposed,
24 there would be a good number of projects that would have to go through additional approval
25 processes to be able to take down the amount of trees that they want to. He stated that saying
26 whether there is fair or not is hard to determine.

27
28 City Attorney Schelzel clarified that the 'additional approval process' would be a variance.

29
30 Commissioner Stockton asked if the Commission could just approve what was in front of them
31 and allow the Council to decide the items the Commission has been discussing.

32
33 City Attorney Schelzel stated that could be done.

34
35 Chair Parkhill stated that he would like to get rid of the clear cutting portion entirely because he
36 can foresee a lot of problems included the need for a lot of variance and thinks the process will be
37 onerous for everyone.

38
39 Commissioner Schwalbe asked staff if they felt it would create an onerous process with people
40 having to ask for variances if this were to stay as they have proposed. She stated that she has a lot
41 of confidence in staff coming up with great ideas and explained that if the goal is to save more and
42 more trees, she thinks that this document has done that. She stated that she does not see a problem
43 with it and could approve it the way it has been presented, but also doesn't have a problem asking
44 the City Council to weigh in on it either.

City Attorney Schelzel stated that the issue he sees if whether there is consensus of the Commission to make a recommendation on the two points that are being discussed. He explained that the Council would consider those points regardless and the Commission recommendation will carry significant weight for them, but if the recommendation is that the Commission has divergent views on these item, they can pass it along, as written, with that messaging. He went on to explain that if the majority of the Commission feels that, for example, clear cutting should be taken out altogether, that would be helpful to Council and staff if that was built into their motion.

Chair Parkhill asked for a motion.

Commissioner Sorensen made a motion, seconded by Commissioner Severson to adopt the Planning Commission Report and Recommendation of Approval of Zoning Ordinance Amendments to Chapter 936 (Tree Preservation Ordinance), with two changes: removal of 936.02B, which is additionally defining the clear cutting limit; and a recommendation to Council outlining the Commission's concern about the size of significant trees and how they are defined.

Commissioner Merriam stated that she is completely in favor of moving this forward, but is not in favor of removing the clear cutting clause. She stated that she feels that she has been put into the position where she has to say no and vote against this motion.

City Attorney Schelzel explained that if this motion does not get a majority of votes by the Commission then it would fail and a different motion could be made. He stated that he thinks that Commissioner Merriam has been very clear within the record, that she supports this document.

Commissioner Merriam offered a friendly amendment to the motion that rather than a complete removal, that the Council consider a change in the language for the clear cutting section to accommodate various size lots, in additional to considering changing the standard for what is considered a significant tree.

Commissioner Sorensen stated that if the Commission passes the motion in its current form, the Council will still hear all the feedback from the Commission and can do what they want with that information. He stated that he would like to stick with his original motion.

The motion carried 4-2 (Merriam and Schwalbe opposed).

AGENDA ITEM 6. Public Hearing Items

a) Consider Approval of Zoning Ordinance Amendments for Chapters 902, 920, 937, 974, 975, and 975.5 to Address Mixed Use Buildings

Assistant Planner, Valerie Quarles, gave an overview of the Mixed Use Zoning updates and reviewed what mixed use zoning looked like before the passage of Ordinance 811; zoning map details; proposed updates to the table; proposed special limitations and conditions to C-1A, C-1. And C-1B; and the recommended parking code updates. She reviewed the questions for the Commission to consider and explained that staff recommended approval.

1 Chair Parkhill asked if the Commission had any questions for Staff.

2
3 Commissioner Severson asked if there was any residential allowed on the first floor and if there
4 were any buildings that currently had it.

5
6 Planner Quarles explained that the goal is not to allow residential on the first floor, which is why
7 it is phrased it little oddly. She stated that their goal is to be able to account for those amenities
8 such as a gym that are for residential use but are not for residential space that someone lives in.

9
10 Commissioner Severson asked if there would be any reason to add into the code that the first level
11 use in Mixed Use is not for residential use.

12
13 Community Development Director Goellner noted that she believed that the use table would take
14 care of that because it already defines that upper story residential is needed in those districts and
15 within them there is some more detailed language that talks about ground floor residential, such
16 as on Lake Street, which would need to be a special CUP. She stated that she thinks that there is
17 already enough in Code to ensure that there is not residential on the ground floor of the commercial
18 districts. She stated that because Commissioner Severson raised this point, staff can take one more
19 look before this goes before the Council to make sure that they have captured this intent.

20
21 Commissioner Severson asked if there would be any lot that would be considered non-conforming
22 to this new code.

23
24 Planner Quarles stated that she cannot think of any off the top of her head.

25
26 Commissioner Merriam asked for clarification of the location of C-4A, C-4, and C-4B within the
27 City.

28
29 Planner Quarles reviewed the current Zoning map and outlined those areas of the City.

30
31 Commissioner Merriam asked if those, with a CUP, could be multi-unit dwellings and be all
32 residential.

33
34 Community Development Director Goellner confirmed that a CUP would be necessary for multi-
35 family buildings in those districts along Lake Street. She explained that there is more language
36 within the districts under the special limitations section that has a bit more about the front of the
37 building.

38
39 Commissioner Merriam asked about the C-1B zoning setbacks compared to what is required for a
40 single family home in R-3.

41
42 Planner Quarles stated that setbacks in C-1B are 10 feet in front and side yard and 20 feet in the
43 rear yard.

44
45 Community Development Director Goellner stated that in R-3, the single family home setbacks
46 would be front yard of 20 feet and the side yard would be 10 feet.

1
2 Planner Quarles stated that the main difference between R-3 and C-1B is that the front yard
3 setback is 10 feet larger in R-3.
4

5 Commissioner Merriam noted that she understands that the Commission is not even talking about
6 setbacks tonight, but explained that this is something that concerns her, for example along Wayzata
7 Boulevard, where there is multi-family side by side with single family homes.
8

9 Planner Quarles noted that setbacks are not the only thing that regulate the building and referenced
10 lot coverage as an example.
11

12 Community Development Director Goellner stated that staff will note her concerns because it is a
13 good piece of feedback for future discussions.
14

15 There being no questions from the Commission for staff, Chair Parkhill opened the public hearing
16 on the application at 8:03 pm.
17

18 Director Goellner stated there were no people that called in to the meeting that have asked to speak
19 at the public hearing.
20

21 There being no one wishing to comment on the application, Chair Parkhill closed the public
22 hearing at 8:04 pm.
23

24 Chair Parkhill asked for the Commission to share their questions and feedback on the application.
25

26 There being no discussion, Chair Parkhill asked for a motion on the application.
27

28 Commissioner Severson made a motion, seconded by Commissioner Schwalbe, to Adopt the Draft
29 Planning Commission Report and Recommendation for Zoning Ordinance Amendments for
30 Chapters 902, 920, 937, 974, 975, and 975.5 to Address Mixed Use Buildings.
31

32 The motion carried unanimously.
33

34 **AGENDA ITEM 7. Other Items:**
35

36 **a) Review of Development Activities**
37

38 Community Development Director Goellner stated that she expects it to be a busy fall because the
39 City has received quite a few development applications in the last few weeks and gave a brief
40 overview of some of the properties involved.
41

42 **b) Planning Commission Meeting Schedule**
43

44 Community Development Director Goellner noted that none of the development applications that
45 have come in are yet complete, so she is looking to cancel the October 3, 2022 Planning
46 Commission meeting. She noted that she expects the remainder of the year to have full agendas.

1
2 **AGENDA ITEM 8. Adjournment.**
3

4 There being no further business on the agenda, Chair Parkhill asked for a motion to adjourn.
5

6 Commissioner Merriam made a motion, seconded by Commissioner Schwalbe to adjourn the
7 Planning Commission meeting.
8

9 The motion carried unanimously.
10

11 The Planning Commission meeting was adjourned at 8:10 p.m.
12

13 Respectfully submitted,
14

15 Kayla Atkins Rokosz
16

17 *TimeSaver Off Site Secretarial, Inc.*



City of Wayzata Planning Commission Agenda Report

MEETING DATE: October 17, 2022	AGENDA ITEM: 5.a
TITLE: Consider Development Application for Planned Unit Development Concept Plan, Building Height Variance, and Shoreland Impact Plan/Conditional Use Permit for Building Height at 201 Lake Street East	
PREPARED BY: Eric Zweber, Planning Consultant	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: November 21, 2022. 120 Day Extension: January 20, 2023	

BACKGROUND:

The applicant, Westway LLC, has submitted a Development Application for the property at 201 Lake Street East. The applicant and owner, Lowell Zitzloff, is proposing to remove the existing 33,000 square foot (two-story) office building in order to replace it with a new 106,000 square foot (3 story) mixed use building comprised of the following:

- 36 residential condominium units
- 7 commercial condominium units
- Underground parking for residents and public uses

The intent is for all residential and commercial condominiums to be sold and operate under a single homeowner's association.

The project includes a single building designed to look like two separate three-story buildings. The buildings will be connected by a shared atrium, courtyard and underground parking. The commercial condominiums would be located on Lake Street with the residential condominiums located toward the rear of the site.

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 planned unit development concept plan, building height variance, and shoreland impact plan/conditional use permit for building height requested in the application, for review and adoption at the next Planning Commission meeting.

ATTACHMENTS:

1. 201 Lake Street East - Staff Report
2. 201 Lake Street East - Plans & Traffic Study
3. 201 Lake Street East - Neighborhood Meeting Summary & Public Comments



**Staff Report
Wayzata Planning Commission
October 17, 2022**

Project Name: Westway Condominiums

Request: Planned Unit Development Concept Plan, Building Height Variance, and Shoreland Impact Plan/Conditional Use Permit for Building Height

Applicant: Westway, LLC

Addresses of Request: 201 Lake Street East

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

“60 Day” Deadline: November 21, 2022

“120 Day” Extension: January 20, 2023

Development Application

Introduction

The applicant, Westway LLC, has submitted a Development Application for the property at 201 Lake Street East. The applicant and owner, Lowell Zitzloff, is proposing to remove the existing 33,000 square foot (two-story) office building in order to replace it with a new 106,000 square foot (three-story) mixed use building comprised of the following:

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Property Information

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

Address	PID	Owner
201 Lake Street East	06-117-22-32-0364	Lowell Zitzloff of Westway, LLC

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

Current Zoning:	C-4A Limited Central Business District
2040 Comp Plan Designation:	Central Business District
Overlay Districts:	S/Shoreland Overlay District
Design District:	Lake Street District

Project Location

The property is located on the north side of Lake Street East between Ferndale Road South and Barry Avenue South. The site is located directly north of the 201 Lake Street development proposal.



Map 1: Project Location
Source: Hennepin County

Application Requests

The applicant is requesting approval of:

1. PUD Concept Plan (Section 933.05): Approval of a Concept Plan for one new three-story building (106,000 square feet), with a total of 36 residential condominium units and 7 commercial condominium units.
2. Building Height Variance (Section 933.02.A.14.A): Approval of a 4 foot 10 inch variance to the 35 foot maximum height requirement for the four corner pitched roofs on the west building.
3. Shoreland Impact Plan (Section 991.10): Approval of a conditional use permit for building height exceeding 35 feet in the Shoreland Overlay District.

PUD Concept Review (First Phase of Review and Approval)

The applicant has applied for approval of a PUD Concept Plan, and if approved by City Council, would then apply for approval of a PUD General Development Plan. With PUD Concept Plan Review, not every civil engineering issue has been solidified by the applicant. This would follow with the PUD General Development Plan if the Concept Plan is approved.

The applicant intends to request that the property be rezoned to the Planned Unit Development District. The current zoning of the property is C-4-A, Limited Central Business District (two-story or 30 feet maximum height) and the rezoning to the Planned Unit Development District would allow for a three-story building with a maximum height of 35 feet.

The major considerations with this application surround the proposed uses and density, the number of residential versus commercial condominiums, the size and functionality of open spaces, and the proposed height of the structure. No deviations are required from the design standards. Criteria for evaluating each request are provided at the end of this report.

Building Height Variance and Shoreland Impact Plan/Conditional Use Permit

The maximum height allowed in the PUD district is 35 feet or three stories whichever is less. The maximum proposed building height would be three stories and 39 feet 10 inches at the west residence corners (small pitched roofs). The minimum building structure height in the Shoreland Overlay district shall not exceed 35 feet. Building heights of over 35 feet may be allowed through approval of a Shoreland Impact Plan/Conditional Use Permit, which is also being requested at this time.

Additional Approvals (Second Phase of Review and Approval)

The following land use approvals would need to be applied for, receive a Planning Commission recommendation, and City Council approval before the applicant could submit an application for a building permit and construct the project:

- PUD General Development Plan

- Zoning Amendment (from the existing C-4A District to a new PUD District)
- Shoreland Impact Plan/Conditional Use Permit for impervious coverage of 51%
- Design Review (administrative review unless significant deviations are requested)
 - No significant deviations have been identified at this time

Public Hearing Notice

Notice of the public hearing on the Application was published in the *Sun Sailor* on October 6, 2022 and mailed to all property owners and renters located within 750 feet of the subject property on October 6, 2022.

Neighborhood Meeting

The applicant hosted a neighborhood meeting on August 30, 2022. There were about 22 people in attendance in addition to the project team and a summary of the meeting was included with the application submittal. Topics of discussion consisted of questions regarding:

- Building Design
- Construction effects on neighboring streets and sidewalks
- Concerns regarding the existing street intersection of Edgewood Court and Lake Street.
- General traffic concerns on Lake Street (being able to pull out on to the street safely)
- Lighting
- Length of construction and need for pilings
- Pricing of units
- Building materials

Public Comments

Two public comment letters have been received by the packet publication deadline on October 12. These letters contained the following comments:

- Thanked the applicant for seeking public input.
- Stated that the applicant's commitment to enhance the buffer and mitigate the impacts of construction will go a long way toward gaining its support.
- Requested that the treed buffer between the Wayzata Villas and the project be maintained.

Any additional comment received before the Planning Commission meeting will be provided.

History

The existing building is a 33,000 square foot, two story office building. A surface parking lot is provided at the rear of the building. The north half (approximately) of the property is in a natural state with many trees, including some heritage trees which are mostly cottonwood trees and ash trees. There is a wetland on the north half of the property that has been delineated and indicated on all proposed site plans and there is a drainage and

utility easement over this area. The existing stormwater holding pond is in the northwestern corner of the site and was constructed in 1996 with the existing building. It will be enhanced and reshaped slightly to accommodate the new walking path.

Summary and Analysis of Current Application

Construction of New Building

The existing building and parking lot would be completely removed and a new 106,000 square foot, three story building is proposed for the site. The architecture of the building is intended to give the appearance of two, three story buildings; however, the buildings are connected through a shared atrium and the underground parking lot.

The west building is planned for commercial use on the first floor and residential use on the remaining floors. The exterior elevations would include stone, cast stone, synthetic wood shingle siding, synthetic wood trim, fabric awnings and a synthetic slate shingle roof.

The east building would be comprised of commercial and residential uses, and the exterior elevations will include brick, stone, cast stone, synthetic wood horizontal siding, synthetic wood trim, metal roof and a synthetic slate shingle roof.

The east and west portions of the building would have different appearances and different roof lines. A shared atrium connects the two sides of the building.

The materials used on the building are compatible with the Design Standards.

Site Plan

In addition to the two buildings and underground parking facility on site, the site plan includes a shared open space between the east and west residences, a commercial and guest surface parking lot (11 stalls), stormwater holding pond, a loop trail around the holding pond, and a trail connection in the far northeastern corner of the site.

Entrance to the surface parking lot located to the north of the West Residences would be accessed via the existing Edgewood Court cul-de-sac. The underground parking facility would be accessed via the existing entrance on Lake Street East. Bike racks are proposed in the front of the building and adjacent to the surface parking lot. The existing curb cuts on the Edgewood Court and Lake Street would be used.

Proposed Use

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

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

Direction	Adjacent Land Use	Zoning	2040 Comp Plan Designation
North	Multi-Family Residential, Single Family Residential (234 Edgewood)	R-5, R-1	High Density Residential, Estate Single Family
East	Multi-Family Residential Commercial	PUD	Central Business District
South	Vacant Office	PUD	Central Business District
West	Commercial, Residential	C-4A, PUD	Central Business District Medium Density Residential

Zoning

The property is currently zoned C-4A and is located within the Shoreland Overlay District.

The PUD regulations require that the residential portions of the proposal (except usage) comply with the R-5 Zoning District (Section 933.03); and the nonresidential portions of the proposal comply with the C4-A Zoning District (Section 933.04).

The following table outlines the zoning standards for the PUD, R-5, C-4A, and Shoreland Overlay Districts applicable to the proposal:

Regulation	PUD	R-5	C-4A	Shoreland Overlay District	Proposal
Lot Area (min.)	None	20,000 sq. ft.	12,000 sq. ft.	Same as underlying zoning district	93,152 net square feet
Residential Density	Consistent with Comp Plan (20-30 units/acre)	20 du/acre (As high as 29 du/acre. with allowances)	N/A	Tiered based on underlying zoning district	19.7 du/ac
Height (max.)	35 feet or 3 stories,	35 feet or 3 stories,	30 feet or 2 stories,	35 feet	46 feet for small pitched roofs at West

Regulation	PUD	R-5	C-4A	Shoreland Overlay District	Proposal
	whichever is less	whichever is less*	whichever is less		residential building corners and 38 feet 10 inches for typical building height
Lot Coverage (max.)	N/A	40%	N/A	N/A	33.94%
Impervious Surface (max.)	N/A	50%	N/A	25% or 75% with stormwater management ** or 100% with Shoreland Impact Plan/CUP	51.05%**
Floor to Area Ratio (F.A.R.)	N/A	0.7	2.0	Same as underlying zoning district	1.14
Setbacks (min.)	Same as previous zoning district (C-4A)	Multiple Family: 20 feet front yard , 10 feet side and rear	None	The average distance of the two adjacent principal structures (~102 feet)	Five feet six inches
Shoreland Setbacks (min.)	N/A	N/A	N/A	The average distance of the two adjacent principal structures	N/A

** The Shoreland Impact Plan for impervious coverage would be submitted with the Final Design phase.

The R-5 standards apply to residential area and C-4A standards apply to the nonresidential area except:

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

If the project was constructed according to the C-4A standards, it is important to remember that you would be getting a 30-foot tall building, at least 50% of the building frontage on the ground floor along Lake Street must be used for retail or service commercial use and must comprise at least 50 percent of the ground floor building footprint, and the upper floors could be residential in nature.

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

Roadway Capacity

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

Proposed Density

The proposed density of 20 (rounded up from 19.7) dwelling units per acre (du/ac) meets the Comprehensive Plan density requirement for the Central Business District, which allows for between 20 and 30 du/ac. This is because the downtown area should be dense enough to support retail and other commercial uses, promote walkability to enhance the pedestrian environment, and yet still limit the density to maintain a small town charm.

The overall residential density of the proposed development would be approximately 20 du/ac with 36 units proposed. This meets the density requirements for the Central Business District. The proposed unit sizes influence the density calculation. Unit size information is provided on the following page. The density of the proposed development is summarized in the following table:

Use	Square Footage	Percentage	Lot Area	Pro-Rated Lot Area
Residential	90,614 sq. ft.	85.5%	93,152 sq. ft.	79,645 sq. ft.
Commercial	15,409 sq. ft.	14.5%	93,152 sq. ft.	13,507 sq. ft.
Total	106,023 sq. ft.	100%	93,152 sq. ft.	93,152 sq. ft.

	Units	Acres	Density
Residential	36	1.83 acres	19.7 du/ac

	Lease Area	Lot Area	Floor Area Ratio
Commercial	15,409 sq. ft.	13,507 sq. ft.	1.14

The proposal of 36 dwelling units on the property complies with the R-5 lot area requirements. R-5 (Average Density Multiple Residential District) requires that multiple family dwellings consist of a minimum of 2,125 square feet per dwelling unit (maximum density of 21.78 du/ac) provided that two enclosed parking stalls are provided.

The applicant is requesting the option of converting four (4) commercial condominiums on the first floor of the west building to residential uses. This would result in a higher residential footprint for the project. There is no minimum requirement for commercial use along Lake Street in the PUD zoning district, which is the proposed zoning for this. If the property were to remain zoned C-4A as it is today, at least 50 percent of the building frontage on the ground floor along Lake Street must be used for retail or service commercial use and must comprise at least 50 percent of the ground floor building footprint.

Unit Types and Sizes

The proposed unit sizes influence the density calculation. The following table illustrates the number of units in each building along with the square footage range of the units.

Units	East Building	West Building	Square Footage Range
One Bedrooms		1	1,319 square feet
Two Bedrooms	9	2	1,698 to 2,375 square feet
Three Bedrooms	17	6	1,980 to 2,974 square feet

Additional information about unit sizes can be found on the attached floor plans. All units will be provided with covered terraces.

Proposed Commercial Uses

The applicant has proposed a parking tabulation and parking study identifying development of 10,815 net square feet of commercial space.

The ratio of office, restaurant and retail uses has not been provided. Many of these proposed uses have significantly different customer and parking demands. Should the PUD Concept Plan be approved, the PUD General Plan would need to further describe the potential commercial uses and their customers and parking needs. Future changes in commercial uses may require a PUD amendment if not encompassed with the PUD General Plan.

Commercial Intensity

The Comprehensive Plan estimates that the employment intensity of the Central Business District to be 70 employees per acre. Based on the Institute of Traffic Engineers (ITE) manual, the proposed 10,813 square feet of office uses provides a pro-rated employment intensity of 61 employees per acre. When combined with the residential use on the site, this is consistent with the guidance of the Comprehensive Plan.

Floor Area Ratio (FAR)

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

Use	Lease Area (square feet)	Pro-Rated Lot Size (square feet)	FAR
Commercial	15,409	13,507	1.14

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

Public Open Space

The shared courtyard in the center of the site and a separate trail connection on the far northeastern edge of the site are meant for public use. This trail connection would provide a path between the property to the north of the site and Lake Street via the city owned parking lot on the east side of the site. The construction of this trail has not yet been analyzed by staff or neighboring property owners (Wayzata Villas) and the trail needs further evaluation for feasibility. An outdoor dining area is also proposed.

Private Open Space

Also proposed on site is a looped trail on the north side of the site for use by building residents and Ferndale Ridge residents.

The looped trail leading from the surface parking lot to the north around the stormwater pond would be a six-foot wide bituminous trail and is meant for use by the residents of Westway Condominiums and Ferndale Ridge residents. The six-foot wide bituminous trail connection on the northeastern corner of the site would connect the northerly neighboring property (215 Barry Avenue South, Wayzata Villas) to Lake Street via a city owned parking lot (Lake and Barry Public Parking Lot, behind 235 and 253 Lake Street). This trail is intended for public use, as is the shared courtyard space between the two sides of the building. The trail connection at the northeastern corner of the lot has not yet been analyzed for feasibility yet by staff or the neighboring properties. Further analysis is needed for this connection. While it is not formally included in the Parks and Trails Master Plan, the Comprehensive Plan and Design Standards encouraged pathways between properties toward Lake Minnetonka. Several examples exist throughout the city.

Open Space Calculations

The project meets the standards for required, usable open spaces detailed in the Zoning Ordinance (Sections 909.15, 919.08, and 933.02.A.5) and the Comprehensive Plan. To meet this standard, the application proposes the following:

- 26.8% (5,877 square feet) of all open spaces provided are open to the general public. (Shared courtyard, shared seating area, connecting path between the neighbor and Lake Street Via City Parking Lot.)
- 14.9% (3,278 square feet) of all open spaces provided are shared by building residents and Ferndale Ridge residents. (Shared nature path.)
- 3.8% (838 square feet) of all open spaces provided are shared by building residents only. (Covered terrace at west residences club room, covered entrance/gathering area at east residences entrance.)
- 54.5% (11,952 square feet) of all open spaces provided are private residential condo terraces (individual condo use only).
- Grand total of all usable open spaces provided is 21,945 square feet.

The sheet entitled “Open Usable Space Calculations” attached to this report provides a visual reference for the above information,

Maintenance of Open Space

The applicant’s narrative attached to this report describes the ultimate ownership and maintenance responsibilities of these open spaces, which vary by location. The homeowner’s association would be responsible for the care and maintenance of all common private or public open spaces indicated on the open usable space plans and private terrace plans with the exception of the path in the northeast corner of the site. If this proposed path is included, the applicant proposes that the city be responsible for the construction and ongoing care and maintenance of the trail. The applicant is proposing to grant an easement for this path as indicated if the city desires.

Tree Replacement

The applicant has provided a tree removal plan. The plan shows a tree replacement plan that meets minimum requirements. It shows that there are many healthy significant trees and some heritage trees on the site. More specifically, there are 1,338.5 diameter at breast height (DBH) inches of healthy significant trees on site today. The proposed PUD would remove 475 DBH inches of trees. Section 936.04.B.2 of the Tree Preservation Ordinance states that projects requiring Design Review, which would occur with the PUD General Plan review, may remove up to 10% of the existing significant tree inches without a requirement for replacement (which is 138.85 inches on this site). The proposed development would still require that 336.15 DBH of replacement trees be planted on site. The application is proposing 336.15 inches of replacement trees, exactly the amount that is required under the Ordinance. The replacement trees are spread throughout the site, with some of the replacement trees being located around the storm water pond on the north side of the site and the remainder of the trees being located adjacent to the building and streets on the south side of the site.

The City Forester has also provided the following comments on the tree preservation plan:

1. There are a handful of trees that should be omitted from the inventory:
 - A. Tree 9 (24" cottonwood) is not on the property, and could not be located in the field.
 - B. Tree 26 (33" green ash) is not on the property.
 - C. Tree 54 (20" green ash) is infested with Emerald Ash Borer. It shall be removed, and will not count towards inches preserved or removed.
 - D. Tree 94 (9" crabapple) is marked to preserve. Preservation of this tree is not possible in this proposal.
2. Given the rapid spread of Emerald Ash Borer that we are experiencing now in Wayzata, ash trees should receive special considerations in the inventory process.
3. All green ash listed in the inventory should be reassessed prior to preservation or removal. Trees that are now infested with EAB will not be subjected to removal mitigation. They will also not count as trees preserved, and must be removed if not already slated for removal. Any viable green ash trees being preserved must be treated for EAB indefinitely.
4. The landscape plan shows planting of Skyline Honeylocust and Red Maple between the sidewalk and Lake Street curb. The size of that boulevard will not accommodate either of those species. Smaller/ornamental species would be more appropriate. Salt tolerance is also essential here. If larger species are desired, a previous sidewalk and expanded tree well system would be required.
5. There are two species listed that are not rated for zone 4 hardiness. Dels Dwarf Japanese Maple and Dwarf Korean Fir are hardy to zone 5. It is recognized that they are proposed in a protected space that could potentially constitute a warmer microclimate. This is certainly feasible, but please understand that these species' health will be subject to the same annual review as the zone-hardy species for escrow release purposes.
6. Diameter for plants F and G should be specified if they are to be considered in the replacement calculations.
7. The tree inventory, preliminary mitigation calculations, and landscape plans need to be updated to reflect these points.

Lot Coverage

Lot coverage is defined as the area of a lot occupied by the principal building or buildings and all accessory buildings, which in this case is a total of 40,375 square feet for both

East and West Buildings. Lot coverage is calculated on a per-lot basis. Therefore, for this project, there is just one lot coverage calculation of 33.94%.

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

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

Impervious Surface Coverage

There is no impervious surface limit in the PUD District. The proposed PUD would have an impervious surface of 60,735 square feet, which is 51.05% of the lot area. Impervious surface is defined as a constructed hard surface that either prevents or slows the entry of water into the soil and causes water to run off the surface in greater quantities and at an increase rate of flow than prior to development. Examples of impervious surfaces include rooftops, sidewalks, patios, driveways, parking lots, storage areas, and concrete, asphalt, or gravel roads.

Total Lot Area	Proposed Impervious Surface Coverage
118,972 sq. ft.	51.05%

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

Property Line Setbacks

The proposed development has a variety of proposed setbacks throughout the site plan. The project meets the C-4A standards and other standards of Section 933.02.A.13 for setbacks and setback information is included in the table below.

Location	Proposed Minimum Setbacks
North (adjacent to multifamily residential)	194 feet six inches
South (along Lake Street)	Five feet six inches
East (adjacent to 235 Lake Street)	40 feet
West (along Edgewood Court)	Six feet six inches Moves to 21 feet two inches on just south of the storm water pond and adjacent to multi-family residential

Height—Nearby Projects

It is important to note that these projects had different average grade planes than that of 201 Lake Street.

Project	Overall Height
Wayzata Blu	35 feet
Ventana	40 feet
Melvins 235	39.7 feet

City Engineer's Comments

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

1. A utility analysis for this site is being prepared by Stantec.
2. The average grade change on the lot is .68 feet, which is well below the 2-foot threshold that would require the approval of the City Council.
3. The delineation for the wetland on site was approved on October 11, 2021. This delineation is valid for 5 years.
4. The applicant has requested that the storm water pond on the northwest corner of the site be removed from the wetland delineation due to the fact that it was constructed with the original project. City staff will work with Stantec to determine if this is acceptable.
5. The trail connection in the northeast corner of the site has not yet been discussed by staff and it may require further clarification from the City Council.
6. The site plan must meet all traffic sight visibility triangle standards as outlined in Section 916.05 of the Zoning Ordinance.
7. The City has contemplated piping of the ditch along the east property line for many years. Staff will evaluate the potential opportunity that this project may present to accomplish mutual public/private wetland goals. This work could be included as a "public improvement" in the development agreement.

Parking

The proposed parking plan meets the required number of parking stalls. Multi-family residential projects must include a minimum of two parking spaces per unit, of which one must be enclosed. The proposed 36 units requires a minimum of 72 parking spaces, of which 36 must be enclosed.

The proposed parking plan is summarized in the following tables:

Parking Required	Number of Units/Sq	Total Required & Provided
Residential (2/unit)	36 Units	72
Commercial (3 per 1,000 sf)	10,815 sf	33

The entire Project would provide a total of 117 spaces.

Traffic and Parking Analysis

The applicant has provided a traffic and parking analysis by S² Traffic Solutions. The traffic and parking analyses concluded that the parking plan provides an adequate number of parking stalls required for the proposed development.

The Traffic and Parking analysis was further reviewed by the City's consultant, SRF, and has provided his comments in a summary dated October 6, 2022. SRF indicates in this summary that the conclusions are accurate and no mitigation is necessary to accommodate the proposed development. He also reports that, overall, the study appears to have been completed accurately and correctly.

SRF notes that the ITE expected parking demands appear to be accurate but there has been no information provided for hair salons. The eight spaces noted as the demand is conservative, and parking should be estimated on peak demand.

The traffic study that was conducted assumed that 200 Lake Street will redevelop by 2025.

Bicycle Parking

The Design Standards (Section 909.20.B) require four bicycle parking spaces per mixed use development. The applicant provides two bicycle rack locations on the site plan, with one of the racks having the capacity for four bicycles. The site plan exceeds the bicycle parking requirements. Also of note, is the hatched area in between the parallel parking stalls on Lake Street. This area is meant as a break in between parking spaces to provide access for pedestrians and bicyclists.

Loading Areas

The total square feet of the commercial component of both buildings of the proposed PUD is 10,815 square feet. The applicant has proposed three loading spaces when one space is required. There is a loading area immediately north of the West Residences and one loading area is adjacent on the west to the shared open space area.

Design Standards

While a detailed Design Review is conducted at the PUD General Plan stage of review, a preliminary analysis is completed during PUD Concept Plan review in order to understand if any Significant Deviations are required for the Concept. No deviations are required for this project based on the concept plan.

