

Wayzata City Council Meeting Agenda
Wayzata City Hall Community Room, 600 Rice Street
Tuesday, May 19, 2015

WORKSHOP TOPICS FOR DISCUSSION:

1. Lake Effect (5:00 PM) – Page 2
2. 253-259 Lake Street (6:00 PM or immediately following) – Page 14
3. Information Regarding MN Truck Weight Limits (6:30 PM or immediately following) – Page 43

CITY OF WAYZATA



PLANNING DEPARTMENT

MEMORANDUM

To: City Council
From: Heidi Nelson, City Manager and Bryan Gadow, Director of Planning and Building
Date: May 12, 2015
Re: Lake Effect Project Next Steps

Background

On March 17th, the City Council extended a scope of work with Ms. Mary deLaittre of Groundworks LLC consulting for the next phase of the Lake Effect project.

Included in the next phase of work is the creation and management of a Request for Proposals (RFP) process to solicit design team submissions for the Lake Effect: Signature Project in the central portion of the lakefront, extending from the Depot to the Section Foreman's House. The RFP submissions would be reviewed by a Selection Committee that is composed of designers, agency partners, and community members, with the goal of ultimately selecting the winning design team.

The purpose of the workshop session on May 19th is for the Council to review and provide feedback on the draft RFP announcement and the Selection Committee selection and Selection Committee job descriptions. After receiving the Council's feedback, staff would bring back both items for formal Council review and adoption on June 2nd.

Ms. deLaittre will be in attendance at the May 19th workshop to bring an overview of the RFP process and answer any Council questions.

Action Step

Review and provide feedback on the draft RFP document and Jury selection and job descriptions.

Attachments:

- Agenda
- Draft RFP
- Selection Committee Selection Process



19 May 2015

City of Wayzata
Lake Effect
Phase 2 Implementation Workshop

AGENDA

- I. Review RFP
- II. Review Jury Selection/Job Description
- III. Next Steps

Lake Effect: Signature Project

Request for Proposal

An RFP sponsored by the City of Wayzata

wayzatalakeeffect.com



Introduction

Lake Minnetonka is an asset that defines the identity of Wayzata, is an invaluable resource that improves the quality of life for residents and visitors through access to open space, nature and recreation, and contributes to the social, economic and environmental success of the region.

It is within this context that the City of Wayzata initiates a Request For Proposal for The Lake Effect: Signature Project — a proposed revitalization of Wayzata's lakefront. This project is introduced in the Implementation Strategy for the Lake Effect Framework (See Appendix B) and builds on the Lake Effect Framework (See Appendix B).

Project Particulars

Location Background

Since the initial platting by Oscar Garrison in 1854, Wayzata and its citizens have been stewards of one of the region's most prized resources, Lake Minnetonka. Wayzata serves as a gateway to the state's ninth largest lake with over 120 miles of shoreline and nearly 15,000 acres of water. Because of its ease of access and unique location, Wayzata has historically hosted the regions greatest attractions, including the 160' City of St Louis, the first inland vessel in the United States to boast electric lighting. The construction of the Wayzata Depot in 1906 was arguably one of the finest railroad facilities in the entire Great Northern Rail system. Whether arriving by rail from distant destinations thousands of miles away until 1971 or commuting a mere thirteen miles from the center of downtown Minneapolis on today's modern roadways, visitors and residents alike have sought Wayzata as one of the region's greatest destinations for over 140 years. Today, despite Wayzata's relatively small population, it is an economic powerhouse with a residential market tax base of \$1.1 billion and a total tax base of \$1.6 billion.

Site Description

The lakefront is a convergence of many assets, challenges and opportunities. The strategic site encompasses land between the historic Section Foreman House and Shaver Park and between Lake Street and Lake Minnetonka. Important destinations and physical features include the Great Northern Depot, Wayzata Boat Works, public boat docks, the Dakota Bike Trailhead and commercial businesses. (See Appendix A)

A major challenge of the site is the active rail line that separates the lakefront from the city. The opportunity exists to transform the current situation, to bring the lake back into the foreground and create a well-connected public amenity that addresses the needs of a broad constituency.

Project Scope

Goals and Team Composition

The Lake Effect: Signature Project will build on existing physical assets, previous plans and proposals for the area, as well as past exercises in community engagement (see Appendix B). At the same time the selected design team will investigate new opportunities for programming, connectivity, sustainability, infrastructure and public space for the site and adjacent areas to create a forward thinking, year-round, multifunctional destination that reflects the community's values.