Shoreland Ordinance

The site is within 1,000 feet of Lake Minnetonka and therefore is within the Shoreland District. The site is more than 260 feet from the Lake and does not reach to the water line of Lake Minnetonka and therefore is classified as non-riparian in which the shoreland setback requirement is not applicable. The Shoreland Ordinance limits density of PUDs within 200 feet of the Lake but this requirement does not apply because the site is more than 260 feet from the Lake. The proposed building height over 35 feet requires the approval of a Shoreland Impact Plan/Conditional Use Permit. The criteria for this request is provided at the end of this report, but is generally focused on minimizing the appearance of the structure from Lake Minnetonka. The building materials, colors, facade treatments and roof materials should blend in with existing and newly planted vegetation.

Water Table

The City modeled flood elevation of the wetland is 934.3, while the average grade of the site has been determined to be 940.67. This 6.37-foot difference is a factor when discussing the height of the building. There is a 10.33-foot difference between the lowest garage floor elevation and the lowest first floor elevation. This is due to code requirements for heights of vehicles. This 3.97-foot elevation differences plays a role in how tall a three story building can be on this site.

Future Approvals Required

Following the review and approval of the PUD concept application requests, the applicant would need to submit an additional application for the following approvals:

- Planned Unit Development – General Development Plan
- Zoning Amendment (from the existing C-4A District to a new PUD District)
- Shoreland Impact Plan for impervious coverage of 51% (administrative review)
- Design Review (administrative review unless significant deviations are requested)
 - No significant deviations have been identified at this time)

Standards of Planning Commission Review of Application Requests

The review and decision on the proposed PUD is a legislative action, meaning that the Planning Commission acts like an advisor to a legislative body (the City Council), and has wide discretion on whether to recommend approval or denial as long as it has a rational basis in fact and the relevant standards for its recommendation. The other requests are quasi-judicial, but in a practical sense, they are dependent upon approval of a PUD Concept Plan.

Primary Questions to Consider:

1. Purpose of PUD
 - a. Does the PUD encourage innovations in development for the growing demands of all styles of economic expansion?
 - b. Does the PUD encourage higher standards of site and building design through the use of trained and experienced land planners, architects, landscape architects and engineers?
 - c. Does the PUD encourage a creative use of land and related physical development which allows a phased and orderly development and use pattern?
 - d. Does the PUD create a development pattern in harmony with the objectives of the Wayzata Comprehensive Plan? (PUDs are not intended as a means to vary applicable planning and zoning principles)
 - e. Does the PUD create a more desirable and creative environment than might be possible through the strict application on zoning and subdivision regulations of the City?
2. PUD General Standards
 - a. Would the proposed PUD have any detrimental effects upon the health, safety and welfare of residents of the community or the surrounding area?
 - b. Is the proposed PUD consistent with the City Comprehensive Plan?
 - c. Does the proposed PUD provide adequate common open space?
 - d. Does the proposed PUD meet landscaping standards in consideration to the natural features of the site, architectural characteristic of the proposed structure and the overall scheme of the PUD plan?
3. Variance
 - a. Is the practical difficulty due to circumstances unique to the property, and not created by the landowner?
 - b. Would the variance alter the essential character of the locality?
4. Shoreland Impact Plan/Conditional Use Permit
 - a. Does the proposal use building materials, colors, facade treatments and roof materials to minimize the appearance and blend the structure into the shoreland and vegetation?

Action Steps

After considering the items outlined in this report, holding the public hearing on the application, and discussing the requests of the Application, the Planning Commission should direct staff to prepare a draft *Planning Commission Report and Recommendation*,

with appropriate findings, reflecting a recommendation on the application, for review and adoption at the next Planning Commission meeting.

Attachments

Project Information Package:

- Project Calculations
- Neighborhood Map
- Exterior Finish Materials
- Average Grade Plan Calculations
- Open Usable Space Calculations
- Site Plan
- Floor Plans (5)
- Exterior Elevations (9)
- Building Massing and Setbacks (2)
- Building Comparison (2)
- Building Height Section (7)
- Grading Plan
- Landscape Plan
- Stormwater Piping and Wetland Buffer Plan
- Utility Plan
- Site Lighting Plan
- Proposed Neighborhood Amenity Plan
- Certificate of Survey

Traffic Study dated April 18th, 2022

Review of Traffic Study by SRF dated October 6, 2022

Neighborhood Meeting Summary

Public Comments

Applicable Code Provisions for Review

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

2040 Comprehensive Plan:

Guiding Principles:

Walkable and Pedestrian Friendly (page 1-6)

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

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

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

Residential Goals and Policies (page 3-6)

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

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

Policy: Encourage and promote a balanced housing supply.

Future Lane Use (page 3-9)

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

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

- A. Innovations in development to the end that the growing demands for all styles of economic expansion may be met by greater variety in type, design, and placement of structures and by the conservation and more efficient use of land in such developments.**
- B. Higher standards of site and building design through the use of trained and experienced land planners, architects, landscape architects, and engineers.**
- C. More convenience in location and design of development and service facilities.
- D. The preservation and enhancement of desirable site characteristics such as natural topography and geologic features and the prevention of soil erosion.**
- E. A creative use of land and related physical development which allows a phased and orderly development and use pattern.**
- F. An efficient use of land resulting in smaller networks of utilities and streets thereby lower development costs and public investments.
- G. A development pattern in harmony with the objectives of the Wayzata Comprehensive Plan. (PUD is not intended as a means to vary applicable planning and zoning principles.)**
- H. A more desirable and creative environment than might be possible through the strict application on zoning and subdivision regulations of the City.**

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

1. Review. In its review of any application under this Section, the City Council shall consider comments on the application of those persons appearing before the Council, the report and recommendations of the Planning Commission, the recommendations of the Design Review Board and any staff report on the application. The Council also shall evaluate the effects of the proposed project upon the health, safety and welfare of residents of the community and the

surrounding area and shall evaluate the project's conformance with the overall intent and purpose of this Section. If the Council determines that the proposed project will not be detrimental to the health, safety and welfare of residents of the community and the surrounding area and that the project does conform with the overall intent and purpose of this Section, it may approve a PUD permit, although it shall not be required to do so.

2. Ownership. An application for a PUD District or conditional use permit approval must be filed by the land owner or jointly by all land owners of the property included in a project. The application and all submissions must be directed to the development of the property as a unified whole. In the case of multiple ownership, the approved Final Plan shall be binding on all owners.
3. **Comprehensive Plan Consistency. The proposed PUD shall be consistent with the City Comprehensive Plan.**
4. Sanitary Sewer Plan Consistency. The proposed PUD shall be consistent with the City Comprehensive Sewer Plan and shall not create a discharge which is in excess of the City's assigned regional limitations.
5. **Common Open Space. Common private or public open space and facilities at least sufficient to meet the minimum requirements established in the Comprehensive Plan and such complementary structures and improvements as are necessary and appropriate for the benefit and enjoyment of the residents of the PUD shall be provided within the area of the PUD development.**
6. Operating and Maintenance Requirements for PUD Common Open Space Facilities. Whenever common private or public open space or service facilities are provided within the PUD, the PUD plan shall contain provisions to ensure the continued operation and maintenance of such open space and service facilities to a predetermined reasonable standard. Common private or public open space and service facilities within a PUD may be placed under the ownership of one or more of the following, as approved by the City Council.
 - a) Dedicated to public, where a community-wide use is anticipated and the City Council agrees to accept the dedication.
 - b) Landlord control, where only use by tenants is anticipated.
 - c) Property Owners Association, provided all of the following conditions are met:
 - 1) Prior to the use or occupancy or sale or the execution of contracts for sale of an individual building unit, parcel, tracts, townhouse, apartment, or common area, a declaration of covenants, conditions and restrictions or an equivalent document or a document such as specified by Laws 1963, Chapter 457, Section 11 and a set of floor plans such as specified

by Laws 1963, Chapter 457, Section 13 shall be filed with the City of Wayzata, said filing with the City to be made prior to the filings of said declaration or document or floor plans with the recording officers of the County.

- 2) The declaration of covenants, conditions and restrictions or equivalent document shall specify that deeds, leases or documents of conveyance affecting buildings, units, parcels, tracts, townhouses, or apartments shall subject said properties to the terms of said declaration.
- 3) The declaration of covenants, conditions and restrictions shall provide that an owner's association or corporation shall be formed and that all owners shall be members of said association or corporation which shall maintain all properties and common areas in good repair and which shall assess individual property owners proportionate shares of joint or common costs. This declaration shall be subject to the review and approval of the City Attorney. The intent of this requirement is to protect the property values of the individual owner through establishing private control.
- 4) The declaration shall additionally amongst other things, provide that in the event the association or corporation fails to maintain properties in accordance with the applicable rules and regulations of the City of Wayzata or fails to pay taxes or assessments on properties as they become due and in the event the said City of Wayzata incurs any expenses in enforcing its rules and regulations, which said expenses are not immediately reimbursed by the association or corporation, then the City of Wayzata shall have the right to assess each property its prorated share of said expenses. Such assessments, together with interest thereon and costs of collection, shall be a lien on each property against which each such assessment is made.
- 5) Membership must be mandatory for each owner, and any successive buyer.
- 6) The open space restrictions must be permanent and not for a given period of years.
- 7) The association must be responsible for liability insurance, local taxes, and the maintenance of the open space facilities deeded to it.
- 8) Property owner must pay their prorated share of the cost of the association by means of an assessment to be levied by the association which meets the requirements for becoming a lien on the property in accordance with Minnesota Statutes.

- 9) The association must be able to adjust the assessment to meet changed needs.

7. Staging of Public and Common Open Space. When a PUD provides for common private or public open space, and is planned as a staged development over a period of time, the total area of common or public open space or land escrow security in any stage of development shall, at a minimum, bear the same relationship to the total open space to be provided in the entire PUD as the stages or units completed or under development bear to the entire PUD.

8. Density.

- a) The maximum allowable density in a PUD District shall be determined by standards negotiated and agreed upon between the applicant and the City. In all cases, the negotiated standards shall be consistent with the development policies as contained in the Wayzata Comprehensive Plan. Whenever any PUD is to be developed in stages, no such stage shall, when averaged with all previously completed stages, have a residential density that exceeds 125 percent of the proposed residential density of the entire PUD.
- b) There shall be no density variation from the standards applied in an applicable zoning district for PUD conditional use permits.

9. Utilities. In any PUD, all utilities, including telephone, electricity, gas and telecable shall be installed underground.

10. Utility Connections.

- a) Water Connections. Where more than one property is served from the same service line, individual unit shut off valves shall be provided as required by the City Engineer.
- b) Sewer Connections. Where more than one unit is served by a sanitary sewer lateral which exceeds 300 feet in length, provision must be made for a manhole to allow adequate cleaning and maintenance of the lateral. All maintenance and cleaning shall be the responsibility of the property owners association or owner.

11. Roadways. All streets shall conform to the design standards contained in the Wayzata Subdivision Regulations unless otherwise approved by the City Council.

12. Landscaping. In any PUD, landscaping shall be provided according to a plan approved by the City Council, which shall include a detailed planting list with sizes and species indicated as part of the Final Plan. In assessing the landscaping plan, the City Council shall consider the natural features of the particular site, the

architectural characteristics of the proposed structure and the overall scheme of the PUD plan.

13. Setbacks.

- a) The front, rear and side yard restrictions on the periphery of the Planned Unit Development site at a minimum shall be the same as imposed in the underlying districts, if a PUD condition use permit, or the previous zoning district, if a PUD District.
- b) No building shall be located less than 15 feet from the back of the curb line along those roadways which are part of the internal street pattern.
- c) No building within the project shall be nearer to another building than one-half the sum of the building heights of the two buildings.
- d) In PUD Districts that were zoned commercial prior to PUD and exceed 13 acres, the allowable setbacks shall be as negotiated and agreed upon between the applicant and the City.

14. Height.

- a) **The maximum building height within a PUD District shall be 35 feet and three stories, whichever is lesser.**
- b) There shall be no deviation from the height standards applied within the applicable zoning districts for PUD conditional use permits.
- c) In PUD Districts that were zoned commercial prior to PUD and exceed 13 acres, the maximum allowable height shall be as negotiated and agreed upon between the applicant and the City.

The Standards also address issues of scale and topography that are especially critical to preserving and enhancing Wayzata's character.

Site Design Standards for Large-Scale Sites

Intent

Site design determines the relationship between buildings and their surroundings. Large-scale sites present the most opportunities for landscaping and placemaking. These sites are large enough to comfortably fit four or more buildings and additional site amenities. Since these sites are much larger than their surrounding context, proposed site design must provide internal circulation and appropriately-scaled amenities to sensitively fit into the surrounding town fabric.

Standards

1. In areas with identifiable street patterns, internal circulation (such as drives, driveway aisles, alleys, and private streets) shall align with the surrounding street network. Connections to existing streets shall be made to the maximum extent feasible.
2. Proposed buildings shall be located on and oriented to public rights of way and parking shall be located behind the building or in the center of the site.
3. Proposed buildings located on designated Hennepin County rights of way shall construct a sidewalk extension with a minimum 2 foot width on the proposed parcel.
4. When required by Section 2.A.3 and Section 2.B.1 retail and mixed-use site design shall be centered around pedestrian walkways and plazas.

Guidance

1. Proposed commercial buildings should provide a setback between the sidewalk and building sufficient to accommodate outdoor dining and seating areas.
2. **Proposed residential buildings should provide a setback between the sidewalk and building sufficient to accommodate enhanced landscaping, stoops, or terraces as required by Section 3.B.2**
3. Site circulation elements should anticipate future connection to adjacent parcels where street or pedestrian connections are not currently feasible.
4. **Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.**
5. Proposed open spaces should be oriented appropriately for solar exposure when possible to create a more comfortable micro-climate.
6. The design and location of a building and its massing on the site should enhance solar exposure and minimize shadow impacts on adjacent structures and public areas to the maximum extent feasible.

Variance (905.01.C)

Criteria for Granting. Conditions governing considerations of variance requests.

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.

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

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

1. The projects shall be analyzed to determine the impact of impervious surfaces, stormwater runoff, floodplain, and water quality implications. Only those projects shall be allowed where the adverse impacts have been mitigated through approved means to the extent possible.

2. Stormwater treatment measures including, but not limited to, sediment basins (debris basins), desilting basins or silt traps, installation of debris guards, and microsilts basins on stormwater inlets, oil skimming devices, etc. shall be required subject to the review of the City Engineer and the Minnehaha Creek Watershed District on projects where applicable.

3. Projects shall be analyzed in terms of provisions for maintenance and enhancement of landscape features, and change in the natural condition of the soil, trees, grade courses and marshes. The vegetative planting plan shall contain trees, when fully mature, that will exceed the building height. The plan shall also minimize tree removal, ground cover change, loss of natural vegetation, and grade changes as much as possible. It shall further provide for the relocation or replanting of trees which are proposed to be removed.

4. Projects shall be analyzed in terms of the appearance of the structure when viewed from the lake's surface. Building materials, and color shall be analyzed to determine which facade and roof materials minimize the appearance and blend the structure into the shoreland and vegetation.

5. Building heights shall be analyzed to determine the impact on surrounding structures and views from the lake surface or other shores. Structures shall not be allowed to exceed a height beyond that is allowed by the base zoning district or cannot be screened by landscaping or other design measures.

6. Residential densities on a project basis shall not be allowed to exceed the maximum allowed density of the base zoning district for which the project is proposed. For higher density residential development and planned unit developments, the density shall not be allowed to exceed the density standards as specified in the R-5 District of this Ordinance.

7. Lot coverage on a project basis shall be restricted to the provisions for maximum impervious surface coverage as provided for in this Ordinance.

8. Overall residential densities in the shoreland area shall not exceed the surplus development capacity for residential density, as calculated for Lake Minnetonka, Gleason and Peavey Lakes, as specified in the Wayzata Comprehensive Plan/Shoreland Management Plan, as may be amended.

9. Overall lot coverage in the shoreland area shall not exceed the surplus development capacity for impervious surface coverage calculated for Lake Minnetonka, Gleason and Peavey Lakes, as specified in the Wayzata Comprehensive Plan/Shoreland Management Plan, as may be amended.

10. All projects shall be in conformance with the Stormwater Management Plan for the City of Wayzata, May 1988, as may be amended and/or approved by the City Engineer.

11. All projects shall be in conformance with the Wayzata Comprehensive Plan/Shoreland Management Plan, as may be amended.

12. All projects shall be subject to the review of the Minnehaha Creek Watershed District.

WESTWAY CONDOMINIUMS

REDEVELOPMENT FOR 201 LAKE STREET EAST
WAYZATA, MINNESOTA



BRUCE W. SCHMITT & ASSOCIATES P.A.
360 MANTOEA AVENUE SOUTH
WAYZATA, MINNESOTA 55391
Phone: (952) 476-6222 Fax: (952) 476-6228
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PRELIMINARY ONLY
AUGUST 24, 2022
NOT FOR CONSTRUCTION

PROJECT OVERVIEW

LOWELL ZITZLOFF AND THE ZITZLOFF FAMILY ARE PROPOSING TO REPLACE THE EXISTING 33,000 SQUARE FOOT (APPROX.) 2-STORY OFFICE BUILDING AT 201 EAST LAKE STREET WITH A NEW 106,000 SQUARE FOOT (APPROX.) 3-STORY MULTI-USE BUILDING COMPRISED OF 36 RESIDENTIAL CONDOMINIUM UNITS, 7 COMMERCIAL CONDOS, AND UNDERGROUND PARKING FOR BOTH RESIDENTS AND PUBLIC USE. CURRENTLY, THE INTENT IS FOR ALL RESIDENTIAL AND COMMERCIAL CONDOMINIUMS TO BE SOLD AND OPERATE UNDER A SINGLE HOME OWNER'S ASSOCIATION. SMALLER SIZE CONDOMINIUMS WILL PROVIDE A MORE OBTAINABLE TYPE OF HOUSING AND COMMERCIAL SPACE FOR THE WAYZATA MARKET.

THE PROPOSED PROJECT IS A SINGLE BUILDING DESIGNED TO APPEAR LIKE TWO SEPARATE 3-STORY BUILDINGS (EAST RESIDENCES AND WEST RESIDENCES) CONNECTED BY A SHARED ATRIUM. THE GROUND LEVEL WILL HAVE 7 COMMERCIAL CONDOS ALONG LAKE STREET AND EDGEWOOD COURT, WITH RESIDENTIAL CONDO UNITS IN THE REAR, SHARED COMMON SPACE AND ATRIUM, AND RESIDENTIAL CONDO AMENITIES SUCH AS CLUB ROOMS, FITNESS ROOM, MAIL ROOMS, ETC. THIS ZONING DISTRICT REQUIRES 50% OF THE GROUND FLOOR FOOTPRINT TO HAVE COMMERCIAL USE. A DEVIATION IS REQUESTED TO ALLOW 41.4%. THE APPLICANT WOULD ALSO LIKE THE CITY TO CONSIDER ALLOWING THE APPLICANT TO CONVERT THE FOUR WESTERLY COMMERCIAL CONDO'S TO RESIDENTIAL USE. THIS DEVIATION WOULD RESULT IN A GROUND FLOOR FOOTPRINT OF 17.48% COMMERCIAL USE

APPLICANT IS REQUESTING THE PROPERTY BE REZONED TO THE PLANNED UNIT DEVELOPMENT (PUD) DISTRICT. THE CURRENT ZONING FOR THIS PROPERTY IS C4-A LIMITED CENTRAL BUSINESS DISTRICT. THE PURPOSE OF THIS REQUEST IS TO ALLOW A 3-STORY BUILDING (35' BUILDING HEIGHT), THE SAME NUMBER OF STORIES GRANTED TO FIVE NEARBY PROPERTIES (222 FERNDALE, 200 LAKE, 235 LAKE, 253 LAKE, AND 275 LAKE STREET EAST). THESE FIVE PROJECTS WERE ALSO LOCATED IN THE C-4A ZONING DISTRICT PRIOR TO BEING REDEVELOPED AND REZONED TO PLANNED UNIT DEVELOPMENT.

BECAUSE OF THE HIGH WATER TABLE AND CITY MODELED WETLAND FLOOD ELEVATION, A BUILDING HEIGHT VARIANCE IS PROPOSED. THE MAXIMUM HEIGHT IN THE PUD ZONING DISTRICT IS 35 FEET AND 3 STORIES. THE PROPOSED BUILDING WOULD BE 3 STORIES IN HEIGHT, BUT WOULD BE 38'-10" TALL TO THE TOP OF THE FLAT ROOF WHICH REQUIRES A VARIANCE SIMILAR TO THE HEIGHT VARIANCES THAT WERE APPROVED FOR THE NEIGHBORING PROPERTIES TO THE EAST AT 235 AND 253 LAKE STREET EAST WITH THE SAME FLOOD PLAIN CHALLENGES. THE PARKING GARAGE FLOOR ELEVATION IS PROPOSED TO BE LOCATED AT THE CITY MODELED FLOOR ELEVATION. AN ADDITIONAL 11" VARIANCE IS REQUESTED TO ALLOW THE FOUR CORNER PITCHED ROOF OF THE WEST RESIDENCES BUILDING, AS THE MEAN HEIGHT OF THESE FOUR PITCHED ROOFS EXCEED THE TOP OF THE FLAT ROOF BY 11".

IN ADDITION TO THE REZONING, THE SHORELAND OVERLAY DISTRICT REQUIRES A SHORELAND IMPACT PLAN / CONDITIONAL USE PERMIT DUE TO THE PROPOSED BUILDING HEIGHT EXCEEDING 35 FEET.

PROPERTY DESCRIPTION

STREET ADDRESS: 201 LAKE STREET EAST
PID NUMBER: 06-117-22-23-0364
LEGAL DESCRIPTION: LOT 1, BLOCK 1, LAKE WEST, HENNEPIN COUNTY MINNESOTA ACCORDING TO THE RECORDED PLAT THEREOF.

OWNER AND APPLICANT

OWNER: WESTWAY LLC
319 BARRY AVENUE SOUTH
SUITE 301
WAYZATA, MN 55391

CONTACT: RICK ZITZLOFF
Ph: 952-475-3980
Email: lnrproperties@mchsi.com

TAXPAYER: LOWELL ZITZLOFF
319 BARRY AVENUE SOUTH
SUITE 301
WAYZATA, MN 55391

ARCHITECT

BRUCE W. SCHMITT & ASSOCIATES, P.A. - ARCHITECTS
320 MANITOBA AVENUE SOUTH
WAYZATA, MN 55391

CONTACT: DARREN SCHMITT
Ph.: 952-476-6222
Email: dschmitt@brucewschmitt.com

SURVEYOR

SATHRE-BERQUIST, INC.
150 SOUTH BROADWAY
WAYZATA, MN 55391

CONTACT: DANIEL SCHMIDT, PLS
Ph.: 952-476-6000
Email: schmidt@sathre.com

TRAFFIC ENGINEER

S² TRAFFIC SOLUTION, LLC
8112 W 16TH STREET
MINNEAPOLIS, MN 55426

CONTACT: VERNON E. SWING, PE
Ph.: 612-968-4142
Email: VSWINGTRAFFIC@GMAIL.COM

CIVIL ENGINEER

GRONBERG & ASSOCIATES, INC
445 WILLOW DRIVE NORTH
LONG LAKE, MN 55356

CONTACT: MARK GRONBERG
Ph.: 952-473-4141
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WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

PROJECT INFORMATION

PRELIMINARY ONLY
REVISED SEPTEMBER 22, 2022
NOT FOR CONSTRUCTION

WESTWAY CONDOMINIUMS

REDEVELOPMENT FOR 201 LAKE STREET EAST
WAYZATA, MINNESOTA



WEST RESIDENCES - COMMERCIAL SPACE



LAKE STREET PUBLIC ENTRANCE

BRUCE W. SCHMITT & ASSOCIATES P.A.
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ARCHITECTS

PRELIMINARY ONLY
AUGUST 24, 2022
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WESTWAY CONDOMINIUMS

REDEVELOPMENT FOR 201 LAKE STREET EAST
WAYZATA, MINNESOTA



WEST RESIDENCES - EDGEWOOD COURT



WEST RESIDENCES - LAKE STREET

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ARCHITECTS

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SITE AREA

SITE AREA:	118,972 sf	(2.73 ACRES)
WETLAND AREA:	25,820 sf	(0.59 ACRE)
SITE AREA EXCLUDING WETLAND AREA:	93,152 sf	(2.14 ACRES)

IMPERVIOUS SURFACE COVERAGE

THE PROPOSED RE-DEVELOPMENT WILL INCREASE THE IMPERVIOUS SURFACE AREA ONLY SLIGHTLY ON THE PROPERTY.

EXISTING IMPERVIOUS SURFACE AREA:	47.2%	(56,185 sf / 118,972 sf)
PROPOSED IMPERVIOUS SURFACE AREA EXCLUDING THE BITUMINOUS NATURE PATH:	47.91%	(56,999 sf / 118,972 sf)
PROPOSED IMPERVIOUS SURFACE AREA INCLUDING THE BITUMINOUS NATURE PATH:	51.05%	(60,735 sf / 118,972 sf)

PER THE SHORELAND ORDINANCE, IMPERVIOUS AREA MAY BE ALLOWED BETWEEN 25% AND UP TO 75% WHERE STRUCTURES AND PRACTICES ARE IN PLACE FOR THE TREATMENT OF STORMWATER RUNOFF AND/OR PREVENT STORMWATER FROM DIRECTLY ENTERING A PUBLIC WATER IN COMPLIANCE WITH THE STORMWATER MANAGEMENT PLAN FOR THE CITY OF WAYZATA, OR AS APPROVED BY THE CITY ENGINEER

BUILDING FLOOR AREA CALCULATED TO SHEATHING LINE (EXCLUDES BASEMENT PARKING LEVEL)

GROUND LEVEL	37,239 sf	SECOND FLOOR	35,301 sf	THIRD FLOOR	33,483 sf
7 COMMERCIAL CONDOS	10,815 sf	15 RESIDENTIAL CONDOS	31,776 sf	13 RESIDENTIAL CONDOS	29,976 sf
8 RESIDENTIAL CONDOS	16,327 sf	COMMON AREAS	3,525 sf	COMMON AREAS	3,507 sf
COM / RES SHARED AREAS	4,594 sf				
AMENITY AREAS	2,961 sf				
COMMON AREAS	2,542 sf				

RESIDENTIAL SITE DENSITY & COMMERCIAL FAR

RESIDENTIAL DENSITY (WETLAND AREAS HAVE BEEN EXCLUDED FROM THESE CALCULATIONS):

USE	SQUARE FOOTAGE	PERCENTAGE OF BUILDING	LOT AREA EXCLUDING WETLANDS	PRO-RATED LOT AREA
RESIDENTIAL	90,614 sf	85.5%	93,152 sf	79,645 sf (1.83 ACRES)
COMMERCIAL	15,409 sf	14.5%	93,152 sf	13,507 sf (0.31 ACRES)
TOTAL	106,023 sf	100%	93,152 sf	93,152 sf (2.14 ACRES)

(AREAS AT BASEMENT PARKING LEVEL HAVE NOT BEEN INCLUDED IN THE ABOVE CALCULATIONS)

36 RESIDENTIAL CONDO UNITS PROPOSED = 36 UNITS / 1.83 ACRES = 19.7 OR 20 DU/AC (20 DU/AC MIN REQ'D PER COMP PLAN)

R-5 MINIMUM LOT AREA PER DWELLING UNIT:
2,500 sf (BASE REQUIREMENT)

POTENTIAL ALLOWANCES TO ADJUST MIN LOT AREA PER DWELLING UNIT:
-21,600 sf (300 sf x 72) SUBTRACT 300 sf PER UNDERGROUND PARKING SPACE
+2,700 sf (300 sf x 9 UNITS) ADD 300 sf PER UNIT WITHIN 200 ft OF 1 OR 2 FAMILY RESIDENTIAL DISTRICTS
-9,900 sf (300 sf x 33 UNITS) SUBTRACT 300 sf PER UNIT WITHIN 200 ft OF COMMERCIAL USE
+6,900 sf (300 sf x 23 UNITS) ADD 300 sf PER UNIT CONTAINING MORE THAN 2 BEDROOMS
-21,900 sf TOTAL POTENTIAL ADJUSTMENT

2,500 sf BASE REQUIREMENT
-500 sf (MAX ALLOWANCE WHICH MAY BE SUBTRACTED)
2,000 sf MINIMUM LOT AREA PER DWELLING UNIT REQUIRED

2,000 sf x 36 UNITS = 72,000 sf (1.65 ACRES) MINIMUM LOT SIZE REQUIRED

COMMERCIAL FAR (WETLAND AREAS HAVE BEEN EXCLUDED FROM THESE CALCULATIONS):

COMMERCIAL AREAS	=	15,409 sf
LOT AREA (PRO-RATED)	=	13,507 sf
ACTUAL FLOOR AREA RATIO	=	1.14
MAXIMUM FAR IN C4 ZONING DISTRICT	=	2.00

LOT COVERAGE

40,375 sf (TOTAL BUILDING FOOTPRINT) / 118,972 sf LOT AREA = 33.94%
THERE IS NO REQUIREMENT FOR LOT COVERAGE IN CENTRAL BUSINESS ZONING DISTRICT. IT SHOULD BE NOTED THAT NEARBY PROPERTIES HAVE A MUCH HIGHER LOT COVERAGE PERCENTAGE.

BUILDING HEIGHT

FLOOR ELEVATIONS:
934.30 = PARKING LEVEL FLOOR ELEVATION AT ENTRANCE DOOR (DETERMINED PER CITY MODELED FLOOD ELEVATION OF WETLAND)
944.63 = TYPICAL FIRST FLOOR ELEVATION (± 6 FEET ABOVE SIDEWALK AT LAKE STREET SHARED ATRIUM)
938.60 = TYPICAL FIRST FLOOR ELEVATION AT COMMERCIAL / SIDEWALK LEVEL
955.63 = SECOND FLOOR ELEVATION
966.63 = THIRD FLOOR ELEVATION

AVERAGE GRADE PLANE ELEVATION = 940.67

TYPICAL BUILDING HEIGHT = 38.83 FEET (SEE EXCEPTION BELOW)

TYPICAL FLAT ROOF ELEVATION = 979.47

WEST RESIDENCE PITCHED ROOF MEAN ELEVATION IS LOWER THAN THE EAST RESIDENCE FLAT ROOF ELEVATION.
THE ONLY EXCEPTIONS TO THIS ARE THE 4 SMALL PITCHED ROOFS AT THE WEST RESIDENCES CORNERS, WHICH HAVE A MEAN ELEVATION 11" HIGHER THAN THE FLAT ROOF / TYPICAL BUILDING HEIGHT.

A DEVIATION OF 3.83 FEET (3'-10") IS REQUESTED ABOVE THE PUD DISTRICT 35'-0" HEIGHT LIMIT FOR THE TYPICAL BUILDING HEIGHT, AND AN ADDITIONAL 0.92 FEET (11") FOR THE SMALL PITCHED ROOFS AT THE WEST RESIDENCE BUILDING CORNERS.
THIS REQUESTED DEVIATION IS SIMILAR TO ADJACENT PROJECTS TO THE EAST.
(979.47 FLAT ROOF - 940.67 AVERAGE GRADE PLANE)

THE SHORELAND OVERLAY DISTRICT REQUIRES A SHORELAND IMPACT PLAN / CONDITIONAL USE PERMIT DUE TO THE PROPOSED BUILDING HEIGHT EXCEEDING 35 FEET

GROUND LEVEL USES

THE CURRENT APPLICATION HAS 100% OF BUILDING FRONTAGE ALONG LAKE STREET INDICATED TO BE USED FOR RETAIL OR COMMERCIAL USE. THE APPLICANT WOULD LIKE THE CITY TO CONSIDER ALLOWING AT MINIMUM THE FOUR WESTERLY COMMERCIAL CONDO'S TO BE CONVERTED TO RESIDENTIAL USE. THIS WOULD RESULT IN A 57% COMMERCIAL USE ALONG LAKE STREET. THE PUD ZONING DISTRICT DOES NOT REQUIRE COMMERCIAL USE ALONG LAKE STREET, BUT IF THE PROPERTY WERE TO REMAIN IN THE C4-A ZONING DISTRICT, THE MINIMUM REQUIREMENT WOULD BE 50%.

THIS PUD PROPOSES:
RETAIL OR COMMERCIAL USE ON THE GROUND FLOOR = 41.4% (15,409 sf / 37,239 sf)
RESIDENTIAL USE ON THE GROUND FLOOR = 58.6% (21,830 sf / 37,239 sf)

RESTRICTIVE COVENANT RELATED TO PROPERTY

WESTWAY CONDOMINIUMS INTENDS TO HAVE ONE (1) HOA-HOME OWNER'S ASSOCIATION WITH A RECORDED DECLARATION OF COVENANTS AND RESTRICTIONS AND RELATED DOCUMENTS. THE HOA WILL BE THE PROPERTY OWNER. HOA MEMBERSHIP WILL BE REQUIRED FOR ALL CONDOMINIUM OWNERS, WETHER THEY ARE COMMERCIAL OR RESIDENTIAL USE. THE DECLARATION OF COVENANTS AND ASSOCIATED HOA DOCUMENTS, WILL CONTAIN TYPICAL RESTRICTIVE COVENANTS FOR SIMILAR CONDOMINIUM ASSOCIATIONS.

AT THIS TIME, THE ABOVE STATEMENT IS THE GENERAL INTENT OF THE RESTRICTIVE COVENANT RELATED TO THE PROPERTY. NOTE: THE APPLICANT WILL DRAFT THE DECLARATION OF COVENANTS AND RESTRICTIONS, TOGETHER WITH RELATED HOA DOCUMENTS, AND PROVIDE THE SAME AT A LATER DATE, AS THE DEVELOPMENT PROCEEDS FORWARD.

PARKING CALCULATIONS & LOADING REQUIREMENTS

REQUIRED STALLS:			
36 RESIDENTIAL CONDO UNITS	=	72	(2 PER UNIT, 1 MIN TO BE ENCLOSED: 36 x 2 = 72 REQ'D)
10,815 sf OF COMMERCIAL UNITS	=	33	(3 PER 1,000 sf : 10,815 / 1,000 x 3 = 32.445 OR 33 REQ'D)
TOTAL =		105	(36 REQUIRED TO BE ENCLOSED)

- ACTUAL COMMERCIAL UNIT SQUARE FOOTAGES USED WITHOUT DEDUCTION FOR SHARED COMMON SPACES

PROVIDED STALLS:		
ENCLOSED STALLS	=	106
SURFACE LOT / GUEST PARKING STALLS	=	11
TOTAL	=	117 PROVIDED

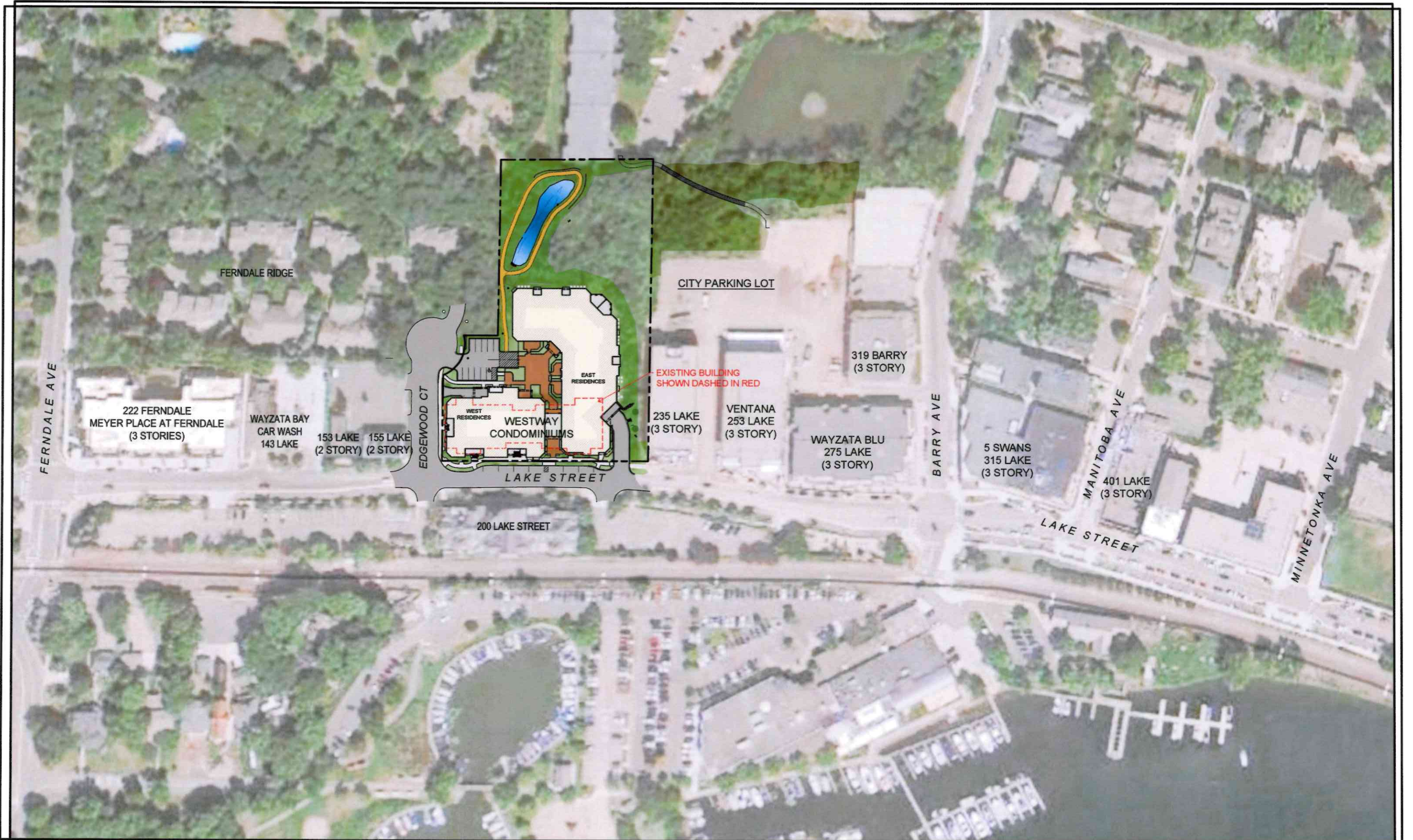
LOADING REQUIREMENTS:
ONE SPACE REQUIRED, THREE SPACES PROVIDED
SIZE OF PROVIDED SPACES: (1) 12 x 67'-8", (2) 12 x 28

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ARCHITECTS

WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

PROJECT CALCULATIONS

PRELIMINARY ONLY
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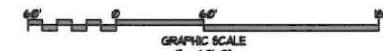
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WESTWAY CONDOMINIUMS

201 LAKE STREET EAST, WAYZATA, MINNESOTA

NEIGHBORHOOD MAP



PRELIMINARY ONLY
 AUGUST 24, 2022
 NOT FOR CONSTRUCTION

BUILDING MATERIALS

BUILDING BASE MATERIAL:
NATURAL STONE, HEIGHT VARIES FROM 2'-0" TO 5'-11" ALONG LAKE STREET FRONTAGE. HEIGHT VARIES FROM 1'-6" TO 3'-6" ALONG EDGEWOOD COURT FRONTAGE.
(2'-0" TO 3'-0" MINIMUM HEIGHT REQUIRED)

PUBLIC FACING WALLS (INCLUDES FACADES AT ALL LEVELS):

	BRICK	STONE	CAST STONE	GLASS	METAL ROOF (PITCHED)	SYNTHETIC WOOD SIDING & TRIM	METAL ROOF	FABRIC AWNING	SYNTHETIC SLATE SHINGLES
SOUTH ELEVATION BOTH RESIDENCES (FRONTING LAKE STREET)	3 %	7 %	10 %	33 %	2 %	27 %	.6 %	1.4 %	16 %
WEST ELEVATION WEST RESIDENCES (FRONTING EDGEWOOD COURT)	NONE	7 %	3 %	29 %	NONE	43 %	NONE	NONE	18 %

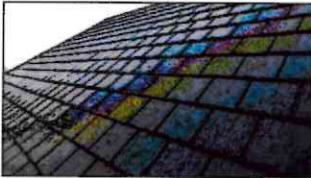
NON-PUBLIC FACING WALLS (INCLUDES FACADES AT ALL LEVELS):

	BRICK	STONE	CAST STONE	GLASS	METAL ROOF (PITCHED)	SYNTHETIC WOOD SIDING & TRIM	METAL ROOF	FABRIC AWNING	SYNTHETIC SLATE SHINGLES
NORTH ELEVATION WEST RESIDENCES	0.4 %	0.7 %	1 %	27.4 %	NONE	50.4 %	1.1 %	NONE	19 %
NORTH ELEVATION EAST RESIDENCES	8 %	12 %	21 %	33 %	NONE	13 %	NONE	NONE	13
EAST ELEVATION WEST RESIDENCES	NONE	1 %	0.5 %	36.5 %	NONE	49 %	NONE	4 %	9 %
EAST ELEVATION EAST RESIDENCES	11 %	12 %	19 %	29 %	2 %	14 %	NONE	NONE	13 %
SOUTH ELEVATION EAST RESIDENCES (PORTION OF BUILDING NOT FRONTING LAKE STREET)	7 %	15 %	20 %	29 %	NONE	15 %	NONE	NONE	14 %
WEST ELEVATION EAST RESIDENCES (PORTION OF BUILDING AT SHARED OPEN SPACE)	9 %	11 %	13 %	34 %	2 %	16 %	NONE	NONE	15 %
WEST ELEVATION EAST RESIDENCES (PORTION OF BUILDING AT PATH)	10 %	5 %	26 %	33 %	NONE	13 %	NONE	NONE	13 %

BUILDING MATERIALS SELECTIONS

WEST RESIDENCES

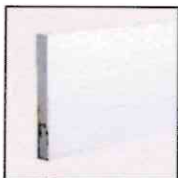
SYNTHETIC
SLATE SHINGLE ROOF:



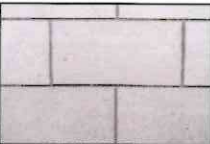
FABRIC AWNING:



SYNTHETIC
WOOD TRIM:



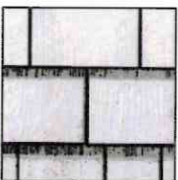
STONE:



CAST STONE:



SYNTHETIC WOOD
SHINGLE SIDING:



EAST RESIDENCES

SYNTHETIC
SLATE SHINGLE ROOF:



METAL ROOF (PITCHED):



SYNTHETIC
WOOD TRIM:



BRICK:



STONE:



CAST STONE:



SYNTHETIC WOOD
HORIZONTAL SIDING:



PROPOSED AVERAGE GRADE PLANE

Station	Wall Length	Actual Elevation	Percentage of Perimeter	Contributing Elevation
SOUTH A	10.3750	940.2900	0.01	7.69
B	5.0000	940.4750	0.00	3.71
C	15.6600	939.9200	0.01	11.61
D	3.0000	939.9200	0.00	2.22
E	28.0000	939.9200	0.02	20.76
F	3.0000	939.9200	0.00	2.22
G	11.8300	939.9200	0.01	8.77
H	24.1600	938.7950	0.02	17.89
I	3.0000	938.7950	0.00	2.22
J	28.0000	938.7950	0.02	20.73
K	3.0000	938.7950	0.00	2.22
L	20.6600	938.7950	0.02	15.30
M	10.3750	938.2500	0.01	7.68
N	6.3300	938.6000	0.00	4.69
O	18.3300	938.6000	0.01	13.57
P	25.0000	938.6000	0.02	18.51
Q	17.2500	938.6000	0.01	12.77
R	10.3750	938.6000	0.01	7.68
S	25.3300	938.2500	0.02	18.74
T	4.0000	938.2500	0.00	2.96
U	24.0000	938.2500	0.02	17.76
V	4.0000	937.3700	0.00	2.96
W	10.0000	937.3700	0.01	7.39
X	10.3750	938.2500	0.01	7.68
Y	27.6600	938.2500	0.02	20.47
Z	4.6600	934.5500	0.00	3.43
AA	11.9100	934.1700	0.01	8.77
BB	18.5000	934.0400	0.01	13.63
CC	6.6600	936.2700	0.01	4.92
DD	12.0000	938.7500	0.01	8.88
EE	41.6600	939.0000	0.03	30.85
FF	3.3300	938.7500	0.00	2.47
GG	40.0000	938.5000	0.03	29.61
HH	3.3300	938.7500	0.00	2.47
II	33.5000	939.0000	0.03	24.81
JJ	8.1600	938.7100	0.01	6.04
KK	11.7100	938.7100	0.01	8.67
LL	17.0000	939.0000	0.01	12.59
MM	20.2500	939.0000	0.02	15.00
NN	17.0000	939.0000	0.01	12.59
OO	11.7100	938.7500	0.01	8.67
PP	36.0000	938.5000	0.03	26.65
QQ	13.2500	938.5000	0.01	9.81
RR	51.0800	938.5000	0.04	37.81
SS	10.3750	939.2500	0.01	7.69
TT	21.0000	941.6000	0.02	15.59
UU	19.0000	941.6000	0.01	14.11
VV	25.3300	941.6000	0.02	18.81
WW	10.3750	943.6000	0.01	7.72
XX	10.3750	944.3150	0.01	7.73
YY	40.0000	944.6300	0.03	29.80

ZZ	24.0000	944.6300	0.02	17.88
AAA	58.0000	944.6300	0.05	43.21
BBB	34.2400	944.6300	0.03	25.51
CCC	25.0000	944.6300	0.02	18.62
DDD	15.9100	944.6300	0.01	11.85
EEE	10.3750	944.6300	0.01	7.73
FFF	32.6600	944.6300	0.03	24.33
GGG	16.0000	944.6300	0.01	11.92
HHH	12.0000	944.5450	0.01	8.94
III	6.5000	944.6300	0.01	4.84
JJJ	5.5000	944.5150	0.00	4.10
KKK	7.6600	944.5150	0.01	5.71
LLL	22.3300	944.6300	0.02	16.64
MMM	6.3300	943.9000	0.00	4.71
NNN	9.6600	943.7900	0.01	7.19
OOO	2.0000	943.6800	0.00	1.49
PPP	11.5000	943.7000	0.01	8.56
QQQ	33.1000	942.9450	0.03	24.61
RRR	10.3700	941.5850	0.01	7.70
SSS	24.8300	941.0000	0.02	18.43
TTT	28.3300	940.8000	0.02	21.02
UUU	19.0000	940.5000	0.01	14.09
VVV	5.8300	940.5000	0.00	4.32
Total	1268.000000		1.00	940.67

EXISTING AVERAGE GRADE PLANE

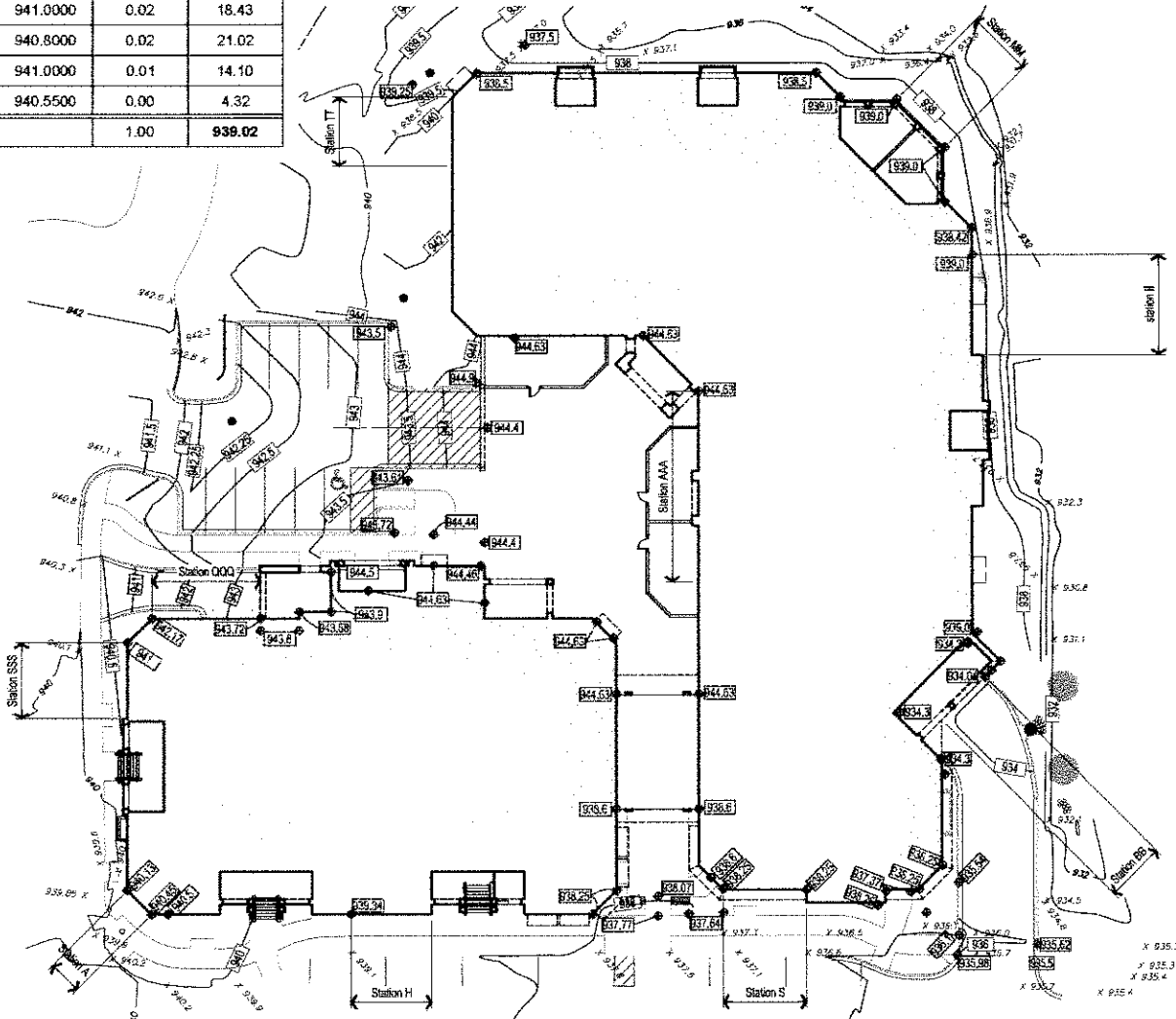
Station	Wall Length	Actual Elevation	Percentage of Perimeter	Contributing Elevation
A	10.3750	940.1000	0.01	7.69
B	5.0000	940.2500	0.00	3.71
C	15.6600	940.2500	0.01	11.61
D	3.0000	940.4000	0.00	2.22
E	28.0000	940.1250	0.02	20.76
F	3.0000	939.7750	0.00	2.22
G	11.8300	939.3000	0.01	8.76
H	24.1600	939.3000	0.02	17.90
I	3.0000	938.9000	0.00	2.22
J	28.0000	938.9000	0.02	20.73
K	3.0000	938.8000	0.00	2.22
L	20.6600	938.5000	0.02	15.29
M	10.3750	938.6500	0.01	7.68
N	6.3300	940.0000	0.00	4.69
O	18.3300	941.0000	0.01	13.60
P	25.0000	941.0000	0.02	18.55
Q	17.2500	941.0000	0.01	12.80
R	10.3750	939.5000	0.01	7.69
S	25.3300	937.6500	0.02	18.73
T	4.0000	937.3000	0.00	2.96
U	24.0000	936.9500	0.02	17.73
V	4.0000	936.6000	0.00	2.95
W	10.0000	936.6000	0.01	7.39
X	10.3750	936.6000	0.01	7.66
Y	27.6600	937.3000	0.02	20.45
Z	4.6600	937.3000	0.00	3.44
AA	11.9100	938.5000	0.01	8.82
BB	18.5000	938.4000	0.01	13.69
CC	6.6600	937.6000	0.01	4.92
DD	12.0000	937.9500	0.01	8.88
EE	41.6600	938.2500	0.03	30.83
FF	3.3300	937.7500	0.00	2.46
GG	40.0000	937.0000	0.03	29.56
HH	3.3300	936.6000	0.00	2.46
II	33.5000	936.8500	0.03	24.75
JJ	8.1600	936.8500	0.01	6.03
KK	11.7100	937.1500	0.01	8.65
LL	17.0000	936.9500	0.01	12.56
MM	20.2500	936.6000	0.02	14.96
NN	17.0000	937.1000	0.01	12.56
OO	11.7100	937.6000	0.01	8.66
PP	36.0000	938.0500	0.03	26.63
QQ	13.2500	938.2500	0.01	9.80
RR	51.0800	937.9500	0.04	37.78
SS	10.3750	937.6500	0.01	7.67
TT	21.0000	937.7000	0.02	15.53
UU	19.0000	938.3750	0.01	14.06
VV	25.3300	938.3750	0.02	18.75
WW	10.3750	938.8250	0.01	7.68
XX	10.3750	938.9500	0.01	7.68
YY	40.0000	938.9500	0.03	29.62

ZZ	24.0000	939.2500	0.02	17.78
AAA	58.0000	939.7500	0.05	42.99
BBB	34.2400	940.5000	0.03	25.40
CCC	25.0000	941.0000	0.02	18.55
DDD	15.9100	941.0000	0.01	11.81
EEE	10.3750	940.8000	0.01	7.70
FFF	32.6600	940.6000	0.03	24.23
GGG	16.0000	940.3250	0.01	11.87
HHH	12.0000	940.0500	0.01	8.90
III	6.5000	940.0500	0.01	4.82
JJJ	5.5000	940.0500	0.00	4.08
KKK	7.6600	940.1000	0.01	5.68
LLL	22.3300	940.1500	0.02	16.56
MMM	6.3300	940.2000	0.00	4.69
NNN	9.6600	940.2750	0.01	7.16
OOO	2.0000	940.5500	0.00	1.48
PPP	11.5000	940.9000	0.01	8.53
QQQ	33.1000	940.9000	0.03	24.56
RRR	10.3700	940.9000	0.01	7.69
SSS	24.8300	941.0000	0.02	18.43
TTT	28.3300	940.8000	0.02	21.02
UUU	19.0000	941.0000	0.01	14.10
VVV	5.8300	940.5500	0.00	4.32
Total	1268.000000		1.00	939.02

THE PARKING GARAGE FLOOR ELEVATION IS SET AT THE CITY MODELED FLOODPLAIN ELEVATION. A PORTION OF THIS UNDERGROUND PARKING STRUCTURE IS BELOW THE SHARED COURTYARD TERRACE/AMENITY SPACE. BECAUSE THE PARKING GARAGE CEILING HEIGHT CANNOT BE LOWER DUE TO VAN ACCESSIBILITY REQUIREMENTS, THE COURTYARD TERRACE/AMENITY SPACE NEEDS TO BE HIGHER THAN EXISTING GRADES.

THE EFFECT OF THIS COURTYARD/AMENITY SPACE BEING SLIGHTLY HIGHER THAN EXISTING GRADES NECESSITATES THE DRIVEWAY FROM EDGEWOOD COURT AND ADJACENT BUILDING ENTRANCES TO ALSO BE SLIGHTLY ELEVATED HIGHER THAN EXISTING GRADES.

THESE FACTORS CAUSED THE PROPOSED AVERAGE GRADE PLANE TO BE 1.65 FEET HIGHER THAN THE EXISTING AVERAGE GRADE PLANE. GRADE IS NOT BEING RAISED TO INCREASE THE ALLOWABLE BUILDING HEIGHT.

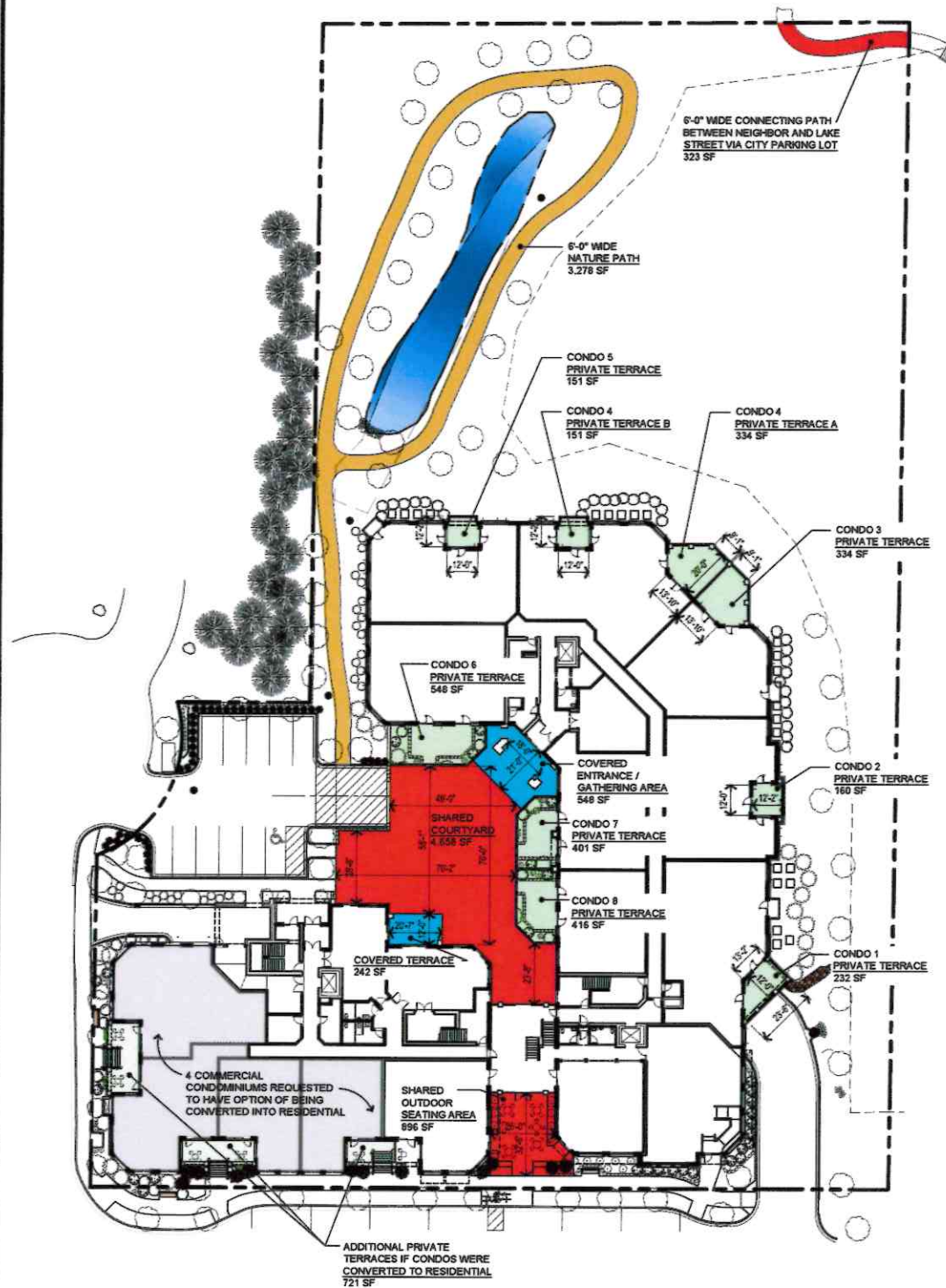


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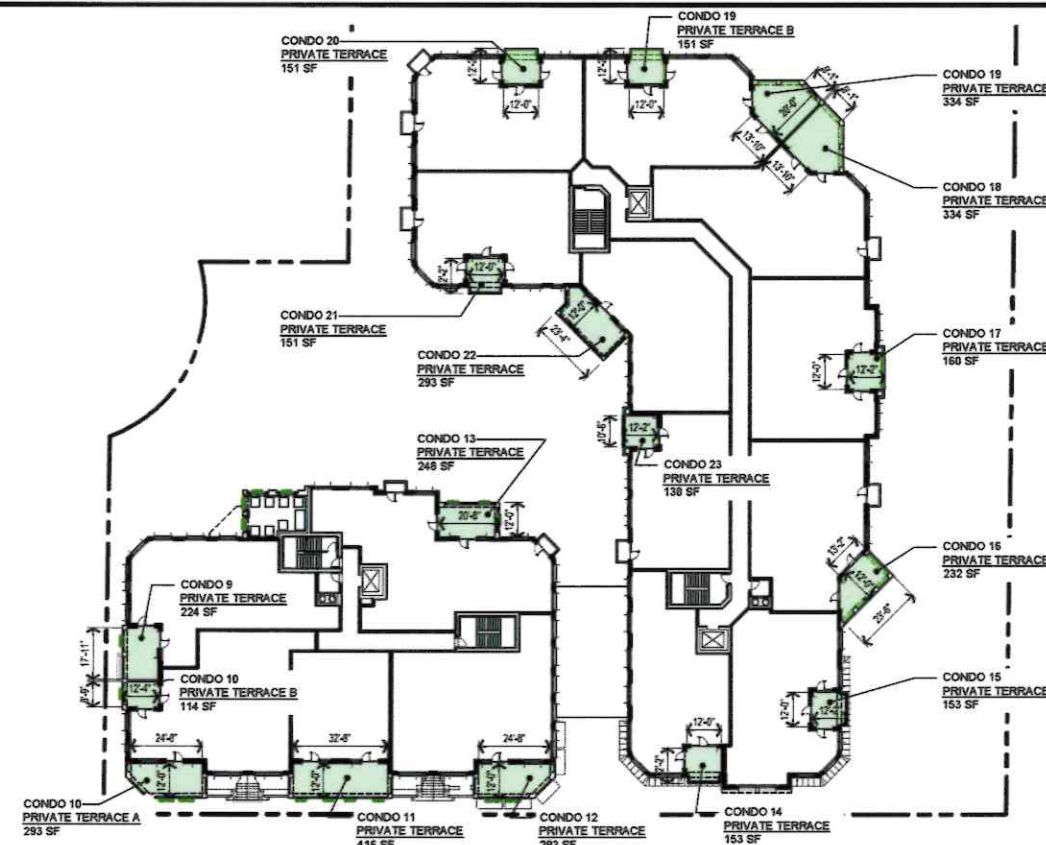
WESTWAY CONDOMINIUMS
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AVERAGE GRADE PLANE
CALCULATIONS