The small, interdisciplinary team should have a strong emphasis on urban design and landscape architecture and have the proven ability to unravel a complex, multi-dimensional network of systems and piecemeal features to create a comprehensive integrated whole.

Project Deliverables

The selected Lake Effect: Signature Project design team will create a concept for the site that includes but is not limited to five components:

- Development of critical connections from neighborhoods and adjacent uses, including pedestrian, bicycle, boat and vehicular circulation as well as addressing connections related to the railroad line.
- A schematic design of all physical features
- Estimates of capital costs and long-term maintenance and operations
- A construction phasing plan
- The Lake Effect: Signature Project design team will provide supporting materials focused on visual presentation materials to be used to effectively communicate ideas to cultivate support and financing (see Project Deliverable Format below).

Note: Selected Lake Effect: Signature Project design team will make approximately 4 visits — including research, staff and stakeholder meetings, and community engagement — with project delivery early second quarter 2016.

Project Deliverable Format

Final design will be presented in multiple venues from lay people to design professionals. The Lake Effect: Signature Project project deliverables must be in the form of stand-alone presentations, displayed in public presentations, online and in print documents. Submissions must communicate ideas in a clear and compelling manner that expresses the unique character of the design and team to a variety of audiences.

- For public presentations a variety of formats can be handled including Powerpoint, Keynote and Adobe
- Preferred printable document format is PDF
- Separate images should be JPG at 300dpi

RFP Particulars

Submission Requirements

- Letter of interest expressing why your team would like to participate in the project, what are its distinguishing characteristics and what is your philosophical approach to the project;
- A one-paragraph bio and two-page resume/CV for each lead team member (there should be no more than 3-4 lead team members);
- Up to three examples of projects by lead team members that exemplify experience and expertise in relevant areas or established creative problem solving skills in similarly complex projects.
- Proposed concept development process and fee schedule
- The submission packet should be no more than 32 pages in PDF format.

Design Team Selection

RFP submissions will be judged by a panel of representatives from the sponsoring institution, community stakeholders and industry experts.

Up to three teams will be short-listed and interviewed by the panel. The teams will also be expected to give a public presentation of their portfolio of relevant work. Selection criteria will be based on team composition, qualifications and competitive fee and process proposal.

Key Dates

RFP announcement: 3 June 2015

RFP submission deadline: 10 July 2015

Shortlist announcement: 5 August 2015

Team Interview: 18-20 August 2015

Team selection announcement: 2 September 2015

Wayzata City Council approval: 15 September 2015

Eligibility

The Lake Effect: Signature Project is open to all design professionals and professionals with supporting expertise.

Contact and Entry Submission

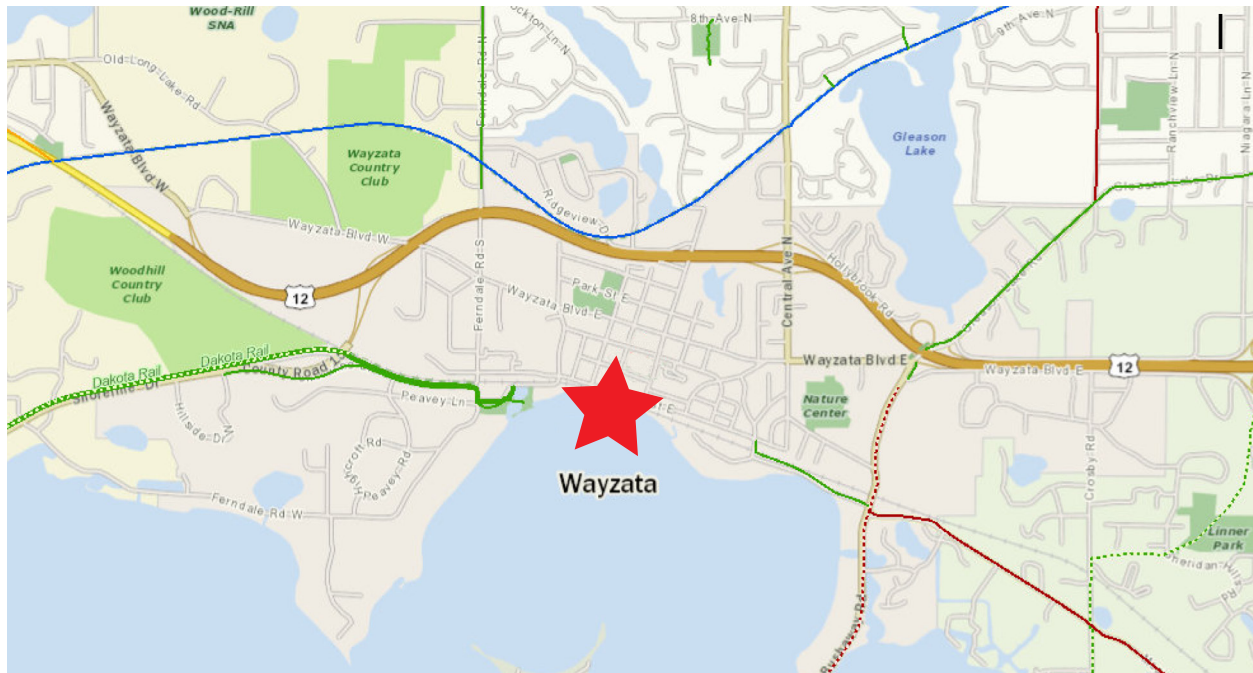
All communication should be sent via email to Mary deLaittre: mary@groundworkcitybuilding.com