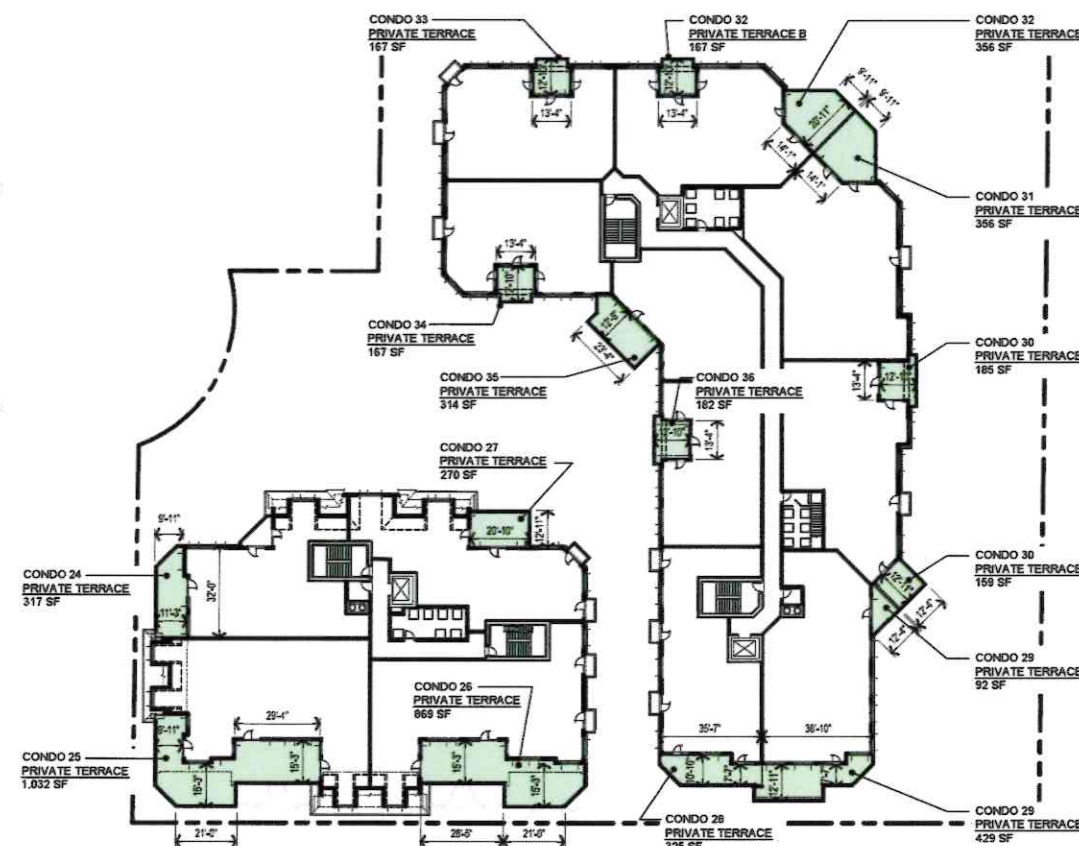
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OPEN USABLE SPACE PLAN AT GROUND LEVEL



SECOND FLOOR PRIVATE TERRACES



THIRD FLOOR PRIVATE TERRACES

OPEN USABLE SPACE AREA CALCULATIONS

REQUIRED USABLE OPEN SPACE:
500 SF OF USABLE SPACE REQUIRED FOR EACH DWELLING UNIT
500 SF x 36 RESIDENTIAL CONDOS = 18,000 SF MINIMUM USABLE OPEN SPACE REQUIRED

PROPOSED USABLE OPEN SPACE CALCULATIONS:

GROUND LEVEL PRIVATE TERRACES INTENDED FOR USE BY INDIVIDUAL RESIDENTIAL CONDO UNITS:

232 sf	CONDO 1 PRIVATE TERRACE
160 sf	CONDO 2 PRIVATE TERRACE
334 sf	CONDO 3 PRIVATE TERRACE
334 sf	CONDO 4 PRIVATE TERRACE A
151 sf	CONDO 4 PRIVATE TERRACE B
151 sf	CONDO 5 PRIVATE TERRACE
548 sf	CONDO 6 PRIVATE TERRACE
401 sf	CONDO 7 PRIVATE TERRACE
416 sf	CONDO 8 PRIVATE TERRACE
2,727 sf	TOTAL

GROUND LEVEL SHARED OPEN SPACES DEDICATED FOR RESIDENTIAL CONDO UNITS AND FERDALE RIDGE OWNERS ONLY:

3,278 sf	SHARED NATURE PATH
----------	--------------------

GROUND LEVEL SHARED OPEN SPACES DEDICATED FOR RESIDENTIAL CONDO UNIT OWNERS ONLY:

242 sf	COVERED TERRACE AT WEST RESIDENCES CLUB ROOM
896 sf	COVERED ENTRANCE / GATHERING AREA AT EAST RESIDENCES ENTRANCE
896 sf	TOTAL

GROUND LEVEL SHARED OPEN SPACES FOR GENERAL PUBLIC USE AS WELL AS ALL BUILDING OCCUPANTS:

4,838 sf	SHARED COURTYARD
896 sf	SHARED SEATING AREA
323 sf	CONNECTING PATH BETWEEN NEIGHBOR AND LAKE STREET VIA CITY PARKING LOT
5,877 sf	TOTAL

SECOND FLOOR PRIVATE TERRACES INTENDED FOR USE BY INDIVIDUAL RESIDENTIAL CONDO UNITS:

224 sf	CONDO 9 PRIVATE TERRACE
293 sf	CONDO 10 PRIVATE TERRACE A
114 sf	CONDO 10 PRIVATE TERRACE B
416 sf	CONDO 11 PRIVATE TERRACE
293 sf	CONDO 12 PRIVATE TERRACE
248 sf	CONDO 13 PRIVATE TERRACE
153 sf	CONDO 14 PRIVATE TERRACE
153 sf	CONDO 15 PRIVATE TERRACE
232 sf	CONDO 16 PRIVATE TERRACE
160 sf	CONDO 17 PRIVATE TERRACE
334 sf	CONDO 18 PRIVATE TERRACE
334 sf	CONDO 19 PRIVATE TERRACE A
151 sf	CONDO 19 PRIVATE TERRACE B
151 sf	CONDO 20 PRIVATE TERRACE
151 sf	CONDO 21 PRIVATE TERRACE
293 sf	CONDO 22 PRIVATE TERRACE
138 sf	CONDO 23 PRIVATE TERRACE
3,838 sf	TOTAL

THIRD FLOOR PRIVATE TERRACES INTENDED FOR USE BY INDIVIDUAL RESIDENTIAL CONDO UNITS:

317 sf	CONDO 24 PRIVATE TERRACE
1,032 sf	CONDO 25 PRIVATE TERRACE
869 sf	CONDO 26 PRIVATE TERRACE
270 sf	CONDO 27 PRIVATE TERRACE
325 sf	CONDO 28 PRIVATE TERRACE
429 sf	CONDO 29 PRIVATE TERRACE A
92 sf	CONDO 29 PRIVATE TERRACE B
185 sf	CONDO 30 PRIVATE TERRACE A
159 sf	CONDO 30 PRIVATE TERRACE B
356 sf	CONDO 31 PRIVATE TERRACE
356 sf	CONDO 32 PRIVATE TERRACE A
167 sf	CONDO 32 PRIVATE TERRACE B
167 sf	CONDO 33 PRIVATE TERRACE
167 sf	CONDO 34 PRIVATE TERRACE
314 sf	CONDO 35 PRIVATE TERRACE
182 sf	CONDO 36 PRIVATE TERRACE
5,387 sf	TOTAL

SUMMARY

26.6%	(5,877 sf) OF ALL OPEN SPACES PROVIDED ARE OPEN TO THE GENERAL PUBLIC
14.9%	(3,278 sf) OF ALL OPEN SPACES PROVIDED ARE SHARED BY BUILDING RESIDENTS AND FERDALE RIDGE RESIDENTS
3.8%	(896 sf) OF ALL OPEN SPACES PROVIDED ARE SHARED BY BUILDING RESIDENTS ONLY
54.5%	(11,952 sf) OF ALL OPEN SPACES PROVIDED ARE PRIVATE RESIDENTIAL CONDO TERRACES (INDIVIDUAL CONDO USAGE ONLY)
21,945 sf GRAND TOTAL OF ALL USABLE OPEN SPACES PROVIDED	
IF 4 OF THE COMMERCIAL CONDOS WERE TO BE CONVERTED TO RESIDENTIAL UNITS: 20,000 sf MINIMUM WOULD BE REQUIRED (500 sf x 40 RESIDENTIAL CONDOS) 22,343 sf WOULD BE PROVIDED (21,822 sf + 721 sf ADDITIONAL PRIVATE TERRACES)	

OPERATING AND MAINTENANCE OF COMMON OPEN SPACES

THE HOME OWNERS ASSOCIATION (HOA) WILL BE RESPONSIBLE FOR THE CARE AND MAINTENANCE OF ALL COMMON PRIVATE OR PUBLIC OPEN SPACES INDICATED ON THE OPEN USABLE SPACE PLANS AND PRIVATE TERRACE PLANS WITH THE EXCEPTION OF THE PATH CONNECTING THE NEIGHBORING PROPERTY TO THE NORTH (WAYZATA VILLA) AND THE CITY OWNED PUBLIC PARKING LOT TO THE EAST. IF THE CITY DECIDES IT WOULD LIKE TO CONSTRUCT THIS PATH, THE CITY WOULD BE RESPONSIBLE FOR THE CONSTRUCTION AND ONGOING CARE AND MAINTENANCE OF THE PATH. THE APPLICANT WILL FURNISH AN EASEMENT FOR THIS PATH AS INDICATED IF THE CITY DESIRES.

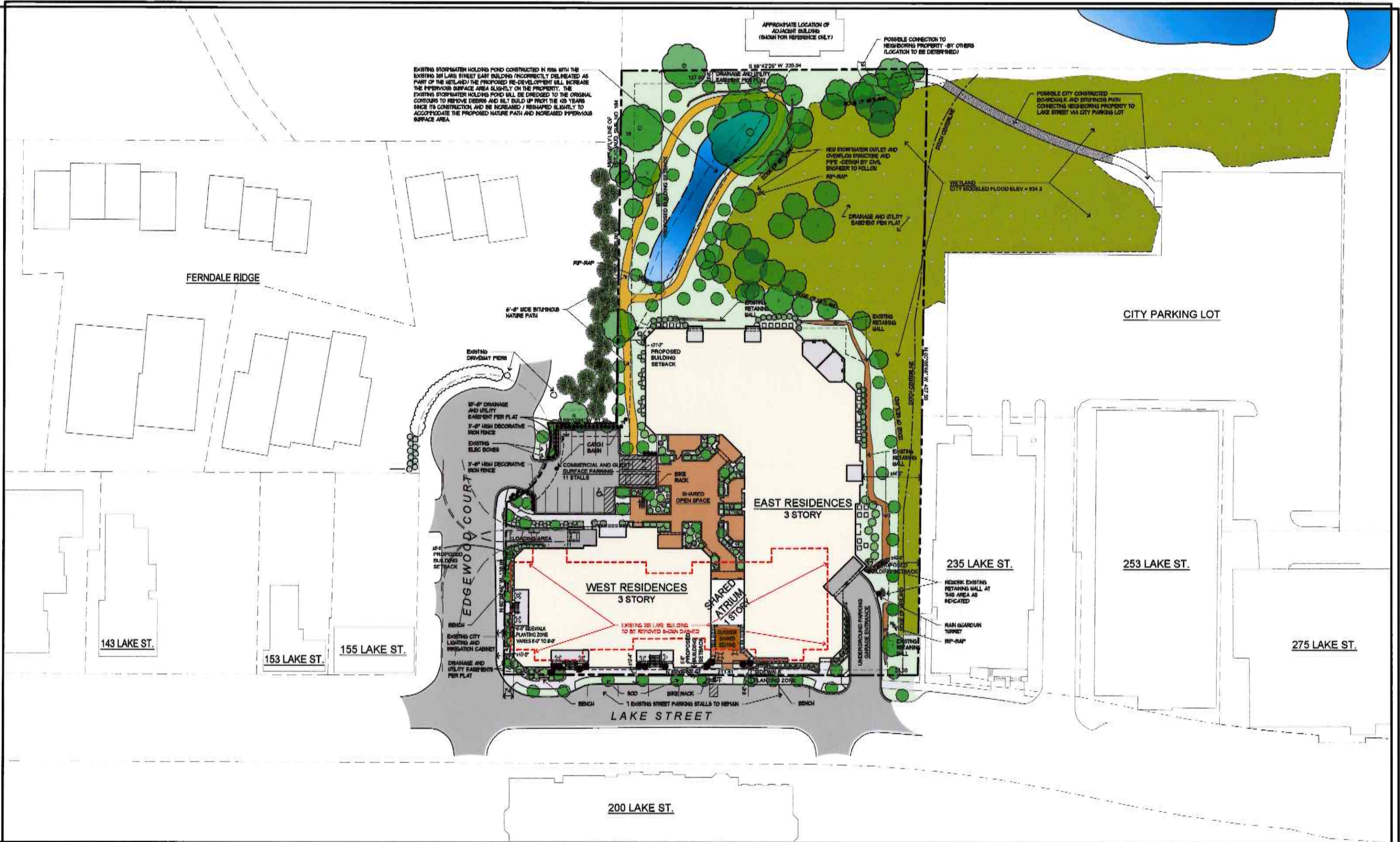
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ARCHITECTS

WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

OPEN USABLE SPACE
CALCULATIONS

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NOT FOR CONSTRUCTION



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 7910 HANCOCK AVENUE SOUTH
 WAYZATA, MINNESOTA 55394
 Phone: (952) 476-6122 Fax: (952) 476-6228
 www.BRUCEW.SCHMITT.com

WESTWAY CONDOMINIUMS 201 LAKE STREET EAST, WAYZATA, MINNESOTA

SITE PLAN

GRAPHIC SCALE
 1" = 30'-0"



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 OCTOBER 6, 2022
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BRUCE W. SCHMITT & ASSOCIATES P.A.
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ARCHITECTS

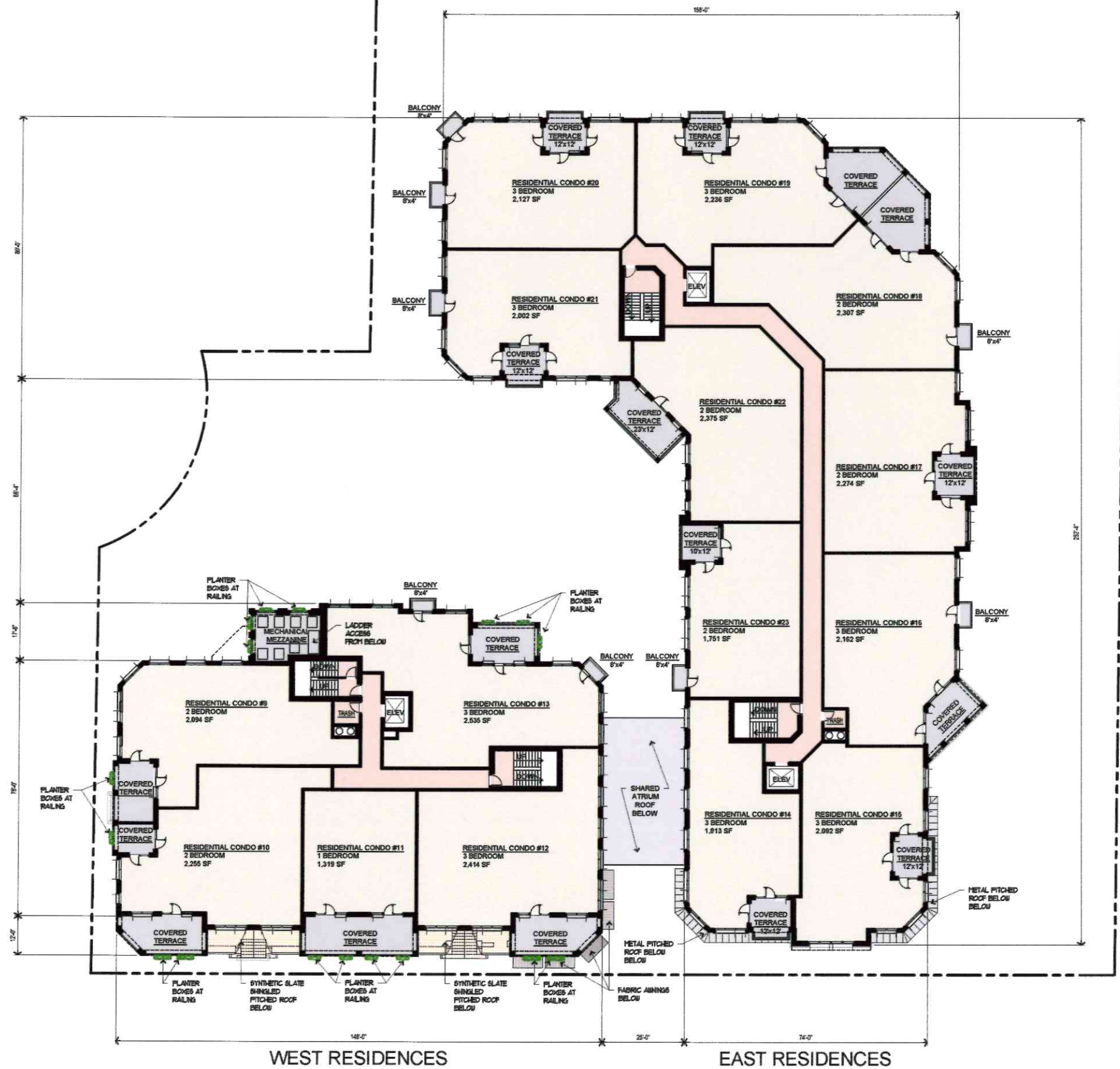
WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

PARKING LEVEL

GRAPHIC SCALE
1" = 16'-0"

NORTH

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WESTWAY CONDOMINIUMS 201 LAKE STREET EAST, WAYZATA, MINNESOTA

SECOND FLOOR LEVEL
 GRAPHIC SCALE 1" = 6'-0"
 NORTH

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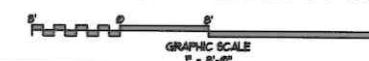


WEST ELEVATION
 WEST RESIDENCES

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WESTWAY CONDOMINIUMS
 201 LAKE STREET EAST, WAYZATA, MINNESOTA

EXTERIOR ELEVATION



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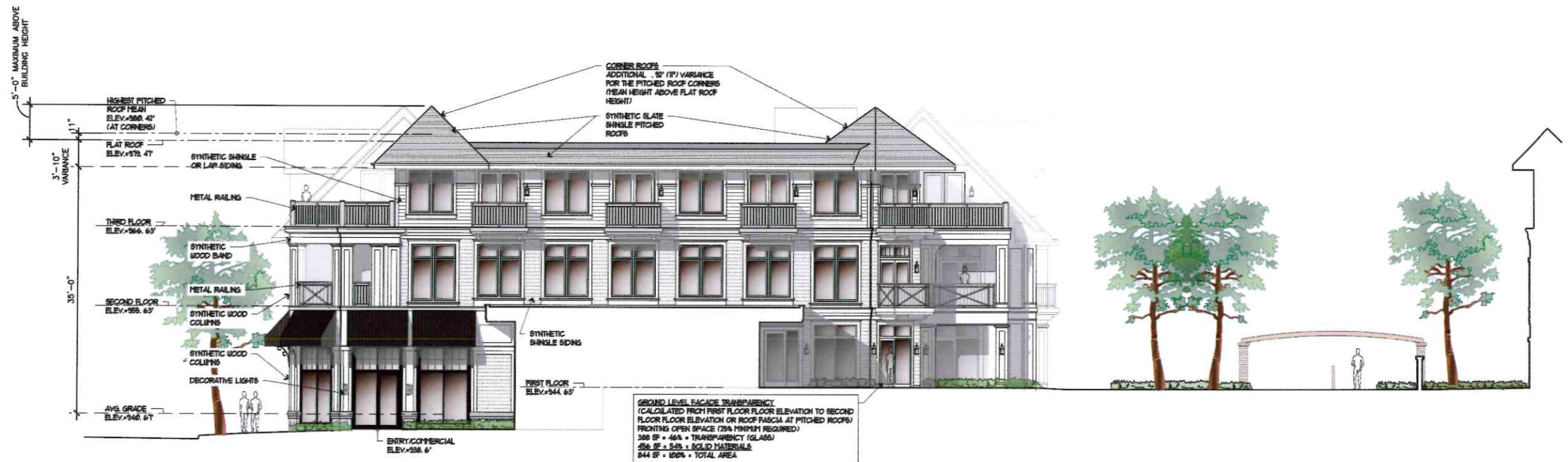
NORTH ELEVATION
WEST RESIDENCES

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WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

EXTERIOR ELEVATION
GRAPHIC SCALE
1" = 8'-0"

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EAST ELEVATION
WEST RESIDENCES

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WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

EXTERIOR ELEVATION
GRAPHIC SCALE
1" = 8'-0"

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WEST ELEVATION

EAST RESIDENCES -AT SHARED OPEN SPACE

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WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

EXTERIOR ELEVATION



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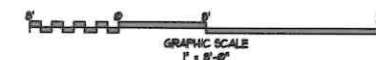


SOUTH ELEVATION
EAST RESIDENCES

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WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

EXTERIOR ELEVATION



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WEST ELEVATION
EAST RESIDENCES -AT PATH

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WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

EXTERIOR ELEVATION



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NORTH ELEVATION
EAST RESIDENCES

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WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

EXTERIOR ELEVATION



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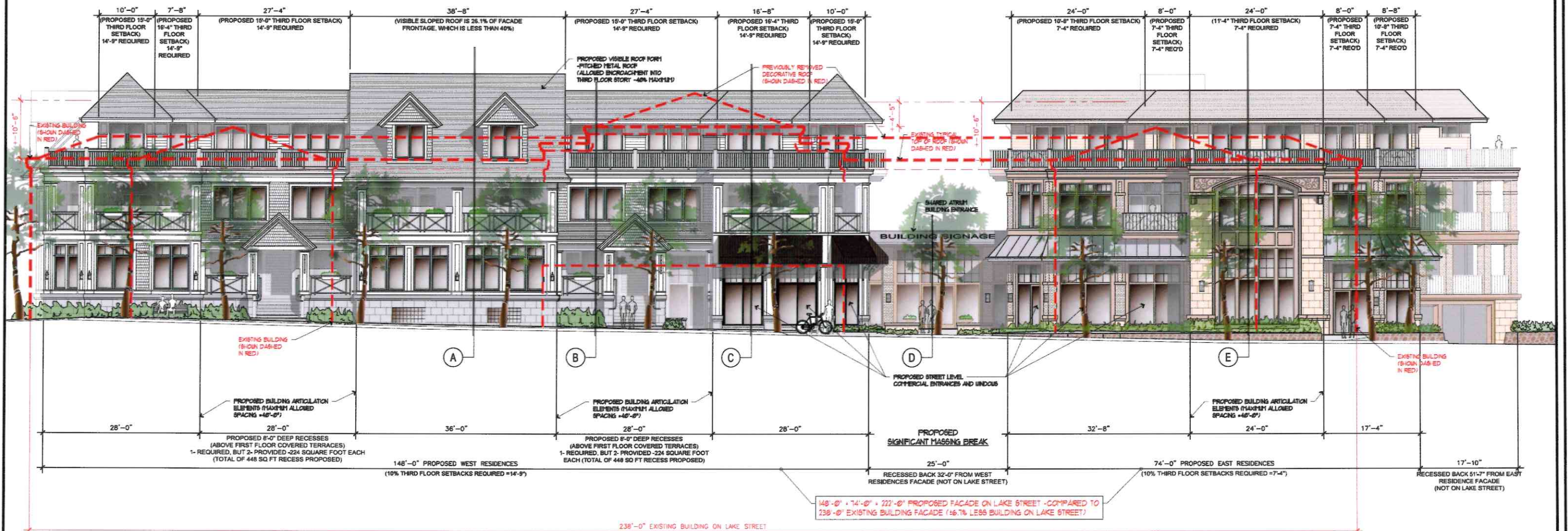
ARCHITECTS

WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

EXTERIOR ELEVATION



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SOUTH ELEVATION
WEST RESIDENCES

SOUTH ELEVATION
EAST RESIDENCES

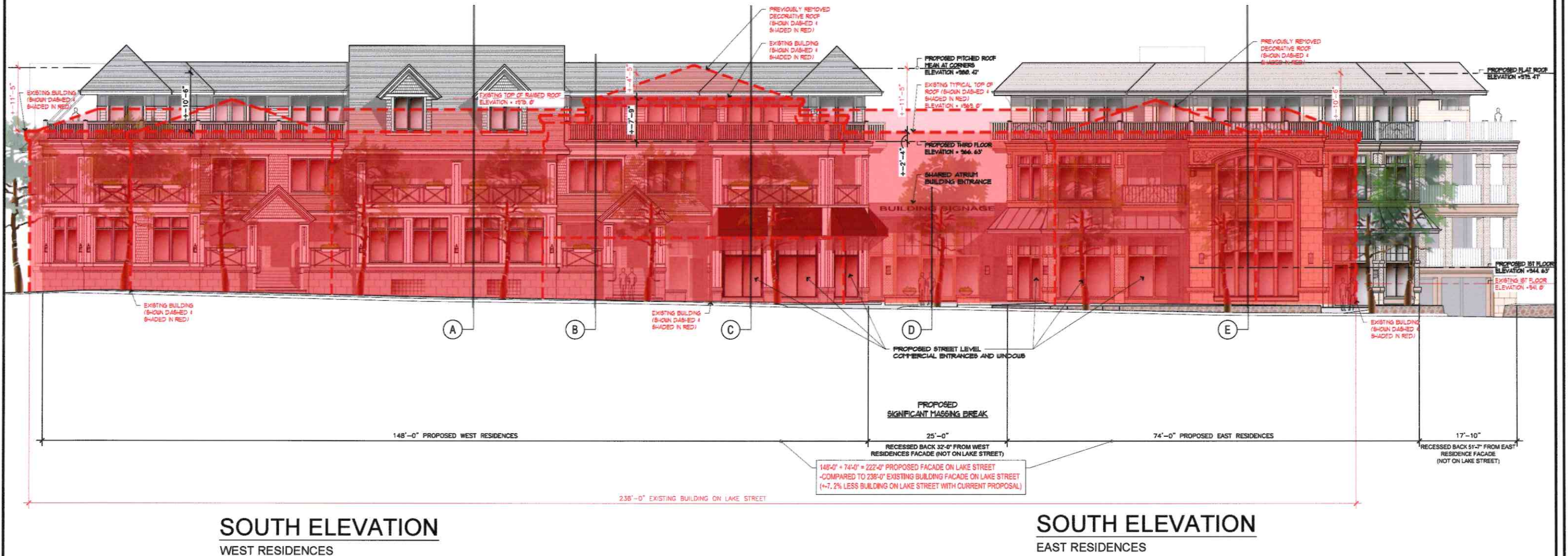
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WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

PROPOSED BUILDING MASSING
AND THIRD FLOOR SETBACKS

GRAPHIC SCALE
1" = 8'-0"

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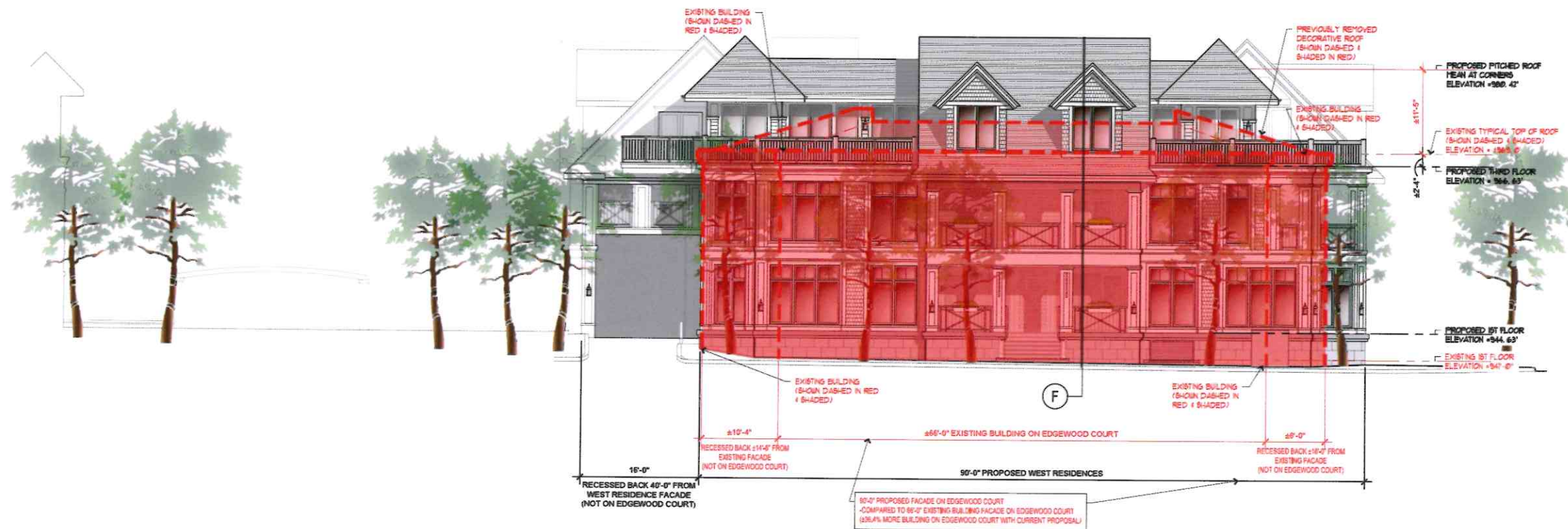
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WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

BUILDING COMPARISON
PROPOSED BUILDING VERSUS EXISTING BUILDING

GRAPHIC SCALE
1" = 8'-0"

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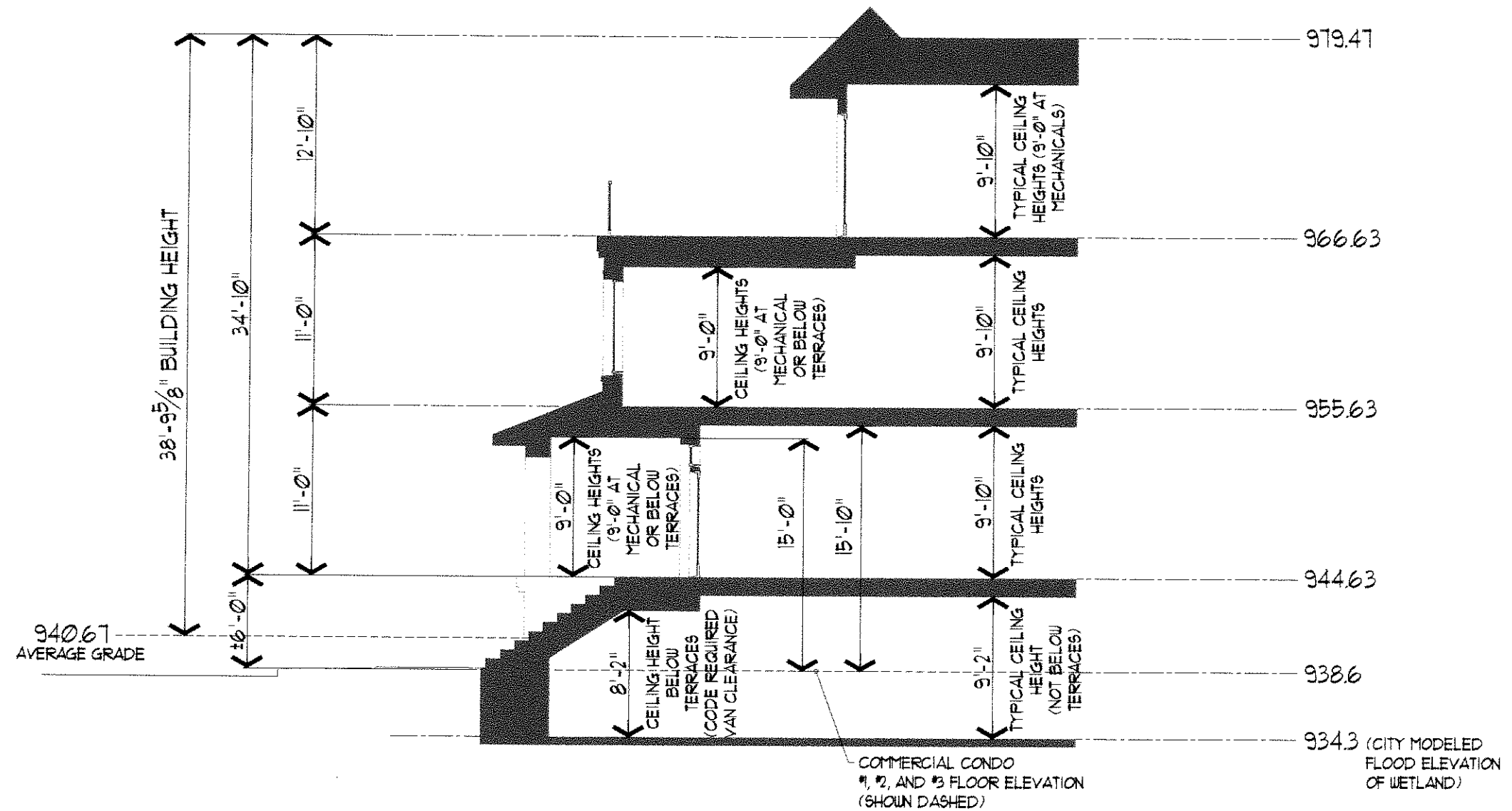
WEST ELEVATION
WEST RESIDENCES

BRUCE W. SCHMITT & ASSOCIATES P.A.
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Phone: (952) 416-6222 Fax: (952) 416-6228
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ARCHITECTS

WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

BUILDING COMPARISON
PROPOSED BUILDING VERSUS EXISTING BUILDING
GRAPHIC SCALE
1" = 6'-0"

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TYPICAL BUILDING HEIGHT SECTION

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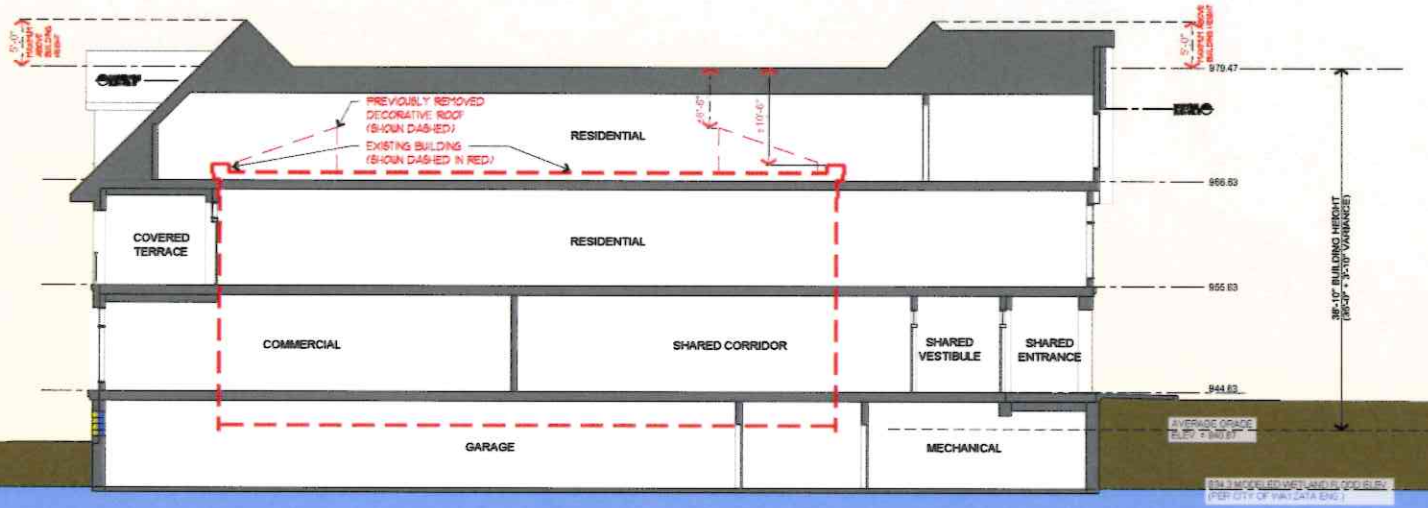
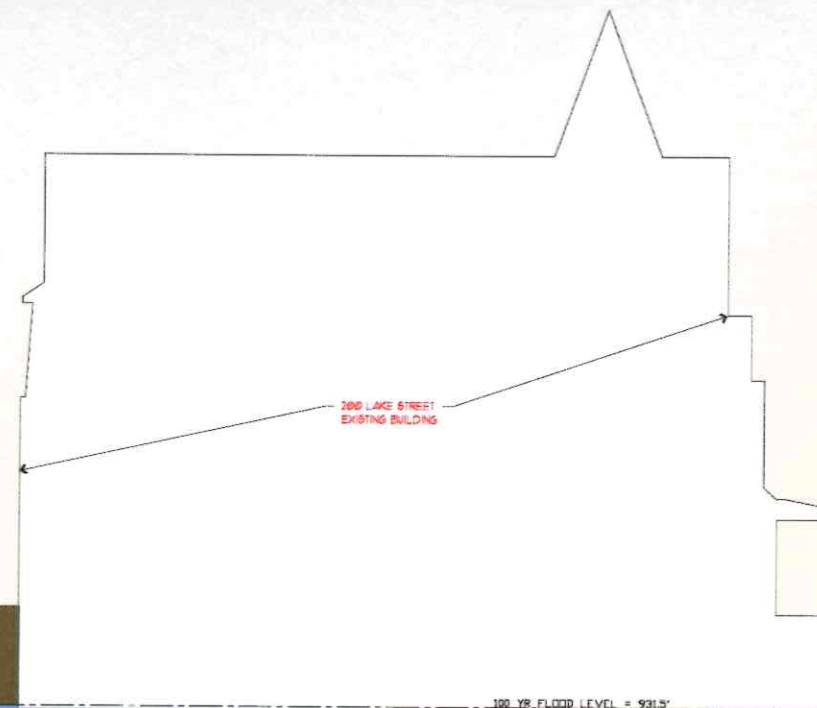
ARCHITECTS

WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

SECTION



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200 LAKE ST

201 LAKE ST
WEST RESIDENCE

BUILDING SECTION "A"

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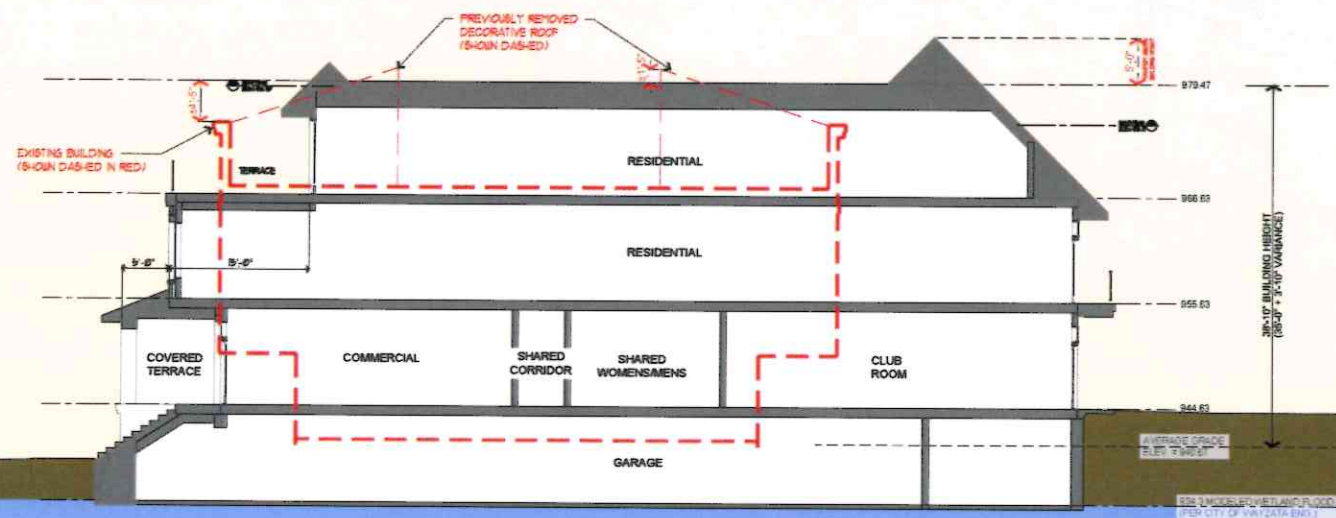
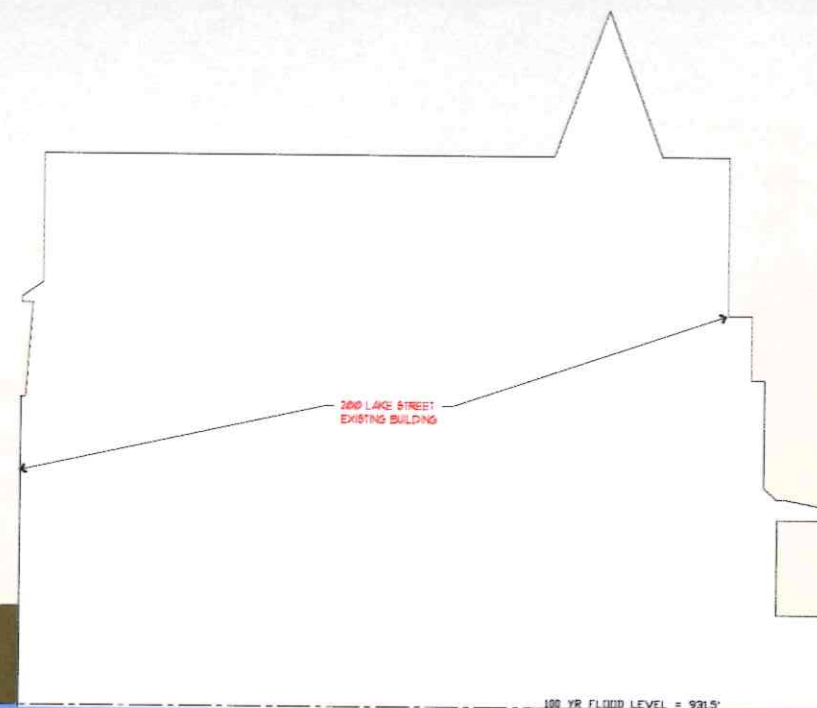


WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

SECTION



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200 LAKE ST

201 LAKE ST
WEST RESIDENCE

BUILDING SECTION "B"

BRUCE W. SCHMITT & ASSOCIATES P.A.
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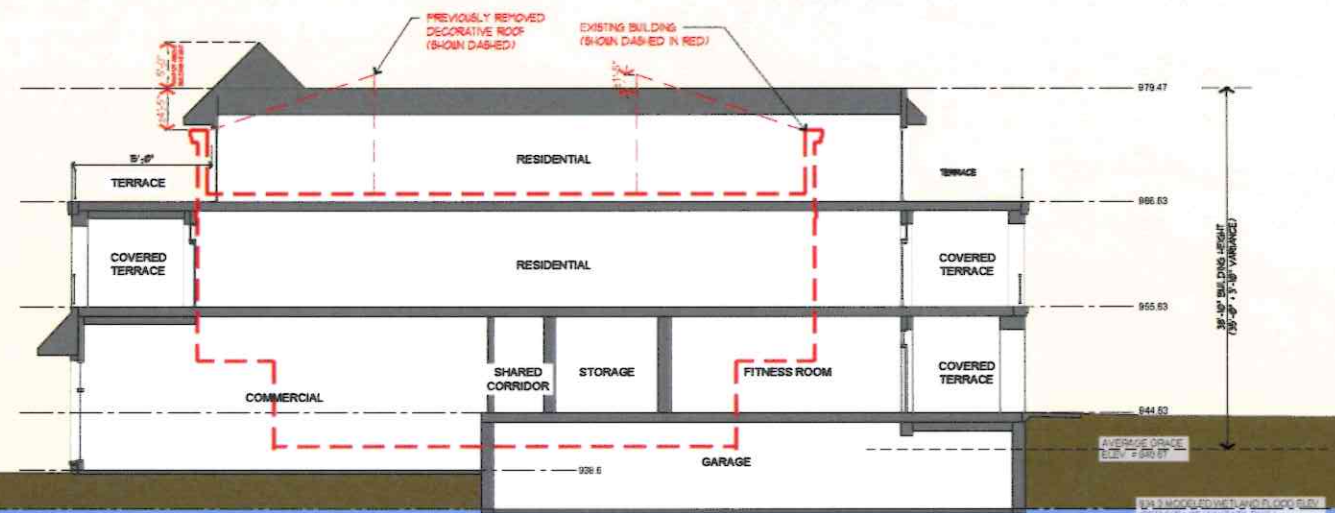
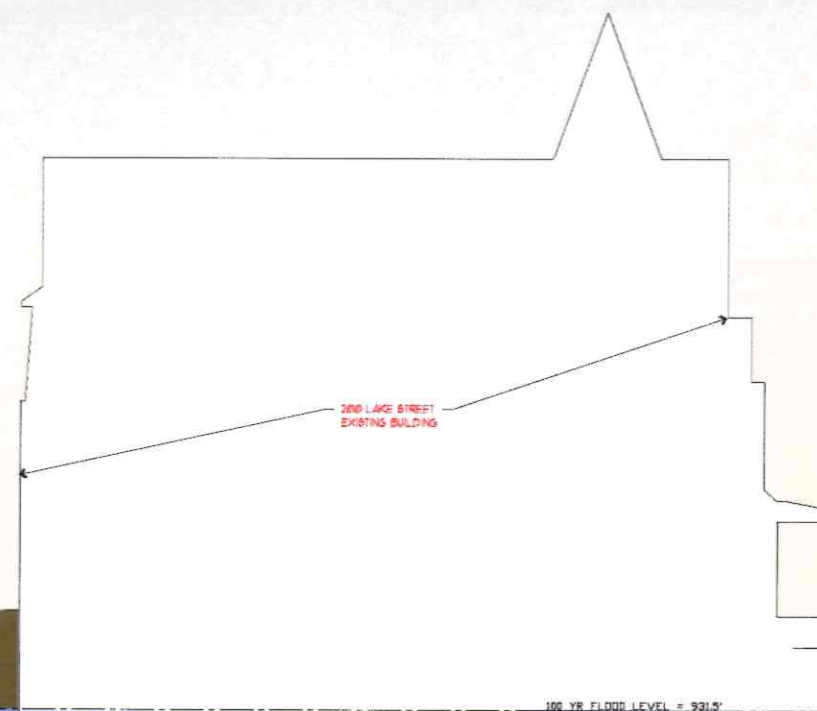
ARCHITECTS

WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

SECTION



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200 LAKE ST

201 LAKE ST
WEST RESIDENCE

BUILDING SECTION "C"

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WAYZATA, MINNESOTA 55394
Phone: (952) 476-6222 Fax: (952) 476-6228
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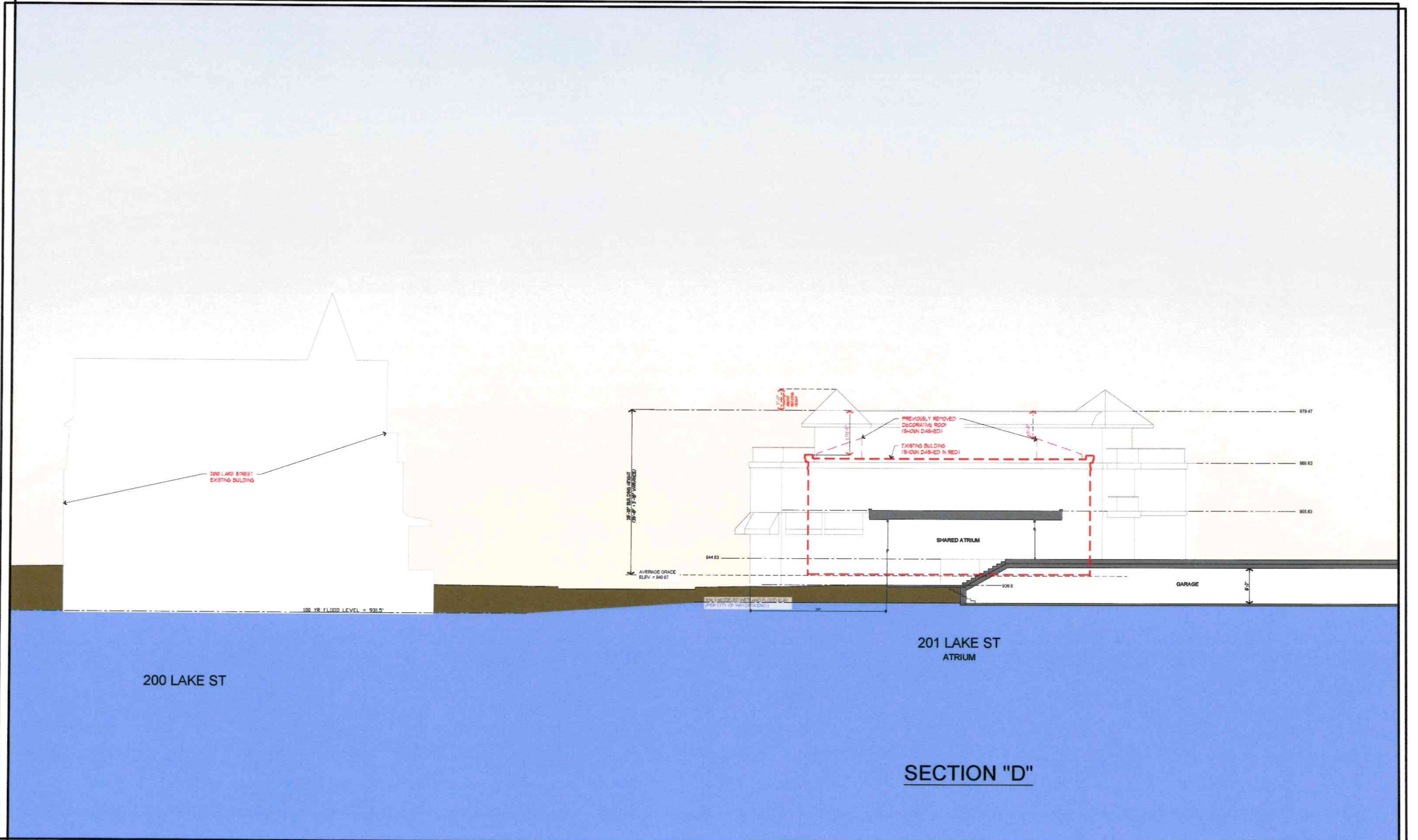
ARCHITECTS

WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

SECTION

GRAPHIC SCALE

PRELIMINARY ONLY
AUGUST 24, 2022
NOT FOR CONSTRUCTION



200 LAKE ST

201 LAKE ST
ATRIUM

SECTION "D"

BRUCE W. SCHMITT & ASSOCIATES P.A.
300 KANTOSA AVENUE SOUTH
WAYZATA, MINNESOTA 55391
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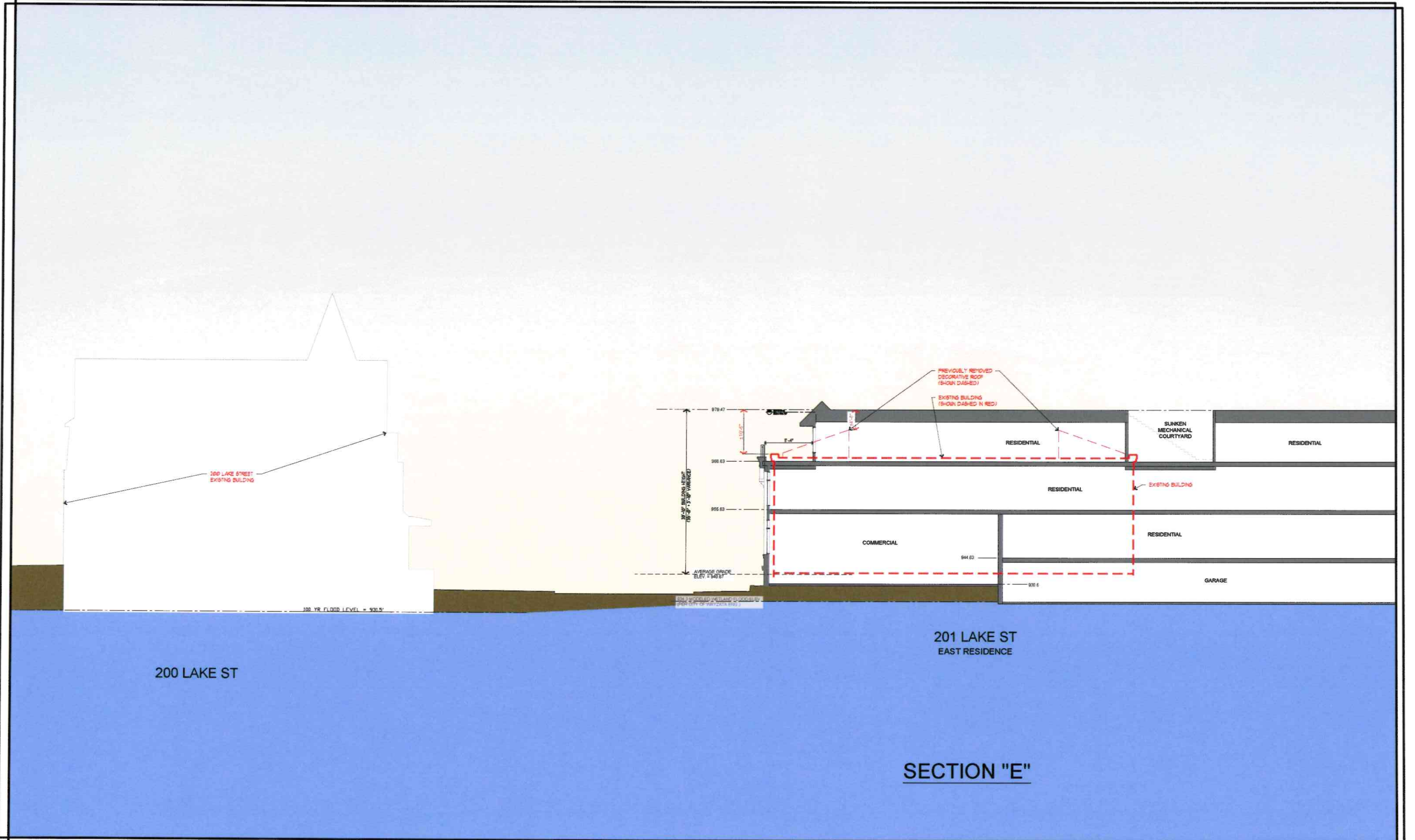


WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

SECTION



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SECTION "E"

BRUCE W. SCHMITT & ASSOCIATES P.A.
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 WAYZATA, MINNESOTA 55391
 Phone: (952)476-6222 Fax: (952)476-6228
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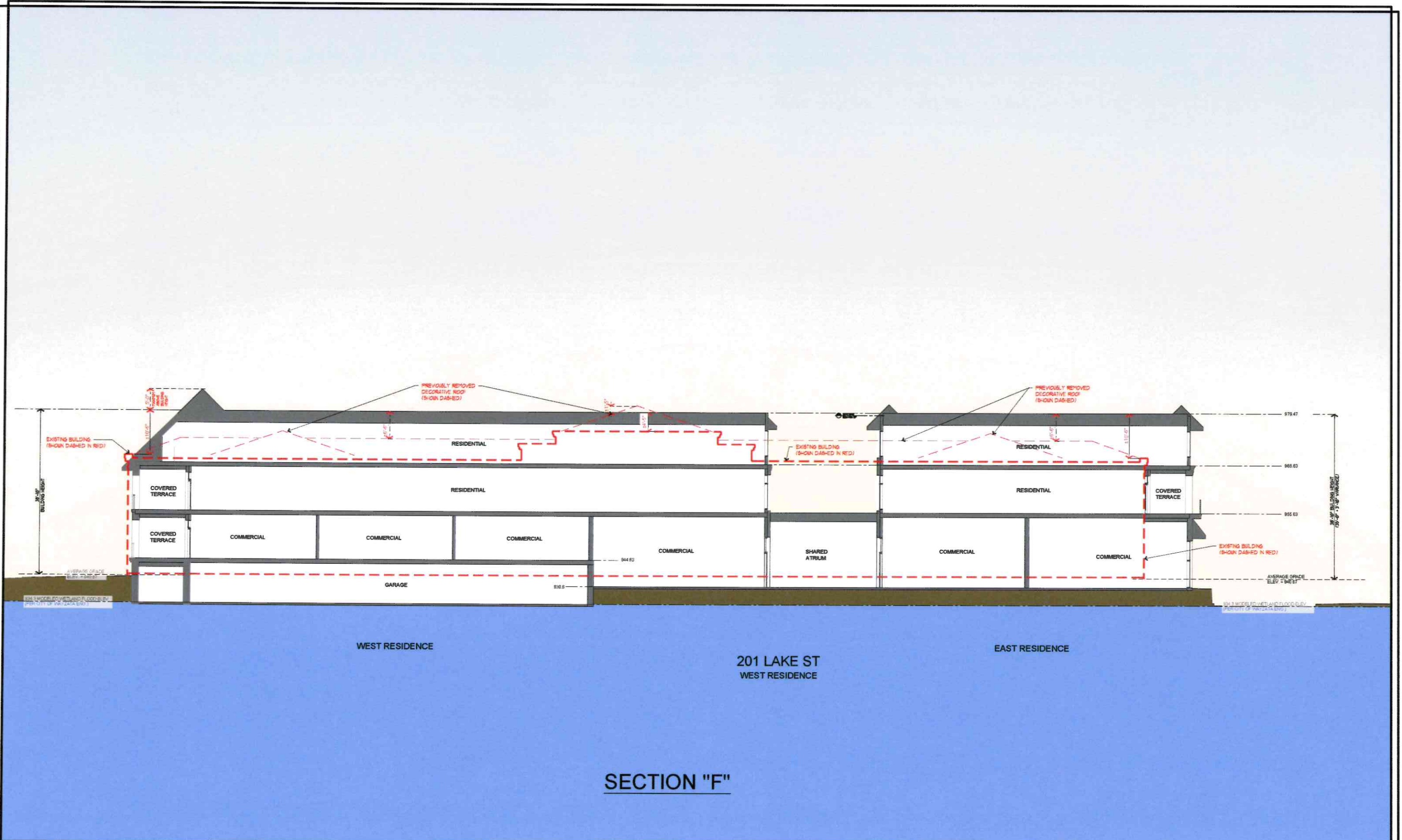


WESTWAY CONDOMINIUMS
 201 LAKE STREET EAST, WAYZATA, MINNESOTA

SECTION



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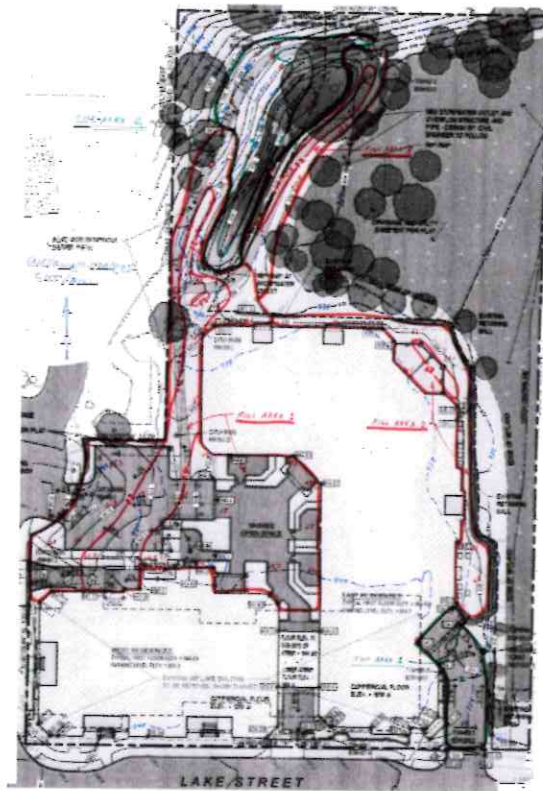
SECTION "F"

BRUCE W. SCHMITT & ASSOCIATES P.A.
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WESTWAY CONDOMINIUMS
 201 LAKE STREET EAST, WAYZATA, MINNESOTA

SECTION
 GRAPHIC SCALE

PRELIMINARY ONLY
 AUGUST 24, 2022
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GRONBERG & ASSOCIATES, INC.
CIVIL ENGINEERS, LAND SURVEYORS, LAND PLANNERS
446 NORTH WILLOW DRIVE LONG LAKE, MN 55356
PHONE: (952) 476-6200 FAX: (952) 476-6208
WWW.GRONGRASS.COM

FILL CALCULATIONS
FOR WESTWAY CONDOMINIUMS
OF LOT 1, BLOCK 1, LAKE WEST
201 LAKE STREET E., WAYZATA
September 20, 2022

Lot area = 148,979.81 SF

2 Feet average over entire lot area = 237,896 CF

FILL AREA 1	AREA (SF)	INCR. VOL. (CF)
0	18,690	0
2	12,000	24,000
4	7,000	28,000
5	2,500	12,500
5.5	800	4,400
		68,900 CF

FILL AREA 2	AREA (SF)	INCR. VOL. (CF)
0	4,000	0
2	100	200
		4,200 CF

Total Fill = 73,100 CF
Avg. Fill = 492.02 CF = 13.87 FT = 0.87 FT

CUT AREA 1	AREA (SF)	INCR. VOL. (CF)
0	2,200	0
2	1,100	2,200
4	500	2,000
5	150	750
		5,325 CF

CUT AREA 2	AREA (SF)	INCR. VOL. (CF)
0	6,000	0
2	1,000	2,000
		8,000 CF

Total cut = 13,325 CF

FILL CALCULATIONS



BRUCE W. SCHMITT & ASSOCIATES P.A.
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952-473-4141

WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

GRADING PLAN
NORTH
GRAPHIC SCALE
1" = 30'-0"

PRELIMINARY ONLY
REVISED SEPTEMBER 22, 2022
NOT FOR CONSTRUCTION

EXISTING STORMWATER HOLDING POND CONSTRUCTED IN 1996 WITH THE EXISTING 201 LAKE STREET EAST BUILDING (INCORRECTLY DELINEATED AS PART OF THE WETLAND) THE PROPOSED RE-DEVELOPMENT WILL INCREASE THE IMPERVIOUS SURFACE AREA SLIGHTLY ON THE PROPERTY. THE EXISTING STORMWATER HOLDING POND WILL BE DREDGED TO THE ORIGINAL CONTOURS TO REMOVE DEBRIS AND SILT BUILD UP FROM THE 43 YEARS SINCE ITS CONSTRUCTION, AND BE INCREASED / RESHAPED SLIGHTLY TO ACCOMMODATE THE PROPOSED NATURE PATH AND INCREASED IMPERVIOUS SURFACE AREA.