All relevant questions will be posted with answers in an FAQ portion of the Lake Effect website — www.wayzatalakeeffect.com

Entries Due On or Before 4pm CST, Friday 10 July 2015. Submissions should be delivered via email, Dropbox or similar platform to mary@groundworkcitybuilding.com.

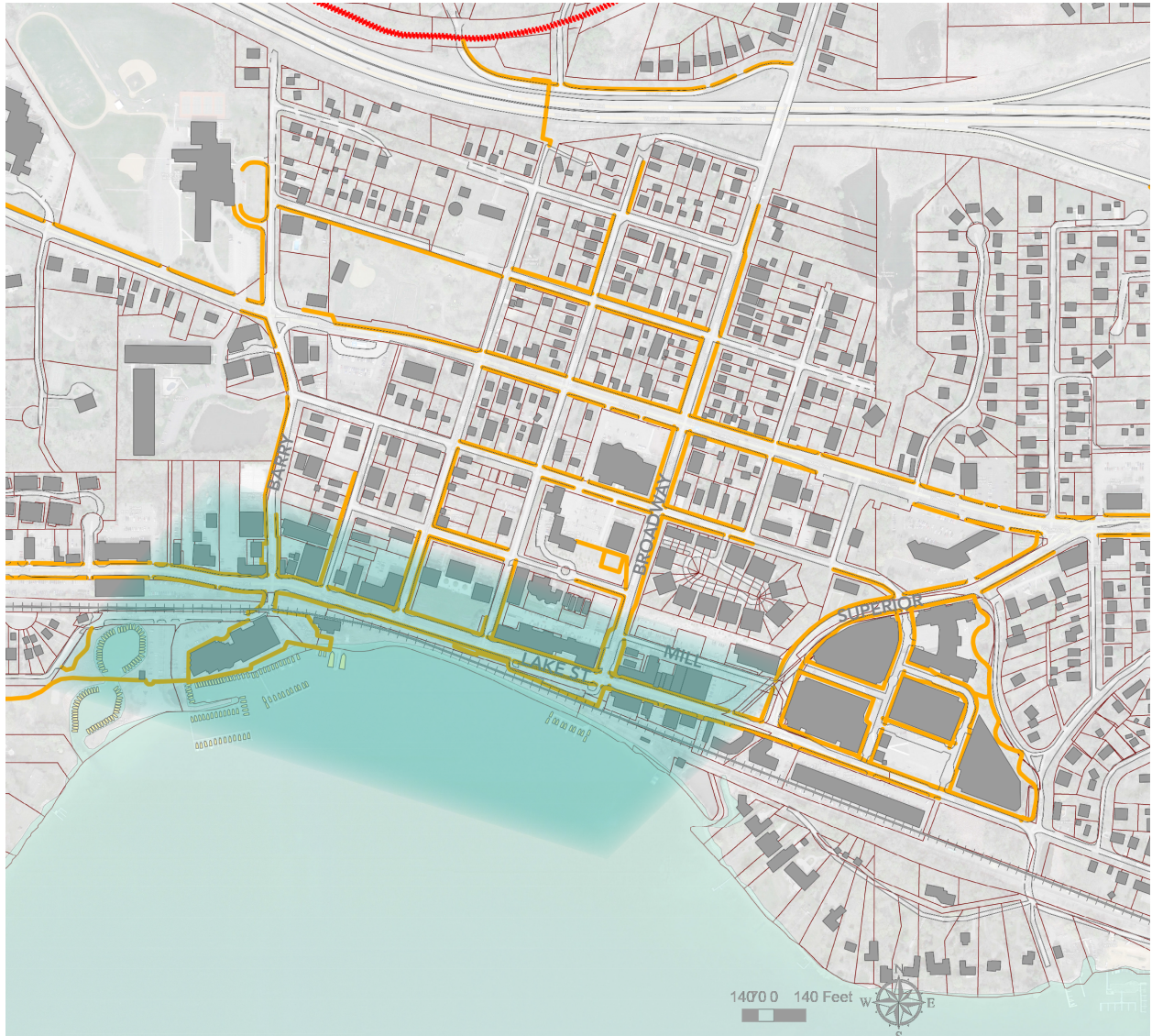
APPENDIX A Lake Effect: Signature Project