APPROXIMATE LOCATION OF ADJACENT BUILDING (SHOWN FOR REFERENCE ONLY)

POSSIBLE CONNECTION TO NEIGHBORING PROPERTY - ST OTHERS (LOCATION TO BE DETERMINED)

6'-0" WIDE BIRCHWOOD NATURE PATH

NEW SCREENING PLANTING INTERIRED WITH EXISTING TREES AND LANDSCAPING TO REINFORCE EXISTING SCREENING. LANDSCAPE ARCHITECT TO PROPOSE SELECTIVE CLEARING OF EXISTING VEGETATION AND REPLANTING WITH APPROPRIATELY SELECTED TREES AND SHRUBS FOR PERENNIAL RIDGE REVIEW AND APPROVAL

EXISTING ARBORVITAE HEDGE

EXTEND EXISTING ARBORVITAE HEDGE TO EXISTING FENCE LINE PER PERENNIAL RIDGE DESIGN AND APPROVAL

EXISTING ELEC BOXES

EXISTING CITY LIGHTING AND IRRIGATION CABINET

EAST RESIDENCES

WEST RESIDENCES

ATRIUM

EXISTING 201 LAKE BUILDING TO BE REMOVED SHOWN DASHED

235 LAKE ST.

REWORK EXISTING RETAINING WALL AT THIS AREA AS INDICATED

EXISTING RETAINING WALL

LAKE STREET

NEW PLANTING LEGEND

PLANT LIST			SIZE / ROOT TYPE	
PLANT	QTY	COMMON NAME	BOTANICAL NAME	BALL AND BURLAP / CONTAINER
A	9	SKYLINE HONEYLOCUST	GLIEDITSIA TRIACANTHOS	3" DIA.
B	26	SPRING SNOW CRABAPPLE	MALUS 'SPRING SNOW'	3" DIA.
C	8	HACKBERRY	CELTIS OCCIDENTALIS	3" DIA.
D	14	RED MAPLE	ACER RUBRUM	3" DIA.
E	3	SUGAR MAPLE	ACER SACCHARUM	3" DIA.
F	6	TINA FLOWERING CRABAPPLE	MALUS SARGENTII	#20
G	5	DWARF JAPANESE MAPLE	ACER CIRCINATUM 'DEL'S DWARF'	#5
H	16	ANDORRA COMPACT JUNIPER	JUNIPERUS HORIZONTALIS 'PLUMOSA COMPACTA'	#2
J	14	ALPINE CURRANT	RIBES ALPINUM	#5
K	12	BIRDS NEST SPRUCE	PICEA ABIES 'NIDIFORMIS'	#5
L	41	GOLDFINGER POTENILLA	POTENTILLA FRUTICOSA 'GOLDFINGER'	#2
M	9	JAPANESE YEW	TAXUS CUSPIDATA	#5
N	31	GOLDFLAME SPIREA	SPIRAEA X BUMALDA 'GOLDFLAME'	#5
P	12	SEA GREEN JUNIPER	JUNIPERUS CHINENSIS	#5
Q	31	GARDEN GLOW DOGWOOD	CORNUS HESSEYII 'GARDEN GLOW'	#5
PB	±103	AREAS NOTED WITH 'PB' INDICATE A PLANTING BED WHICH WILL INCLUDE A MIX OF JUNIPERS, HYDRANGEA, DWARF KOREAN FIRS AND PERENNIAL FLOWERS		

TREE MITIGATION CALCULATIONS

EXISTING HERITAGE TREES BEING REMOVED = NONE

EXISTING SIGNIFICANT TREES

1,388.5" = TOTAL EXISTING SIGNIFICANT TREES DBH

475.0" = DBH SIGNIFICANT TREES TO BE REMOVED

138.85" = DBH SIGNIFICANT TREES ALLOWED TO BE REMOVED WITHOUT BEING REPLACED (10%)

336.15" = DBH TREES REQUIRED TO BE MITIGATED

180" = CALIPER INCHES OF TREES PROPOSED TO BE MITIGATED ON-SITE

156.15" = CALIPER INCHES TO BE MITIGATED ON THE NEIGHBORING FERDALE RIDGE PROPERTY, ALONG THE SHARED PROPERTY LINE, TO CREATE PRIVACY SCREENING

336.15" = ACTUAL DBH TREES MITIGATED

EXISTING TREE INVENTORY

Tree #	Species	DBH	Condition	Stems	Heritage	Classification	To Be Removed	To Be Mitigated
1	Spruce, white	6.5	Fair	1	No	Coniferous	x	x
2	Spruce, blue	8.0	Fair	1	No	Coniferous	x	x
3	Spruce, blue	12.0	Good	1	No	Coniferous	x	x
4	Cottonwood	15.5	Good	1	No	Softwood	x	x
5	Cottonwood	20.5	Good	1	No	Softwood	x	x
6	Cottonwood	24.0	Good	1	No	Softwood	x	x
7	Elm, Siberian	12.5	Good	1	No	Softwood	x	x
8	Cottonwood	25.5	Good	1	No	Softwood	x	x
9	Cottonwood	24.0	Good	1	No	Softwood	x	x
10	Cottonwood	24.0	Good	1	No	Softwood	x	x
11	Locust, black	7.0	Fair	1	No	Hardwood	x	x
12	Locust, black	20.0	Good	1	No	Hardwood	x	x
13	Boselder	12.0	Fair	1	No	Softwood	x	x
14	Elm, American	16.0	Fair	1	No	Softwood	x	x
15	Ash, green	20.0	Good	1	No	Hardwood	x	x
16	Ash, green	14.0	Good	1	No	Hardwood	x	x
17	Ash, green	20.0	Good	1	No	Hardwood	x	x
18	Boselder	14.0	Fair	1	No	Softwood	x	x
19	Ash, green	35.5	Good	3	Yes	Hardwood	x	x
20	Locust, black	7.5	Good	1	No	Hardwood	x	x
21	Locust, black	11.0	Good	1	No	Hardwood	x	x
22	Ash, green	10.5	Good	1	No	Hardwood	x	x
23	Ash, green	6.5	Good	1	No	Hardwood	x	x
24	Ash, green	10.0	Good	1	No	Hardwood	x	x
25	Cottonwood	62.0	Good	2	Yes	Softwood	x	x
26	Ash, green	39.0	Good	1	Yes	Hardwood	x	x
27	Ash, green	13.0	Good	1	No	Hardwood	x	x
28	Ash, green	15.0	Good	1	No	Hardwood	x	x
29	Ash, green	10.5	Good	1	No	Hardwood	x	x
30	Ash, green	18.5	Fair	1	No	Hardwood	x	x
31	Ash, green	13.0	Fair	1	No	Hardwood	x	x
32	Ash, green	8.0	Fair	1	No	Hardwood	x	x
33	Boselder	19.5	Fair	1	No	Softwood	x	x
34	Cottonwood	18.5	Good	1	No	Softwood	x	x
35	Ash, green	9.0	Fair	1	No	Hardwood	x	x
36	Cottonwood	29.0	Good	1	No	Softwood	x	x
37	Ash, green	7.5	Good	1	No	Hardwood	x	x
38	Cottonwood	45.0	Good	1	Yes	Softwood	x	x
39	Cottonwood	36.0	Good	1	Yes	Softwood	x	x
40	Boselder	25.0	Fair	2	No	Softwood	x	x
41	Ash, green	13.5	Good	1	No	Hardwood	x	x
42	Boselder	14.0	Fair	1	No	Softwood	x	x
43	Ash, green	12.0	Fair	1	No	Hardwood	x	x
44	Ash, green	10.0	Good	1	No	Hardwood	x	x
45	Ash, green	7.5	Fair	1	No	Hardwood	x	x
46	Ash, green	10.0	Good	1	No	Hardwood	x	x
47	Ash, green	6.5	Good	1	No	Hardwood	x	x
48	Ash, green	6.5	Good	1	No	Hardwood	x	x
49	Ash, green	10.0	Good	1	No	Hardwood	x	x
50	Ash, green	13.5	Fair	1	No	Hardwood	x	x
51	Ash, green	7.0	Good	1	No	Hardwood	x	x
52	Ash, green	10.0	Good	1	No	Hardwood	x	x
53	Ash, green	10.5	Fair	1	No	Hardwood	x	x
54	Ash, green	20.0	Good	1	No	Hardwood	x	x
55	Ash, green	10.5	Good	1	No	Hardwood	x	x
56	Ash, green	10.5	Good	1	No	Hardwood	x	x
57	Ash, green	9.5	Good	1	No	Hardwood	x	x
58	Ash, green	19.0	Fair	1	No	Hardwood	x	x
59	Ash, green	13.0	Good	1	No	Hardwood	x	x
60	Ash, green	13.5	Good	1	No	Hardwood	x	x
61	Ash, green	9.0	Good	1	No	Hardwood	x	x
62	Ash, green	7.5	Good	1	No	Hardwood	x	x
63	Ash, green	6.5	Good	1	No	Hardwood	x	x
64	Ash, green	14.0	Good	1	No	Hardwood	x	x
65	Ash, green	12.0	Good	1	No	Hardwood	x	x
66	Ash, green	13.0	Good	1	No	Hardwood	x	x
67	Ash, green	8.0	Fair	1	No	Hardwood	x	x
68	Ash, green	12.5	Good	1	No	Hardwood	x	x
69	Crabapple	9.0	Fair	1	No	Hardwood	x	x
70	Crabapple	7.0	Fair	1	No	Hardwood	x	x
71	Ash, green	9.0	Good	1	No	Hardwood	x	x
72	Ash, green	8.0	Good	1	No	Hardwood	x	x
73	Ash, green	9.5	Good	1	No	Hardwood	x	x
74	Cottonwood	26.0	Good	1	No	Softwood	x	x
75	Boselder	22.0	Fair	1	No	Softwood	x	x
76	Crabapple	9.5	Fair	1	No	Hardwood	x	x
77	Crabapple	6.0	Fair	1	No	Hardwood	x	x
78	Boselder	16.0	Fair	1	No	Softwood	x	x
79	Willow	15.5	Good	1	No	Softwood	x	x
80	Ash, green	10.0	Good	1	No	Hardwood	x	x
81	Ash, green	7.0	Fair	1	No	Hardwood	x	x
82	Honeylocust	7.5	Fair	1	No	Hardwood	x	x
83	Honeylocust	7.0	Good	1	No	Hardwood	x	x
84	Ash, green	17.0	Good	2	No	Hardwood	x	x
85	Hackberry	8.0	Good	1	No	Hardwood	x	x
86	Hackberry	9.5	Fair	1	No	Hardwood	x	x
87	Spruce, blue	13.0	Fair	1	No	Coniferous	x	x
88	Honeylocust	12.5	Good	1	No	Hardwood	x	x
89	Hackberry	12.5	Good	1	No	Hardwood	x	x
90	Crabapple	11.5	Good	1	No	Hardwood	x	x
91	Crabapple	6.5	Good	1	No	Hardwood	x	x
92	Hackberry	11.5	Good	1	No	Hardwood	x	x
93	Honeylocust	10.5	Good	1	No	Hardwood	x	x
94	Crabapple	9.0	Fair	1	No	Hardwood	x	x
95	Crabapple	10.5	Good	1	No	Hardwood	x	x
96	Hackberry	11.5	Good	1	No	Hardwood	x	x
97	Spruce, white	9.0	Fair	1	No	Coniferous	x	x
98	Honeylocust	9.5	Good	1	No	Hardwood	x	x

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WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

LANDSCAPE PLAN



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WETLAND BUFFER INFORMATION

MINNEHAHA CREEK WATERSHED DISTRICT REQUIRED BUFFER AT 30'-0" = APPROX. 19,339.85 SF (0.44 ACRE)
WETLAND BUFFER PROVIDED (SHOWN HATCHED) = APPROX. 13,553 SF (0.31 ACRE)

MAXIMUM BUFFER PROVIDED = 50'-11 1/2"
AVERAGE BUFFER PROVIDED = 19'-11 5/8"
MINIMUM BUFFER PROVIDED = 1'-3"

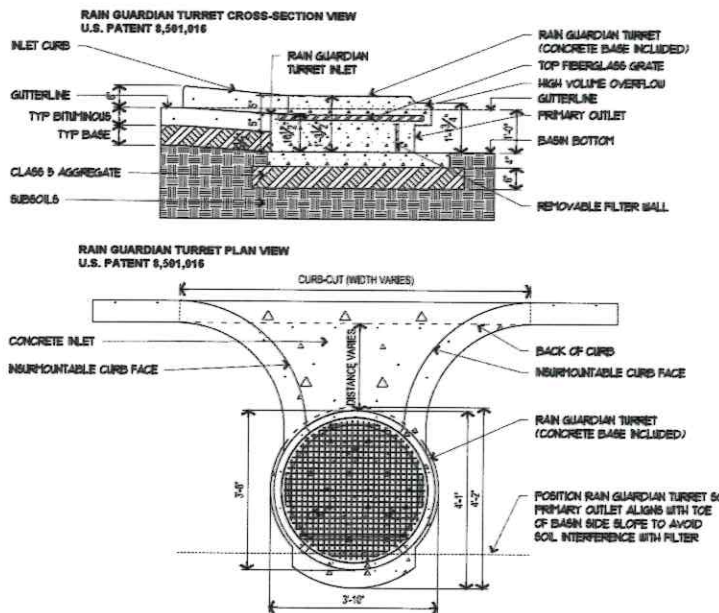
+ INDICATES PERMANENT WETLAND BUFFER MONUMENT
MONUMENT REQUIREMENTS PER MCWD

KEYNOTE INFORMATION

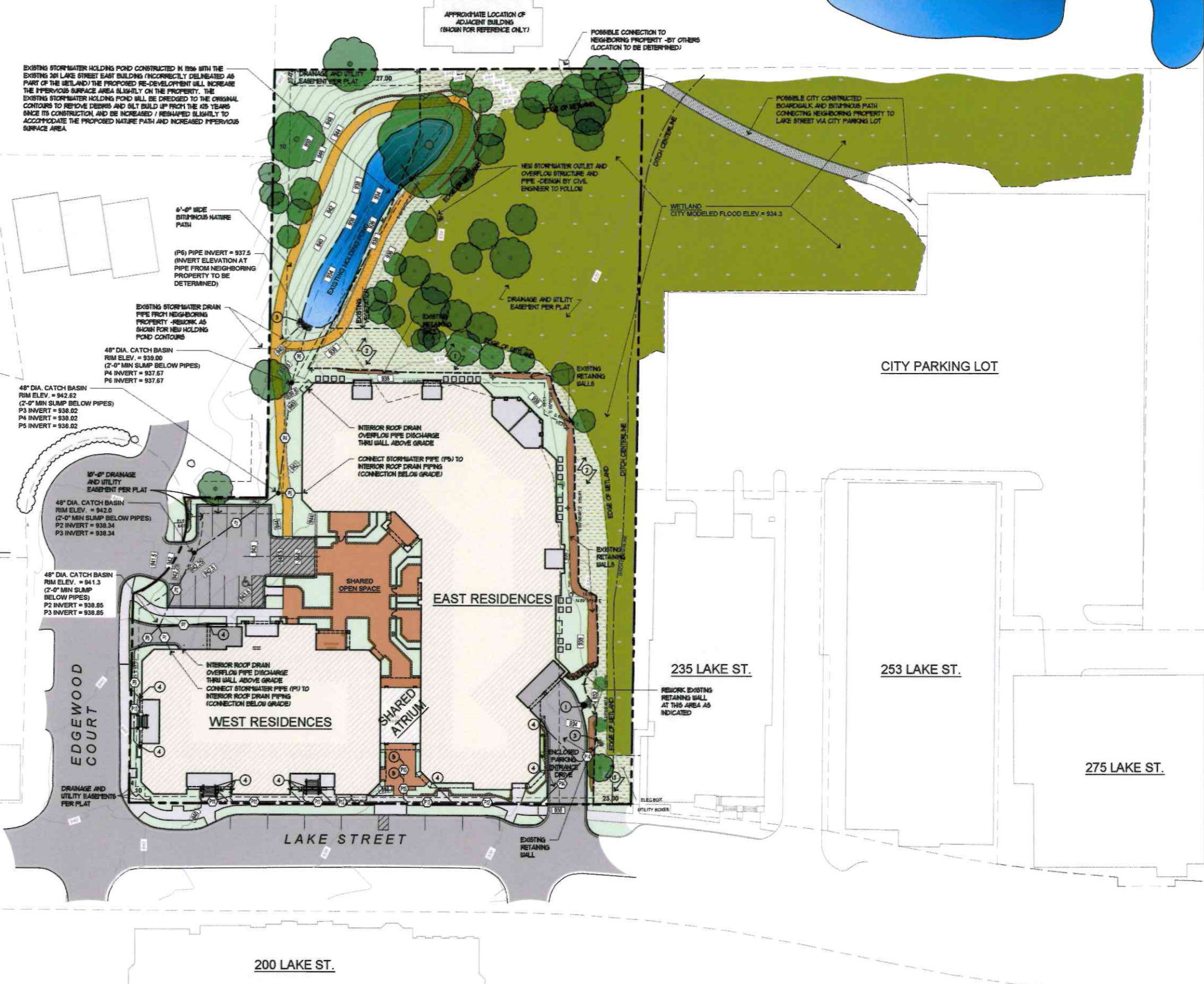
- 1 RAIN GUARDIAN TURRET MODEL (SEE DETAIL BELOW)
TIE-IN TO CURB FLOW LINE AS DIRECTED IN FIELD
10 CY RIP RAP CLASS 3 AT OUTLET
RAIN GUARDIAN TURRET TO HANDLE STORM WATER FROM ENCLOSED PARKING ENTRANCE DRIVE AREA ONLY DUE TO ELEVATIONS (2,200 SF SURFACE AREA)
- 2 SEED MIX: MESIC PRAIRIE SOUTHEAST - MINNESOTA STATE MIX 35-541
(NATIVE SEED MIX TO MEET MCWD REQUIREMENTS)
- 3 RIP RAP CLASS 3 AT OUTLET FROM BOTH STORMWATER PIPES - EXACT QUANTITY TO BE DETERMINED
- 4 6" DIAMETER SCHEDULE 40 PVC DRAIN PIPE FOR PITCHED ROOF GUTTERS DOWNSPOUT (STOP DOWNSPOUT 4" ABOVE TOP OF PIPE) WITH POURED CONCRETE SPLASH BLOCK FOR OVERFLOWS
- 5 TERRACE DRAIN

STORM WATER PIPE SCHEDULE

- P1 18" - 12" RCP AT 1%
CONNECT TO ROOF INTERIOR DRAIN PIPING BELOW GRADE
- P2 30" - 12" RCP AT 1%
CONNECT TO CATCH BASIN AT BOTH ENDS
- P3 6" - 15" RCP AT 0.5%
CONNECT TO CATCH BASIN AT BOTH ENDS
- P4 6" - 15" RCP AT 0.5%
CONNECT TO CATCH BASIN AT BOTH ENDS
- P5 11" - 12" RCP AT 1%
CONNECT TO ROOF INTERIOR DRAIN PIPING BELOW GRADE
- P6 34" - 15" RCP AT 0.5%
CONNECT TO CATCH BASIN AT HIGH END (DISCHARGES ABOVE GRADE, PROVIDE PIPE END SECTION AT LOW END)
- P7 30"-8" - 6" PVC AT 1%
OPEN VERTICAL PIPE TO ABOVE GRADE BELOW ROOF GUTTER DOWNSPOUT. CONNECT OTHER END TO CATCH BASIN
- P8 21"-0" - 8" PVC AT 1%
CONNECT TO CATCH BASIN
- P9 25"-0" - 8" PVC AT 1%
PROVIDE 6" PVC BRANCH EXTENSIONS (AT 1%) WITH VERTICAL PIPE TO ABOVE GRADE BELOW ROOF GUTTER DOWNSPOUTS AS SHOWN
- P10 30"-0" - 6" PVC AT 1%
PROVIDE 6" PVC BRANCH EXTENSIONS (AT 1%) WITH VERTICAL PIPE TO ABOVE GRADE BELOW ROOF GUTTER DOWNSPOUTS AS SHOWN
- P11 80"-0" - 8" PVC AT 1%
PROVIDE 6" PVC BRANCH EXTENSIONS (AT 1%) WITH VERTICAL PIPE TO ABOVE GRADE BELOW ROOF GUTTER DOWNSPOUTS AS SHOWN
- P12 130"-0" - 8" PVC AT 1%
PROVIDE 6" PVC BRANCH EXTENSIONS (AT 1%) WITH VERTICAL PIPE TO ABOVE GRADE BELOW ROOF GUTTER DOWNSPOUTS AS SHOWN
- P13 22"-0" - 6" PVC AT 1%
PROVIDE 6" PVC BRANCH EXTENSIONS (AT 1%) TO TERRACE DRAINS
- P14 50"-0" - 8" PVC AT 1%
PROVIDE 6" PVC BRANCH EXTENSIONS (AT 1%) WITH VERTICAL PIPE TO ABOVE GRADE BELOW ROOF GUTTER DOWNSPOUTS AS SHOWN



RAIN GUARDIAN TURRET DETAIL



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WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

STORMWATER PIPING
AND WETLAND BUFFER PLAN

GRAPHIC SCALE
1" = 30'-0"

NORTH

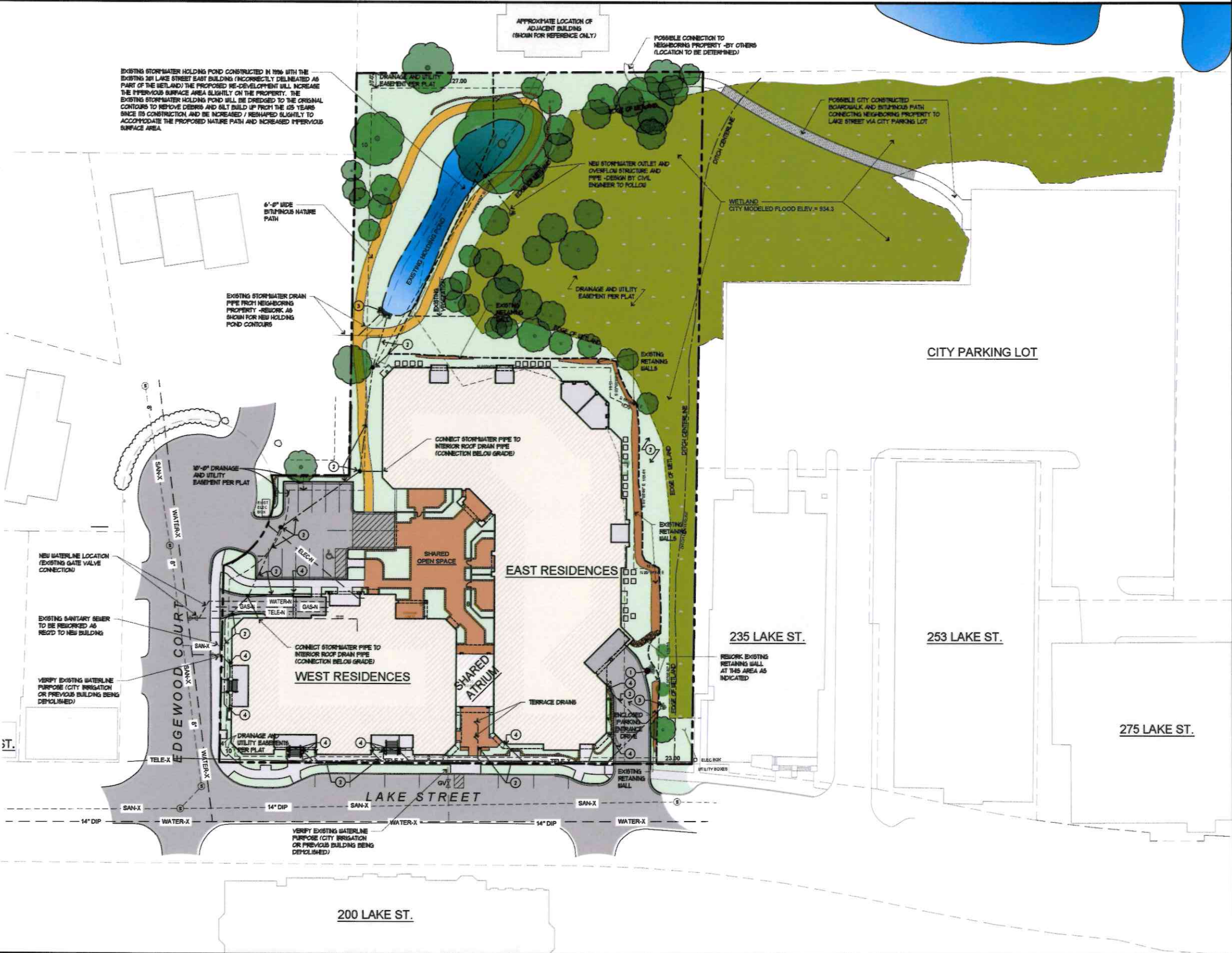
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KEYNOTE INFORMATION

- 1 RAIN GUARDIAN TURRET MODEL WITH RIP RAP (SEE STORMWATER PIPING PLAN)
- 2 NEW STORM SEWER PIPING AND CATCH BASINS (SEE STORMWATER PIPING PLAN)
- 3 STORMWATER OUTLETS WITH RIP RAP (SEE STORMWATER PIPING PLAN)
- 4 PITCHED ROOF'S GUTTER DOWNSPOUT LOCATION (SEE STORMWATER PIPING PLAN)

UTILITY PLAN LEGEND

- WATER-M --- NEW 6" DIA. WATER SUPPLY - SIZE TO BE VERIFIED
- WATER-X --- EXISTING WATER MAIN - SIZE TO BE VERIFIED
- ELEC-N --- NEW UNDERGROUND ELECTRIC SERVICE FROM EXISTING ELECTRIC TRANSFORMER - SERVICE SIZE TO BE VERIFIED
- GAS-N --- NEW NATURAL GAS SERVICE - SIZE AND EXISTING GAS MAIN LOCATION TO BE VERIFIED
- SAN-N --- NEW 6" DIAMETER SANITARY SEWER - SIZE TO BE VERIFIED
- SAN-X --- EXISTING SANITARY SEWER - SIZE TO BE VERIFIED
- TELE-N --- NEW UNDERGROUND LOW VOLTAGE / TELEPHONE SERVICE
- TELE-X --- EXISTING UNDERGROUND LOW VOLTAGE / TELEPHONE LINE
- ⊙ --- EXISTING SANITARY SEWER MANHOLE
- ⊕ --- EXISTING GATE VALVE

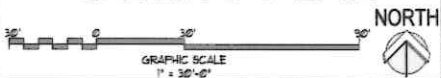


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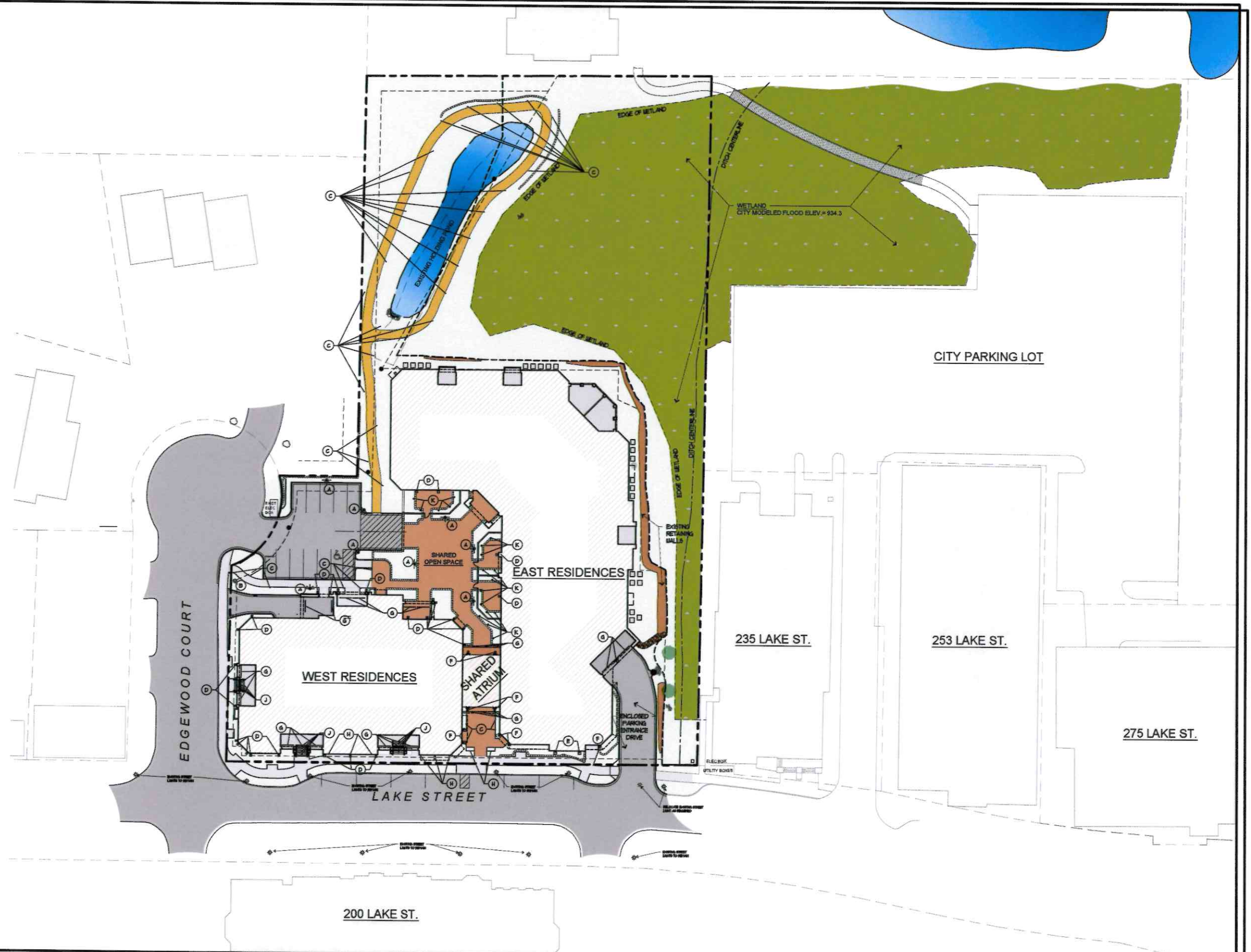
WESTWAY CONDOMINIUMS
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UTILITY PLAN



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SITE LIGHTING FIXTURE LEGEND			
FIXTURE ID	SYMBOL	DESCRIPTION	IMAGE
A	✱	SURFACE PARKING LOT AND OPEN SPACE LIGHTING FIXTURE POLE MOUNTED, 12' ABOVE GRADE ANP LIGHTING, BELLA VISTA 24" x 17" LED, 3000K	
B	✱	STREET LIGHT FIXTURE (EXISTING TO REMAIN WHERE NOTED; NEW STREET LIGHTS TO MATCH EXISTING CITY STANDARD AND HEIGHT)	
C	•	BOLLARD STYLE WALKWAY LIGHT FIXTURE 2'-6" ABOVE GRADE ANP LIGHTING, 30" x 6 1/2" LED, 2700K	
D	•	WALL SCONCE APPROX. 6'-8" MOUNTING HGT ABOVE GRADE GENERATION LIGHTING, SMALL LANTERN, SHEPHERD COLLECTION 7" x 16 1/2" x 7 1/2" DEEP A19 BULB, 75w	
E	•	WALL SCONCE APPROX. 6'-8" MOUNTING HGT ABOVE GRADE CRENSHAW LIGHTING, EXTERIOR BRACKET SCONCE, 11" x 24" x 13 1/2" DEEP ED17 METAL HALIDE BULB, 75w	
F	•	WALL SCONCE APPROX. 6'-8" MOUNTING HGT ABOVE GRADE CRENSHAW LIGHTING, TILTON PLUS ADA LED, 10" x 18" x 4" DEEP	
G	—	ARCHITECTURAL LINEAR FLOOD LIGHT HYDREL 4750L, 4 FEET LENGTH LED, 3000K	
H	•	STEP LIGHT WAC LIGHTING, CIRCULAR SCOOP LEDwv STEP LIGHT, 3 1/2" DIAMETER LED, 2700K	
J	•	STEP LIGHT WAC LANDSCAPE LIGHTING, RECTANGLE STEP LIGHT, 3 1/2" x 5" LED, 2700K	
K	•	WALKWAY PATH LIGHT WAC LANDSCAPE LIGHTING, CANOPY 6" 21 1/4" HIGH, 6 1/2" DIAMETER LED, 2700K	



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WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

SITE LIGHTING PLAN

GRAPHIC SCALE
1" = 30'-0"



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WESTWAY CONDOMINIUMS
201 LAKE STREET EAST, WAYZATA, MINNESOTA

**PROPOSED NEIGHBORHOOD
AMENITY PLAN**

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STANDARD NOTES

- 1) **Site Address:** 201 Lake Street East, Wayzata, Minnesota 55391
- 2) A title opinion was not furnished to the surveyor as part of this survey. Only easements per the recorded plat are shown unless otherwise denoted hereon.
- 3) **Flood Zone Information:** X (area determined to be outside of the 0.2% annual chance floodplain) per Flood Insurance Rate Map, Community Panel No. 27053C0307F effective date of November 4th, 2016.
- 4) **Parcel Area Information:** Gross Area: 118,972 s.f. ~ 2.731 acres
- 5) **Benchmark:** Elevations are based on Wayzata benchmark number 400 which has an elevation of: 940.11 feet (NGVD29).
- 6) **Zoning Information:** The current Zoning for the subject property is C-4A (Limited Central Business) per the City of Wayzata's zoning map dated May 18, 2021. The setback, height, and floor space area restrictions for said zoning designation are as follows:

Principal Structure Setbacks - Street(s): 0 feet (Lake Street & Edgewood Court)
Side: 0 feet
Rear: 20 feet (Per adjacent zoning)
FAR: 2.0
Height: 30 feet, two stories

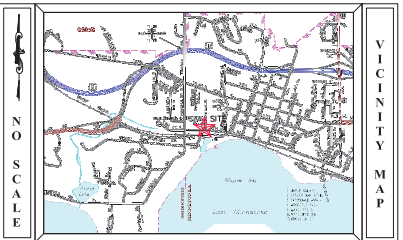
Please note that the zoning information shown hereon may have been amended through a city process. We recommend that a zoning letter be obtained from the Zoning Administrator for the current restrictions for this site. All setback information and hardcover data for planning and design must be verified by all parties involved in the design and planning process.

We have not received the current zoning classification and building setback requirements from the insurer.

- 7) **Utilities:** We have shown the location of utilities on the surveyed property by observed evidence only. There may be underground utilities encumbering the subject property we are unaware. Please note that we have not placed a Gopher State One Call for this survey. There may or may not be underground utilities in the mapped area, therefore extreme caution must be exercised before any excavation takes place on or near this site. Also, please note that seasonal conditions may inhibit our ability to visibly observe all the utilities located on the subject property. Before digging, you are required by law to notify Gopher State One Call at least 48 hours in advance at 651/454-0002.

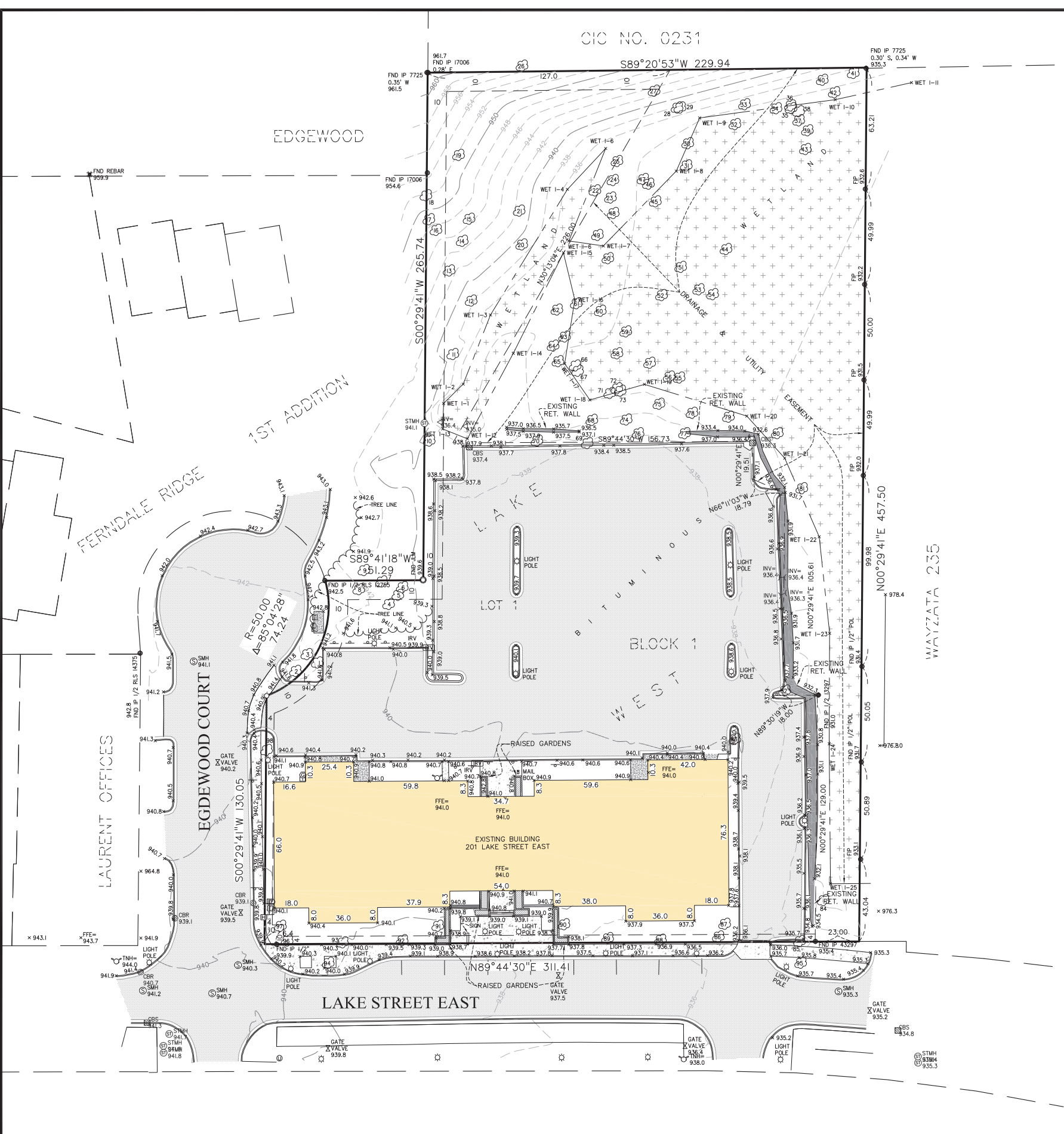
Impervious Area
Building Area = 16,241 S.F.
Bituminous Parking Lot Area = 34,294 S.F.
Concrete Curb Area Area = 2,831 S.F.
Concrete Sidewalk Area (Combined) = 1,595 S.F.
Retaining Wall Area (Combined) = 1,300 S.F.
Total Impervious Area = 56,261 S.F.

Lot Area = 118,972 S.F.
Coverage = 47.29%



SURVEY LEGEND

- | | | |
|-----------------------------|-------------------------|-----------------------------|
| CAST IRON MONUMENT | PIEZOMETER | WOE WALKOUT ELEVATION |
| IRON PIPE MONUMENT SET | POWER POLE | FFE FIRST FLOOR ELEVATION |
| IRON PIPE MONUMENT FOUND | GUY WIRE | GFE GARAGE FLOOR ELEVATION |
| DRILL HOLE FOUND | ROOF DRAIN | TOF TOP OF FOUNDATION ELEV. |
| CHISELED "X" MONUMENT SET | LIFT STATION | LOE LOWEST OPENING ELEV. |
| CHISELED "X" MONUMENT FOUND | SANITARY MANHOLE | CONCRETE |
| REBAR MONUMENT FOUND | SANITARY CLEANOUT | BITUMINOUS |
| PK NAIL MONUMENT SET | STORM MANHOLE | BUILDING SETBACK LINE |
| PK NAIL MONUMENT FOUND | STORM DRAIN | CABLE TV |
| PK NAIL W/ ALUMINUM DISC | CATCH BASIN | CONCRETE CURB |
| SURVEY CONTROL POINT | FLARED END SECTION | CONTOUR EXISTING |
| A/C UNIT | TREE CONIFEROUS | CONTOUR PROPOSED |
| CABLE TV PEDESTAL | TREE DECIDUOUS | GUARD RAIL |
| ELECTRIC TRANSFORMER | TREE CONIFEROUS REMOVED | DRAIN TILE |
| ELECTRIC MANHOLE | TREE DECIDUOUS REMOVED | ELECTRIC UNDERGROUND |
| ELECTRIC METER | TELEPHONE MANHOLE | FENCE |
| ELECTRIC OUTLET | TELEPHONE PEDESTAL | FO FIBER OPTIC UNDERGROUND |
| YARD LIGHT | UTILITY MANHOLE | GAS UNDERGROUND |
| LIGHT POLE | UTILITY PEDESTAL | OVERHEAD UTILITY |
| FIBER OPTIC MANHOLE | UTILITY VAULT | TREE LINE |
| FIRE DEPT. HOOK UP | WATERMAIN MANHOLE | SANITARY SEWER |
| FLAG POLE | WATER METER | STORM SEWER |
| FUEL PUMP | WATER SPIGOT | TELEPHONE UNDERGROUND |
| FUEL TANK | WELL | RETAINING WALL |
| PROPANE TANK | MONITORING WELL | UTILITY UNDERGROUND |
| GAS METER | CURB STOP | WATERMAIN |
| GAS VALVE | GATE VALVE | TRAFFIC SIGNAL |
| GAS MANHOLE | HYDRANT | RAILROAD TRACKS |
| GENERATOR | IRRIGATION VALVE | RAILROAD SIGNAL |
| GUARD POST | POST INDICATOR VALVE | RAILROAD SWITCH |
| HAND HOLE | SIGN | SATELLITE DISH |
| MAIL BOX | SOIL BORING | WETLAND BUFFER SIGN |



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XXX	1	DZB	10/12/2022	ADD IMPERVIOUS CALCS: REMOVE TREE SURVEY			Sathed this 14th day of July, 2021.		Hennepin County		PREPARED FOR:		51555-001
DRAWN							Daniel L. Schmidt		WAYZATA, MINNESOTA		LNR PROPERTIES		1
CHECKED							Daniel L. Schmidt, PLS						Page 83 of 114
DATE							Minnesota License No. 26147						
6-24-2021							schmidt@sathre.com						



April 18th, 2022

To: Darren Schmitt

From: Katie Schmidt, PE

Re: Draft Traffic and Parking Analysis Memorandum –201 Lake St E, Wayzata, MN

Executive Summary

A traffic and parking analysis has been conducted for the 201 Lake St E Development in Wayzata, Hennepin County, MN. The study documents the existing conditions, the anticipated site-generated traffic and its distribution, reviews the traffic operations at the site accesses and adjacent intersections for year 2025, and reviews the parking demand for the project. Detailed study information can be found in subsequent sections of this memo.

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

- Traffic operations were analyzed for year 2025 conditions without (No-Build) and with (Build) the proposed project for weekday AM and PM peak hour conditions.
 - The proposed project is estimated to generate 65 new trips (39 entering and 26 exiting) during the morning traffic peak hour, 66 new trips (33 entering and 33 exiting) during the evening traffic peak hour and 825 daily trips. Results of the traffic analysis indicate acceptable operations with minimal vehicle delay and vehicle queuing at adjacent intersections and site accesses.
 - 117 parking spaces are proposed, 106 in an underground ramp and 11 in a surface lot, and will provide adequate on-site parking per Wayzata Zoning Code estimates (demand of 106 spaces) and ITE's Parking Generation Manual estimates (demand on 87 spaces).
-

Per your request, SSTs, LLC has conducted a traffic and parking analysis for the proposed 201 Lake Street E residential and commercial development (termed “Proposed Project” in this memo) in Wayzata, Hennepin County, MN. The Proposed Project will redevelop an existing two-story office building and associated surface parking lot on the north side of Lake St E and on the east side Edgewood Ct. Parking for the Proposed Project will be provided underground in a ramp and in a small surface parking lot. Full access to the parking garage is via Lake St E and full access to the small surface lot is via Edgewood Ct. **Figure 1**, Vicinity Map, depicts the location. **Figure 2**, Site Plan, illustrates the site layout and parking access points.

This memorandum documents the existing conditions, the anticipated 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:

- Lake St E & Ferndale Rd S
- Lake St E & Edgewood Ct
- Lake St E & Barry Ave S
- Lake St E & Minnetonka Ave S
- Wayzata Blvd & Barry Ave S

Existing Conditions

The existing conditions of the roadways and intersections providing direct access to the Proposed Project were gathered during a site visit conducted in March of 2022 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 (Source)
Lake St E	Major Collector	2-Lane Undivided Urban*	30 mph	6,200 (MnDOT)
Ferndale Ave S	Major Collector	2-Lane Undivided Urban	30 mph	3,900 (CP)
Edgewood Ct	Local Street	2-Lane Undivided Urban	20 mph	120 (PM Count)
Barry Ave S	Minor Collector	2-Lane Undivided Urban	30 mph	1,240 (PM Count)
Minnetonka Ave S	Local Street	2-Lane Undivided Urban	20 mph	980 (PM Count)
Wayzata Blvd	A Minor Reliever	2-Lane Undivided Urban*	35 mph	6,300 (MnDOT)

* Turn lanes are provided at major intersections and operations are similar to a three-lane roadway.

-AADT Sources: (MnDOT) from MnDOT’s Traffic Mapping Application for year 2018

(CP) from Wayzata’s Comprehensive Plan year 2018 assumed

(PM Count) interpolated from existing PM peak hour traffic counts from 2021

Existing Traffic Volumes

AM and PM peak hour turning movement counts were obtained at all study area intersections. Turning movement counts from August, 2021 were used for the following intersections:

- Lake St E & Barry Ave S
- Lake St E & Minnetonka Ave S
- Wayzata Blvd & Barry Ave S

Turning movement counts for the following intersections were conducted on Wednesday, March 23rd, 2022:

- Lake St E & Ferndale Rd S
- Lake St E & Edgewood Ct

The AM peak traffic hour was found to occur from 8:00 - 9:00 AM and the PM peak traffic hour was found to occur from 4:30 - 5:30 PM.

The potential decrease in collected existing traffic volumes due to the COVID-19 pandemic was considered. The collected existing volumes from August were compared to the 2018 Average Daily Traffic (ADT) counts published by MnDOT and Wayzata's Comprehensive Plan and shown on Figure 4. Typical rule of thumb is PM peak hour traffic is in the range of 8% to 12% of the average daily traffic. Our collected data is within this range and therefore, no COVID-19 volume factors were applied to the existing volumes. The seasonality of the counts was also considered. In the March 2022 counts, the Lake St E volumes were found to be lower than the August 2021 volumes. The March 2022 volumes were balanced upwards to reach the August 2021 Lake St E intensities. **Figure 4**, Existing Traffic Volumes, illustrates the existing balanced traffic volumes as well as available ADT counts.

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 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 to compare traffic conditions after initial traffic patterns to and from the Proposed Project have become established. To determine the future 2025 traffic conditions a two-step approach was taken.

First, a review of 2040 traffic forecasts in **Wayzata's 2040 Comprehensive Plan**¹ was completed to determine annual traffic growth rates on the study area roadways. The review indicates the following (interpolated from 2018 and 2040 AADT):

- 1.5% annual growth rate on Lake St E
- 3.0% annual growth rate on Wayzata Blvd E
- 0.5% annual growth rate on Ferndale Rd S

Second, estimated site-generated traffic from nearby potential developments (not including the Proposed Project) was considered. Conversations with the City of Wayzata indicated that traffic from the proposed Wayzata Beach Club Development (200 Lake St E), a mixed-use development, should be included in the 2025 No-Build Volumes. Traffic from other nearby developments were discussed with the City and it was determined the related traffic would be included the annual growth rates noted above.

Figure 5 illustrates the 2025 No-Build traffic volumes with these growth rates applied to the existing volumes and with site-generated traffic from the proposed Wayzata Beach Club development.

Trip Generation and Distribution

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**² and **Trip Generation Handbook**³. Discussions with the Developer note that no commercial or office tenants are currently secured, but it is likely that ground level area could be more retail/restaurant oriented and the second-floor area is likely be office uses. The proposed land uses

¹ Wayzata's 2040 Comprehensive Plan, May 2020, <https://www.wayzata.org/DocumentCenter/View/3589/2040-Comprehensive-Plan>

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

³ Trip Generation Handbook, Institute of Transportation Engineers (ITE), 3rd Edition

detailed in Table 2 are a likely land use scenario with a fast-food restaurant chosen due to a higher trip generation to provide a conservative analysis. Shared and Pass-by trips were considered in the estimates for the land uses. Shared trips account for the complimentary nature between the land uses of the Proposed Project (i.e., a resident or office employee going to the fast-food restaurant). Pass-by trips are trips that are attracted to the site from existing traffic already passing on Lake St E. These pass-by trips are accounted for in the turning movements at the access locations as they enter and exit the site, but do not result in an overall increase in traffic on Lake St E. Table 2 summarizes the trip generation estimates with these assumptions.

Table 2. Trip Generation - Proposed Project

Land Use	Land Use Code	Size	Trips Generated:				
			AM peak		PM Peak		Weekday ADT
			Enter	Exit	Enter	Exit	
Multifamily Housing (Low-Rise)	220	36 units	3	11	12	7	243
Hair Salon	918	1,638 s.f.	2	0	0	2	24
Apparel Store	876	1,238 s.f.	0	0	3	2	82
Fast Food - No Drive Thru	933	1,937 s.f.	49	35	32	32	873
Small Office Building	712	6,099 s.f.	8	2	4	8	88
Totals - Gross			62	48	51	51	1,309
			110		102		
Shared Trips ¹			6	5	5	5	131
			11		10		
Pass-By Trips ²			17	17	13	13	353
			34		26		
Totals - Net*			39	26	33	33	825
			65		66		

1. A 10% shared trip reduction was assumed.

2. Fast Food pass-by percentage was assumed to be 45%.

* New trips only (after shared and pass-by trip reductions).

As shown in Table 2, the Proposed Project will generate 65 new trips (39 entering and 26 exiting) during the morning traffic peak hour, 66 new trips (33 entering and 33 exiting) during the evening traffic peak hour and 825 daily trips. It is noted that this estimate could be conservative as no reductions were taken for multimodal trips (walking, bicycling, transit) from the surrounding area or current work from home conditions.

The new trips have been assigned to the surrounding roadways according to the existing and anticipated traffic patterns. Additionally, pass-by trips were assigned at the access locations. Figure 6 illustrates the trip assignment, and Figure 7 illustrates the 2025 Build conditions, respectively, by combining the 2025 No-Build traffic on Figure 5 with the trip assignment on Figure 6.

It is noted that the existing building being redeveloped (33,219 SF office building) previously generated traffic however no adjustment in traffic was taken. Additionally, no office traffic was included in the collected turning movement counts. For traffic intensity comparison, Table 3 provides the trip generation potential for the previous office use at full intensity. It is noted that these volumes were likely included in 2018 ADT measurements as the office building was at full capacity in 2018.

Table 3. Trip Generation for Previous Office Land Use

Land Use	Land Use Code	Size	Trips Generated:				
			AM peak		PM Peak		Weekday ADT
			Enter	Exit	Enter	Exit	
General Office Building	710	33,219 s.f.	44	6	8	40	360
Totals			44	6	8	40	360
			50		48		

The previous general office land use generated less traffic than the proposed site, but had more peak hour directionality with the majority of the trips entering in the AM peak hour and exiting in the PM peak hour.

Average Daily Traffic and Roadway Capacity

For planning purposes, review of roadway ADTs is often considered as a high-level screening tool to determine if the roadway has adequate capacity for future traffic volumes. The year 2025 Build ADTs were compared to planning level roadway capacity threshold noted in **Wayzata's 2040 Comprehensive Plan** to determine if there is available capacity on study area roadways. The following notes how the ADTs were computed:

- 2018 and 2021 ADTs were obtained as noted earlier in the report in Table 1 and shown on Figure 5.
- The ADT from existing 2018 uses that are proposed to be redeveloped were subtracted from the 2018 ADTs to create a baseline 2018 ADT. The existing office use from the Proposed Project (360 ADT) and the existing TCF back use from the Wayzata Beach Club (512 ADT) were considered and subtracted out of the roadway network in the noted distribution percentages.
- The annual growth rates for each roadway were applied to the 2018 baseline ADT and the volumes were grown to year 2025.
- The Build ADTs from the Proposed Project (825 ADT) and the Wayzata Beach Club (1,310 ADT) were added to the roadway network in the noted distribution percentages. These are noted on Figure 7.

Table 4 provides a summary of 2025 Build ADT and threshold ADT as noted in the Comprehensive Plan. In summary, the estimated 2025 Build ADTs on the study area roadways are well below the threshold ADT capacities for planning purposes.

Table 4. ADT Capacity Overview

Roadway	Facility Type	AADT	Year	2025 Build ADT	Threshold ADT	Acceptable
Lake St E	2-Lane Undivided Urban*	6,200	2018	7,173	17000*	Yes
Ferndale Ave S	2-Lane Undivided Urban	3,900	2018	4,223	10,000	Yes
Barry Ave S	2-Lane Undivided Urban	1240	2021	1,739	10,000	Yes
Minnetonka Ave S	2-Lane Undivided Urban	980	2021	1,282	10,000	Yes
Wayzata Blvd	2-Lane Undivided Urban*	6,300	2018	7,961	17000*	Yes

*Turn lanes are provided at major intersections and operations are similar to a three-lane roadway.

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 Manual⁴**. The procedures describe operating conditions in terms of driver delay represented as a Level of Service (LOS). Operations are given letter designations with "A" representing the best operating conditions and "F" representing the worst. Generally, level of service "D" represents the threshold for acceptable overall intersection operating conditions during a peak hour. The Chart on the following page summarizes the level of service and delay criteria for signalized and unsignalized intersections.

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

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

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.

⁴ Highway Capacity Manual (HCM), Transportation Research Board, 6th Edition

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 Scenario.

Tables 5 summarizes the results of the 2025 No-Build conditions.

Table 5. 2025 No-Build Peak Hour Operations

Intersection	Measure of Effectiveness (Delay in Sec and Queue in Ft)		
	Criteria	AM Peak Hour	PM Peak Hour
Lake St E & Ferndale Rd S (All-Way Stop-Controlled)	<i>Overall LOS & Delay</i>	A 4.4	A 4.9
	<i>Worst Movement LOS & Delay</i>	A 6.5 (NBT)	A 6.8 (NBT)
	<i>95th Percentile Queue</i>	SBTR - 55'	WBL - 62'
Lake St E & Edgewood Ct (Side-Street Stop-Controlled)	<i>Overall LOS & Delay</i>	A 0.4	A 0.4
	<i>Worst Movement LOS & Delay</i>	A 7.3 (SBL)	A 7.6 (SBL)
	<i>95th Percentile Queue</i>	SBL - 16'	SBL - 26'
Lake St E & Barry Ave S (All-Way Stop-Controlled)	<i>Overall LOS & Delay</i>	A 5.4	A 6.5
	<i>Worst Movement LOS & Delay</i>	A 6.8 (WBT)	A 7.5 (WBT)
	<i>95th Percentile Queue</i>	WBTR - 61'	WBTR - 79'
Lake St E & Minnetonka Ave S (Side-Street Stop-Controlled)	<i>Overall LOS & Delay</i>	A 1.7	A 2.1
	<i>Worst Movement LOS & Delay</i>	A 5 (SBL)	A 7.8 (SBL)
	<i>95th Percentile Queue</i>	SBLR - 52'	SBLR - 62'
Wayzata Blvd & Barry Ave S (Side-Street Stop-Controlled)	<i>Overall LOS & Delay</i>	A 1.2	A 1.5
	<i>Worst Movement LOS & Delay</i>	B 10 (SBL)	B 13.8 (SBL)
	<i>95th Percentile Queue</i>	WBL - 35'	NBLT - 42'

- 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.

The results shown in Table 5 indicate the 2025 No-Build operations of the study area intersections are acceptable in terms of delay and queuing for all intersections with LOS A for overall operations and LOS B or better for individual travel lane operations, with manageable vehicle queuing.

As mentioned earlier, the estimated trip generation associated with the Proposed Project has been applied to the 2025 No-Build traffic conditions to create the 2025 Build scenario. The results of the 2025 Build scenario are summarized in Table 6.

Table 6. 2025 Build Peak Hour Operations

Intersection	Measure of Effectiveness (Delay in Sec and Queue in Ft)		
	Criteria	AM Peak Hour	PM Peak Hour
Lake St E & Ferndale Rd S (All-Way Stop-Controlled)	<i>Overall LOS & Delay</i>	A 4.5	A 4.9
	<i>Worst Movement LOS & Delay</i>	A 6.7 (NBT)	A 7.2 (NBL)
	<i>95th Percentile Queue</i>	SBTR - 54'	WBL - 65'
Lake St E & Edgewood Ct (Side-Street Stop-Controlled)	<i>Overall LOS & Delay</i>	A 0.6	A 0.5
	<i>Worst Movement LOS & Delay</i>	A 6.7 (SBL)	A 6.9 (SBL)
	<i>95th Percentile Queue</i>	SBL - 31'	SBL - 32'
Lake St E & Parking Garage Access (Side-Street Stop-Controlled)	<i>Overall LOS & Delay</i>	A 1.5	A 1.8
	<i>Worst Movement LOS & Delay</i>	A 6.1 (SBL)	A 7.3 (SBL)
	<i>95th Percentile Queue</i>	SBLR - 45'	SBLR - 50'
Lake St E & Barry Ave S (All-Way Stop-Controlled)	<i>Overall LOS & Delay</i>	A 5.6	A 6.5
	<i>Worst Movement LOS & Delay</i>	A 7 (WBT)	A 7.6 (WBT)
	<i>95th Percentile Queue</i>	WBTR - 69'	WBTR - 76'
Lake St E & Minnetonka Ave S (Side-Street Stop-Controlled)	<i>Overall LOS & Delay</i>	A 1.9	A 2.2
	<i>Worst Movement LOS & Delay</i>	A 5.9 (SBL)	A 8.3 (SBL)
	<i>95th Percentile Queue</i>	SBLR - 53'	SBLR - 64'
Wayzata Blvd & Barry Ave S (Side-Street Stop-Controlled)	<i>Overall LOS & Delay</i>	A 1.4	A 1.7
	<i>Worst Movement LOS & Delay</i>	B 12.6 (NBL)	B 13.5 (NBT)
	<i>95th Percentile Queue</i>	WBL - 37'	NBLT - 45'

The results shown in Table 6 indicate the 2025 Build overall operations and travel lane operations of the study area intersections and site accesses are acceptable with LOS A for overall operations and LOS B or better for travel lane operations, with manageable vehicle queuing. The addition of site-generated traffic slightly increases delay and queuing but not above unacceptable levels as the existing roadway network has available capacity.

Parking Analysis

A parking analysis has been conducted to evaluate parking demand for the Proposed Project. 117 total parking spaces are proposed with 106 in an underground parking ramp and 11 in a surface parking lot. The parking demand for the Proposed Project was estimated using two sources; data from ITE's **Parking Generation Manual**⁵ and from City of Wayzata's **Zoning code**⁶. Table 7 summarizes the estimated peak parking demand for the proposed land uses using both sources. Using ITE's **Parking Generation Manual** data, **87** spaces would be required with the weekday demand being higher than the weekend demand. Using City of Wayzata's **Zoning Code**, **106** spaces would be required. It is noted that no reductions due to multimodal travel have been applied to these numbers. Additionally, these numbers represent the peak demand for each use and do not include a time-of-day shared demand distribution. Once the retail tenants are confirmed the parking demand may need to be revisited.

⁵ Parking Generation, Institute of Transportation Engineers (ITE), 5th Edition, January 2019

⁶ City of Wayzata Code of Ordinances, Part IX-Zoning, Chapter 920 – Off Street Loading and Parking

Table 7. Peak Parking Demand by Land Use (Spaces)

Land Use	ITE Land Use Code	Size		ITE ¹				City Code ²
				Weekday		Saturday		
				Average Rate	Demand	Average Rate	Demand	Demand
Multifamily Housing (Low-Rise)	220	36	units	1.21	44	1.31	47	72
Hair Salon*	918	1,638	s.f.	*	8	*	8	15
Apparel Store*	876	1,238	s.f.	1.13	1	2.66	3	
Fast Food - No Drive Thru*	933	1,937	s.f.	9.91	19	9.91	19	
Small Office Building	712	6,099	s.f.	2.39	15	0.28	2	19
Total					87		79	106

* For City Code Calculations these uses were consider retail services as the exacted tenants and services are unknown.

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 intersections to accommodate site-generated traffic. Review of year 2025 Build ADTs indicate sufficient roadway capacities. The proposed 117 parking spaces will provide adequate parking on-site parking per City Code and ITE data.

Please contact Katie Schmidt at katie@s2traffic.com with any questions.

Attachments: Figures 1-7

(Appendices with Traffic Counts, Trip Generation Data, Synchro/Simtraffic Worksheets are available upon request.)



Figure 1 - Vicinity Map



Figure 2 - Site Plan (By Others)

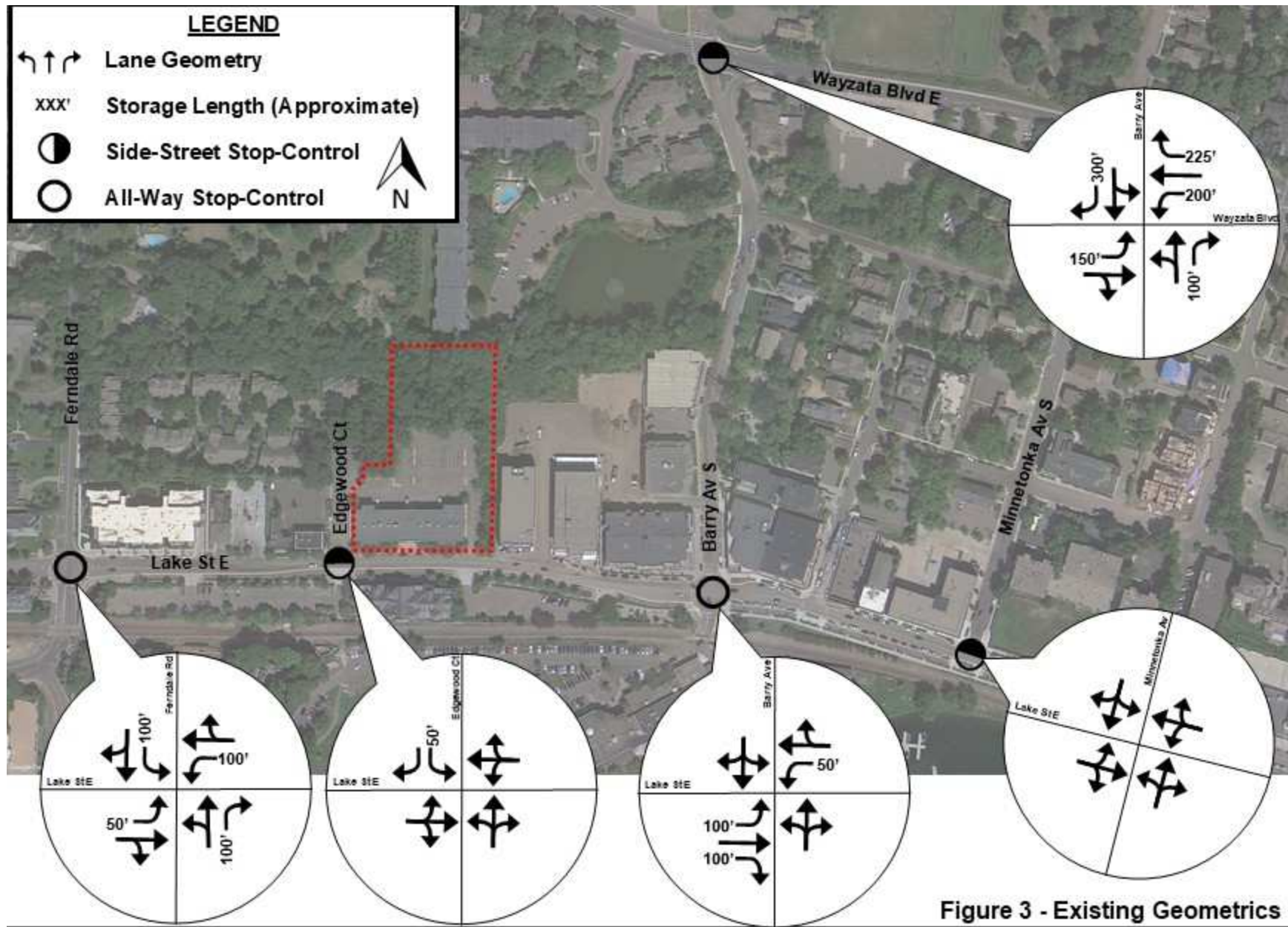
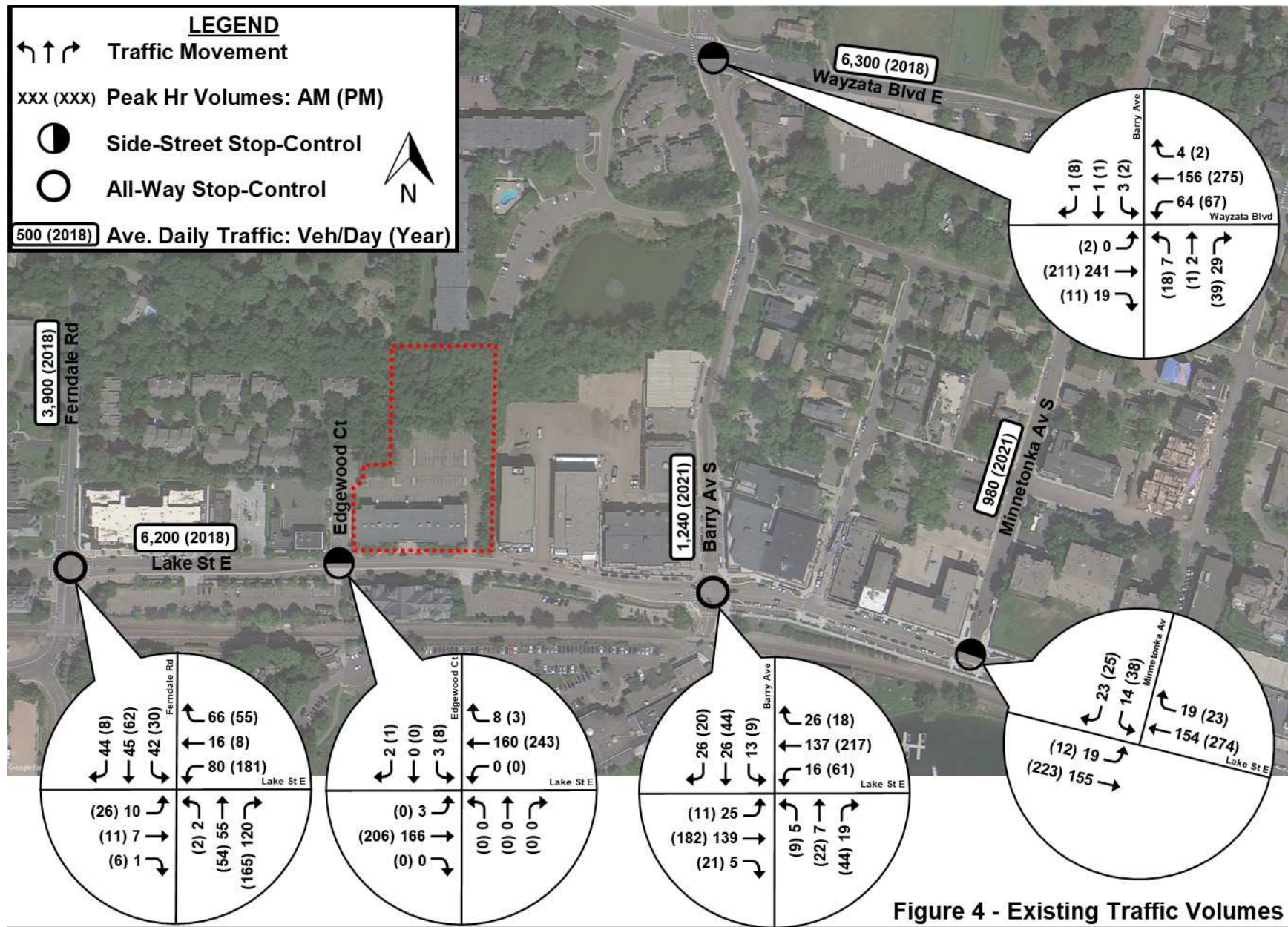


Figure 3 - Existing Geometries



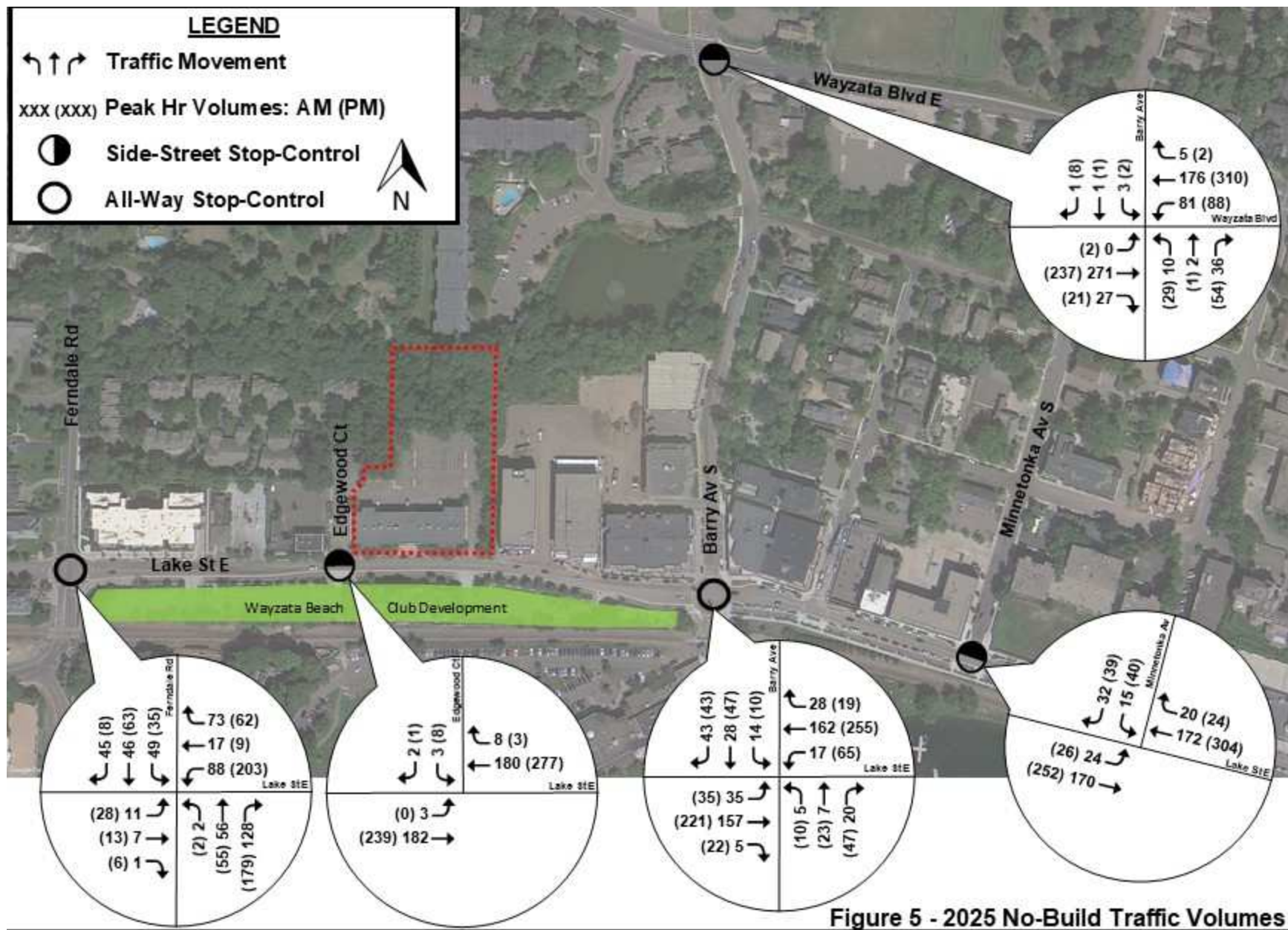


Figure 5 - 2025 No-Build Traffic Volumes

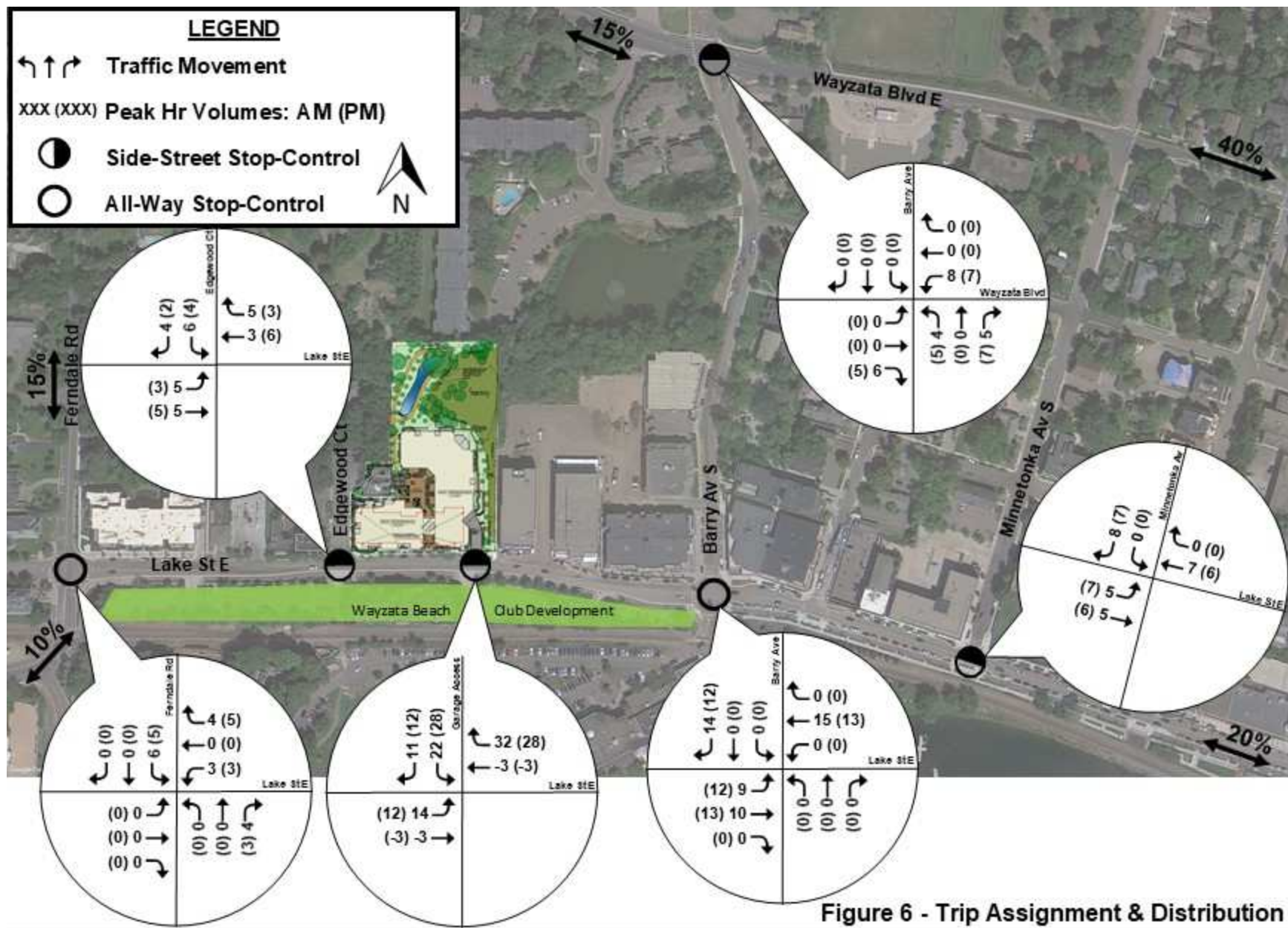


Figure 6 - Trip Assignment & Distribution

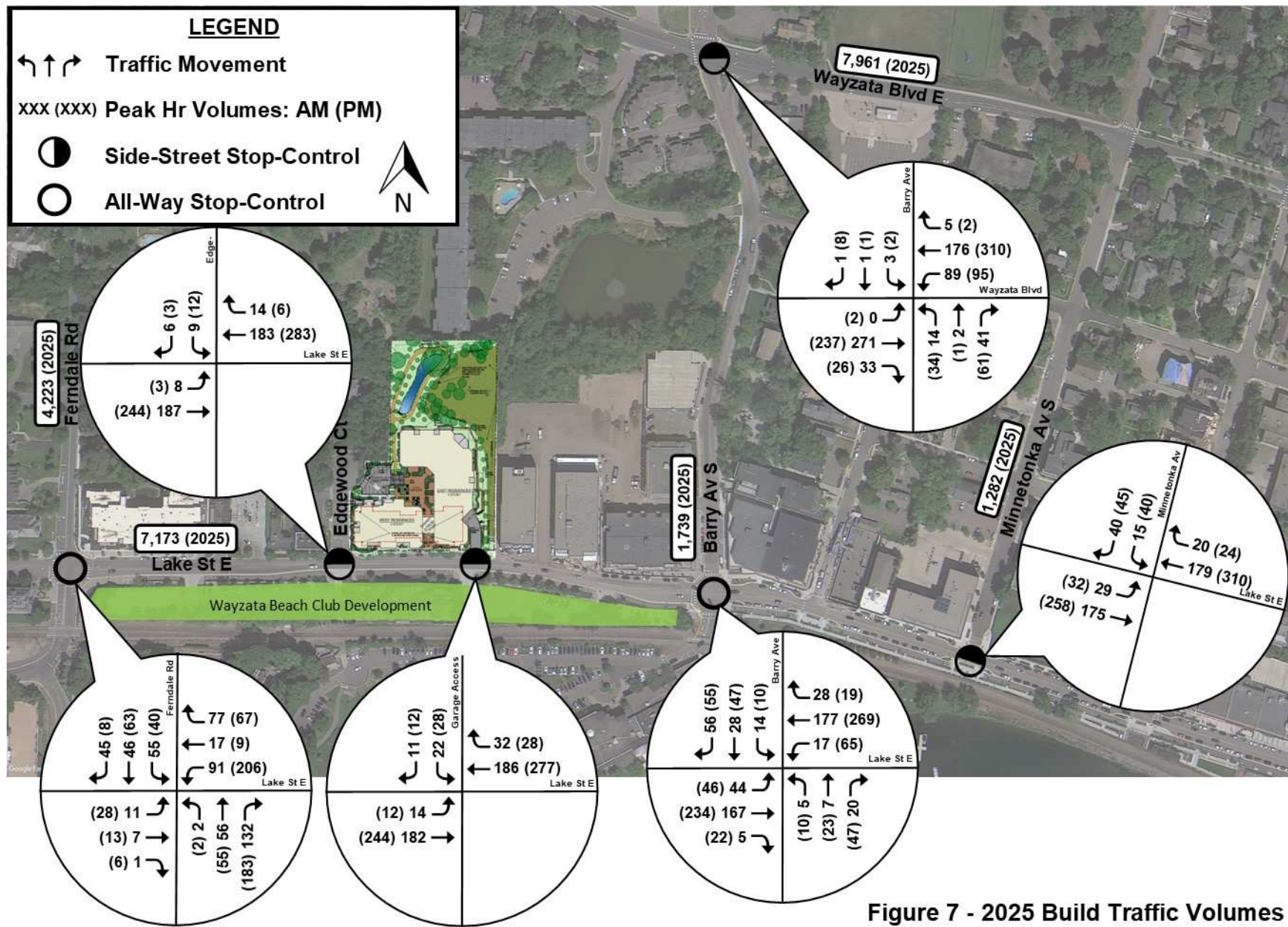


Figure 7 - 2025 Build Traffic Volumes



Review Summary

SRF No. 16141.00

To: Mike Kelly, PE, City Engineer/Director of Public Works
City of Wayzata
From: Tom Sachi, PE, Project Manager
Date: October 11, 2022
Subject: Review of Traffic and Parking Analysis Memorandum - 201 Lake Street

Introduction

As requested, SRF has completed a review of the *Draft Traffic and Parking Analysis Memorandum – 201 Lake Street* document, dated April 18, 2022 completed by SSTS. The proposed development is located in the northeast quadrant of the Lake Street and Edgewood Court intersection in the City of Wayzata. A review of the memorandum identified the following questions and comments for consideration.

Review Summary

Based on our review, the following items were identified from the April 18, 2022 memorandum:

Existing Conditions

1. Peak Periods and volumes appear to be accurate for the area. A portion of the intersection volumes were collected in March of 2022, while others were utilized from August 2021. Volumes tend to peak in summer in Wayzata, and as such, volumes were modified to reflect summer conditions.
2. Roadway geometry, speeds, and traffic controls are correct.

Future Conditions/Trip Generation

3. The background growth rates of one-half (0.5), one and half (1.5) and three (3) percent represent accurate estimates for the study roadways.
4. The Year 2025 No Build volumes included trips from proposed adjacent development, Wayzata Beach Club at 200 Lake Street, as indicated on page 2, which is accurate for the area. Note, this was based on the assumed land uses as of April 2022. Other background developments are accommodated within the background growth rates.
5. The fast food restaurant being included is conservative for the proposed development that should represent a worst-case scenario.
6. The peak hour trip generation using the *Institute of Transportation Engineers Trip Generation Manual, 11th Edition* is accurate for the proposed land uses.
7. The pass-by and shared trip reductions utilized are accurate for the proposed development.
8. No multimodal reductions were applied, which is conservative for the trip estimate.
9. The distribution used for trips to/from the proposed development appears to be consistent with roadway travel patterns.

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Average Daily Traffic and Roadway Capacity

10. The removed daily trips for the previously existing office and bank land uses were removed, which is accurate to help estimate existing ADTs.
11. The assumed facility types and thresholds are accurate.
12. With the added background growth and trips from the proposed development, the estimated year 2025 ADTs are accurately estimated.
13. The ADT comparison to ADT Thresholds is done accurately. No capacity issues are expected.

Traffic Operations

14. Operations analysis appears to be completed correctly. No issues are expected as a result of the proposed development.
15. No delay or queuing issues are expected and no mitigation is necessary.

Parking Analysis

16. The ITE expected parking demands appear to be accurate, but, no rate was provided for Hair Salon. However, the 8 spaces noted as the demand is conservative and should represent a peak demand.
17. The City Code parking requirements are estimated correctly.
18. The parking demand estimates are accurate and there is expected to be sufficient parking supply to accommodate the proposed development.

Conclusions and Recommendations

19. The conclusions are accurate and no mitigation is necessary to accommodate the proposed development.
20. Overall the study appears to be completed accurately and correctly. No issues were found.

Other Considerations

There have been discussions regarding the need for traffic signals at the study intersections along Lake Street. Based on the intersection capacity analysis for the year 2025 build conditions, all of the study intersections are expected to operate within acceptable levels with excess capacity. Overall, all intersections are a LOS A and no side-street delays are expected over eight (8) seconds. No queueing issues are expected to occur either.

Additionally, the roadway capacity was studied for the study roadways under build conditions. and found that all of the roadways are below a volume to capacity ratio of 0.5. Note, roadways would be expected to need mitigation at volume/capacity ratio of 0.85 or higher, indicating there is sufficient and excess capacity along the study roadways.

Traffic signals are not expected to be necessary or warranted based on the volumes at the intersections. Unwarranted signals can cause safety issues, unnecessary delays, and lead to unintended congestion issues. Traffic signals are also a high cost installation and require ongoing maintenance expenditures.

If a traffic signal study was requested, the following items would be required to be collected and reviewed at each intersection:

- 16 hour turning movement counts at the study intersections, along with estimated trip generation for any developments.
- Intersection capacity analysis to determine operational needs.
- Review of Traffic Signal Warrants following the Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD). Typically a four-hour or eight-hour volume warrant is necessary to warrant installation of a traffic signal.
- A review of crash data at the intersection.
- Depending on local requirements, a signal justification report (SJR) or intersection control evaluation report (ICE Report) would need to be completed.

Current traffic volumes are not expected to meet any volume thresholds for any of the study intersections on Lake Street, even during the peak hours of the year 2025 build conditions. Additionally, with the expected acceptable operations and minimal delays, a traffic signal would not be justified for any study intersections on Lake Street.

Westway Condominiums | Redevelopment of 201 Lake Street East, Wayzata

Neighborhood Meeting August 30, 2022

The meeting began at 5:00pm with the introduction of property owner Lowell Zitzloff, who welcomed everyone and thanked them for coming and providing feedback regarding the proposed project.

A presentation of the project was then given by Darren Schmitt of Bruce W. Schmitt and Associates.

Following the presentation, at 5:30pm, Darren welcomed public feedback by requesting any comments or questions from those in attendance.

Feedback received for the project was very positive. The majority of concerns expressed by the public in attendance related to either the effects on the neighboring streets, sidewalks and properties during construction, or their concerns regarding the existing street intersection of Edgewood Court and Lake Street. Multiple comments were made asking if anything could be done to improve safety and ease of pulling out into Lake Street traffic.

Listed below are questions and comments made by those in attendance, and Darren's response to questions:

- Multiple comments regarding the proposed building design being 'a pleasant surprise' and 'not just another box'
- Please be proactive about mitigating the effects of construction on pedestrian traffic. Comment was made referencing the Lothenbach project at 401 Lake and the sidewalk being closed for nearly 2 years
 - Response: every attempt will be made to minimize the impact of construction on public streets and sidewalks. The use of a tower crane in lieu of a crane parked on the street is one example of how this may be achieved. Another is the use of the parallel parking stalls along Lake Street to minimize lane or street closures. Jeff Zitzloff (Westway LLC) noted that he is especially sensitive to how a construction project affects the public as he has experienced this with the 5 Swans business being neighbors to the current construction at 401 Lake Street
- Please limit construction use of the cul-de-sac at the end of Edgewood Court as much as possible (e.g. staging area, storage of construction materials)
 - Response: intent is to not use Edgewood Court cul-de-sac for storage of materials and minimize any traffic disruptions caused by staging requirements by using the existing Lake Street curb cut for construction traffic as much as possible.
- Existing parallel parking stalls along Lake Street make it hard to see down Lake Street. Also, could anything be done to move the street light at the intersection of Edgewood Ct and Lake Street for traffic visibility reasons?
 - Response: We will notify the City of concerns regarding the intersection
- Please use Lake Street (not Edgewood Court) for trucking path if a large amount of soil needs to be removed from the site

- Response: intent is to use Lake Street curb cut instead of Edgewood Court for construction traffic.
- What type of lighting will be used on the exterior of the building, will there be a lot of light shining on neighboring properties?
 - Response: wall lighting on the building will be small, residential scale. There will be landscape path lighting for security along the nature path, the surface parking lot will have smaller pedestrian style fixtures around the perimeter, not the typical high parking lot fixtures
- What is our expected or anticipated length of construction?
 - Response: Opus has anticipated 18 months
- Will the project require pilings?
 - Response: yes, much like recent neighboring projects used pilings due to poor soil conditions, pilings are required for this project as well
- How many condos will there be, including the break down between Residential and Commercial?
 - Response: Propose 36 residential condos and 7 commercial condos and are asking the City to consider allowing 4 of those commercial condos be residential instead, resulting in 40 residential condos and 3 commercial condos
- Will the condos be for sale or leased?
 - Response: all condos will be sold, including the commercial condos
- Please clarify the ordinance variances that will be requested for the project.
 - Response: height variance, shoreland impact plan CUP is required due to impervious coverage being over 25% (around 50%), and the proposed density is less than the Comprehensive Plan requires
- Multiple questions regarding the traffic design of the street intersection from Ferndale Ridge residents
 - Response: your concerns will be relayed to the City regarding the street intersection
- Special appreciation was given to the owner for using a local architect from within the city
- Please consider using a local landscape architect
 - Response: yes, a local landscape architect will be considered
- Appreciate the floor plan design utilizes interior corridors and stair shafts because this won't cause light pollution to the neighboring properties by having safety lighting on all night in these common areas. Meyer Place at Ferndale was used as an example they apparently have an issue with
- Appreciate the proposed nature trail being part of this project
- Will there be any grass between the building and street boulevard?
 - Response: yes, there is a 6' wide planting strip between the street curb and sidewalk, a 6' wide sidewalk, and additional planting space between the building and sidewalk that varies in size, except in two locations that were indicated on the plan
- What is the expected price range for these residential condos?
 - Response: it is too early in the process to determine what the selling price will be for the condos
- Asked to clarify the exterior building materials proposed and their locations. Comment was made to please don't use 'yellow stone'

- Response: the pitched roofs will be a synthetic slate. West Residences will have Azek, a synthetic type product for shingle siding and trim to simulate wood, painted white. East residences will have brick and stone on the first two levels and synthetic wood horizontal siding on the third floor. The entire building will have a stone base that will be more white than yellow.
- Please keep whatever mature trees possible
 - Response: Yes, ideally all mature trees that are healthy in the northern, open portion of the property and along the common property line with Ferndale Ridge will be saved. The intent is to have the landscape architect determine which trees are healthy and which trees should be removed, then plant new trees where needed to create screening for Ferndale Ridge.

The meeting concluded at 6:00pm.

The public was asked to sign-in upon arrival, attached is the sign-in sheet.

Others present including Owners and their design team:

Lowell Zitzloff

Jeff Zitzloff

Julie Beckman

Tim Zitzloff

Rick Zitzloff

Bruce Schmitt - Bruce W. Schmitt & Associates, Architects

Darren Schmitt - Bruce W. Schmitt & Associates, Architects

Jay Hultman - Bruce W. Schmitt & Associates, Architects

James Goman - Bruce W. Schmitt & Associates, Architects

Kit Bennett - The Opus Group

Darren Knight - Knight Law Office / US Brokerage LLC

Meeting Sign-in Sheet

Westway Condominiums Neighborhood Meeting

201 Lake Street East, Wayzata, Minnesota

Date: Tuesday, August 30, 2022

Time: 5-6 PM

Venue: Wayzata City Hall – Community Room

Presented by: Bruce W. Schmitt & Associates, P.A. Architects & Lowell Zitzloff and Family

	Name:	Address or Company:	Phone:	Email:
1.	Lisa Kinomoto	177 Edgewood Ct	612-743-8449	lisakino1@yahoo.com
2.	LARRY SHAW	" " " "	612-612-7551	LCSHAW@frontier.net
3.	Judy Zitzloff	122 " " "	612-845-5284	judy@zitzlofftrainingresources.com
4.	Barrie Seifert	312 3rd St	612-280-9705	barrie.L.Seifert@gmail.com
5.	Mike Seifert	312 2nd St	612-723-1575	
6.	Kelsey Thompson	14525 Hwy 7, Mka	651-253-8774	Kelsey@westdev.com
7.	Art Arnold	134 Edgewood Ct Wayzata		
8.	Patti Rabb	123 Edgewood Ct. Wayzata		
9.	Betsy Driessen	114 Edgewood Ct. Wayzata		edriessen@ad.com
10.	Mary Hennessy	105 Edgewood Ct.	Wayzata	bambervalley@yahoo.com

	Name:	Address or Company:	Phone:	Email:
11.	Pete WALTERA	140 EDGWOOD	6123841028	PCWALTERA@GMAIL
12.	Peggy Douglas	133 Edgewood Ct	952 4762137	peggydouglas@coy mchsi.com
13.	Bill McLAUGHLIN	234 Edgewood Ave		bmcLaughlinmn.9@comcast.net
14.	CURT FRETHER	200 Lake St	6127205690	curt@westdev.com
15.	Marcia Behring	119 Edgewood Ct.		Wayzata
16.	Lora Lake	117 Edgewood Ct		Wayzata
17.	Ada Nuhn	132 Edgewood Ct		Wayzata
18.	Mandy Cullen	129 Benton Ave		Wayzata
19.	Diane Marsh	124 Edgewood Ct.		dmarsh15@mchsi.com
20.	Chris Plantan	196 Lakewood Lane		chris.plantan@gmail
21.	Kathie Doer	112 Edgewood Ct.		katedoe2@gmail.com
22.	Peggy Watson	295 Grace St Ct.		PWatson@cbburnet.co
23.				
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FERNDALE RIDGE TOWNHOME ASSOCIATION

101-145 Edgewood Ct, Wayzata, MN 55391

RECEIVED

OCT 11 2022

CITY OF WAYZATA

September 29, 2022

Mr. Lowell Zitzloff

Westway LLC

319 Barry Avenue South

Wayzata, MN 55391

Re: Proposed Westway Condominiums

Dear Mr. Zitzloff:

First of all, on behalf of the Ferndale Ridge Association, thank you for your efforts to date to seek input from our neighborhood with regards to your proposed redevelopment of the former Coldwell Banker Realty Building. We have now had the opportunity to meet four times with you and your design group and appreciate the manner in which your team has responded to our questions and concerns.

Your commitment to work with us to enhance the buffer between our properties and to adhere to a rigorous plan to mitigate the adverse impacts of the construction will go a long way toward gaining the support of our Association for your project. We appreciate the opportunity to continue provide input as you further develop your plans.

Although our membership has had a high level of participation in the presentations of the project, and the Board has attempted to keep everyone up to date on the project, we do acknowledge and respect the right of any member to voice a dissenting opinion but at this point have no reason to believe this will occur.

Thanks again for your engagement with our neighborhood

Sincerely,



David Carland,

Secretary, Ferndale Ridge Association Board of Directors

To CITY of WAYZATA
& PARTIES CONCERNED,

OCT 10 2022
RECEIVED

OCT 10 2022

CITY OF WAYZATA

WE & NEARLY 140 RESIDENTIAL
CONDOMINIUM OWNERS HAVE PROPERTY
IN THE WAYZATA VILLA - ADJACENT TO
REFERENCE PROPOSED NEW "3 STORY" MIXED-USE
COMMERCIAL AND RESIDENTIAL BUILDING AT
201 LAKE ST E, WAYZATA

A MATTER OF IMPORTANT CONCERN TO US
IS THE POSSIBLE LOSS OF THE NATURAL
TREE BARRIER BETWEEN THE PROPERTIES.
WE VALUE THE AMENITY OF THESE TREES!

HOPEFULL ENOUGH TREES WILL BE LEFT
INTACT TO AVOID THE PRIVACY & SHIELDING
VALUE OF THE TREES

WE ARE GLAD FOR THE PROPOSED
DEVELOPMENT, BUT HOPE THAT THE

X TREE SHIELD (OR ENOUGH OF IT WILL REMAIN
TO CONTINUE PRIVACY AND STABILITY OF
THE HILL BETWEEN.

Deena & Donna Widel
275 BARRY AVE SO #122
952 473 0771



City of Wayzata Planning Commission Agenda Report

MEETING DATE: October 17, 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: October 17, 2022	AGENDA ITEM: 6.b
TITLE: Planning Commission Meeting Schedule	
PREPARED BY: Valerie Quarles, Assistant Planner	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: N/A	

BACKGROUND:

The next Planning Commission meeting is on Monday, November 7. The 2022 City Meeting Calendar and Liaison Schedule are attached. The 2023 Calendar is also attached, and the 2023 Liaison Schedule will be available later this fall.

ACTION REQUESTED:

N/A

ATTACHMENTS:

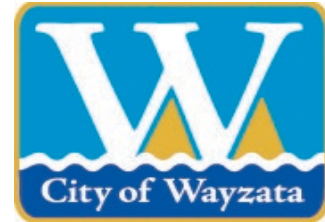
1. 2022 Wayzata City Calendar
2. 2022 Planning Commission Liaison Schedule
3. 2023 Wayzata City Calendar

City of Wayzata

2022 Meeting Calendar

January 2022						
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- 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

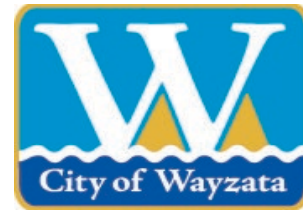
Revised
9/29/2021

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

January 2023						
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Precinct **Caucuses - Feb 1, 2023**

Revised
9/13/2022