Lake Effect: Signature Project – Wayzata Context



APPENDIX A Lake Effect: Signature Project

Lake Effect: Signature Project – Scope Area



Resource List

Background information for guidance in understanding site and context in preparation of RFP

Primary Sources

City of Wayzata: www.wayzata.org

Implementation Strategy for the Lake Effect Framework: www.wayzatalakeeffect.com

Lake Effect: A Development Framework for the City of Wayzata: www.wayzatalakeeffect.com

Task Force Finale Report – January 2012 – link TBD

Secondary Sources

District Plans and Information

Lake Minnetonka Conservation District: <http://lmcd.org>

Minnehaha Creek Watershed District: <http://www.minnehahacreek.org>

Three Rivers Park District: <http://www.threeriversparks.org>

Maps and Base Information

Interactive Parks Map: <http://www.wayzata.org/188/Parks-Forestry>

Park Facility Inventory: <http://www.wayzata.org/Facilities?clear=False>

Park & Trails Map from 2030 Comprehensive Plan: <http://www.wayzata.org/DocumentCenter/Home/View/289>

2030 Comprehensive Plan: <http://www.wayzata.org/237/2030-Comprehensive-Plan>

Zoning Map – link tbd

Land Use Map – link tbd

Community Profile from Metropolitan Council: <http://stats.metc.state.mn.us/profile/detail.aspx?c=02397235>

Stormwater Management: <http://www.wayzata.org/405/Stormwater-Management>

Historic Plans and Maps

1920 Plan for Civic Development: link TBD

1992 Physical Plan Study: link TBD

Old Railroad Map: link TBD

2007 Retail Study: link TBD

Miller Dunwiddie Report for Section Foreman House: link TBD

LAKE EFFECT: SIGNATURE PROJECT

Supplemental Information

SELECTION COMMITTEE COMPOSITION

The role of the Selection Committee is similar to that of any group overseeing the hiring for a civic project – to select an interdisciplinary design team that has the appropriate skill set, understanding and approach to the project.

The up to 11 Committee members will have design and city building expertise and/or a vested interest in or particular knowledge of the site. Consideration is also given to potential partners, funders and regulatory bodies. It is expected that not all invitees will be able to participate.

The composition of the Selection Committee should be:
2-3 regional design experts

A selection of political and institutional representation:

- 1-2 Wayzata City Council member
- 1- Hennepin County
- 1-Three Rivers
- 1-LMCD
- 1-MCWD
- 1-Railroad

Community Committee representation:

- 1-Historical Society
- 1-Planning Committee
- 1-Parks and Trails Committee

In order to preserve objectivity, Selection Committee names will not be made public until after submissions are received.

SELECTION COMMITTEE JOB DESCRIPTION AND EXPECTATIONS

The Selection Committee will shortlist up to three teams and ultimately select a winning team based on a team's:

- Size and composition (disciplines represented)
- Team project experience and experience working together
- Design philosophy and approach
- Proposed design process and fees

The Committee Members will:

- Evaluate all submissions using established criteria and ranking system
- Convene and shortlist up to three teams based on previous ranking, discussion and voting
- Interview the up to three teams and select a winner through evaluation, discussion and voting

If the number of submissions exceeds 12, the three design professionals will cull through all of the submissions and reduce the number to 8 for full Selection Committee evaluation and shortlisting.

Selection Committee members are discouraged from speaking to design teams or the public throughout the selection and contracting process. All public communication about team selection will be managed through formal communication channels.

City Council will honor the Selection Committee process and choice.

DESIGN PHASES AND DEFINITIONS

© THE AIA

Schematic Design Phase Services

During the first phase—schematic design—a designer consults with the owner to determine project goals and requirements. Often this determines the program for the project. The program is the term used to define the required functions of the project. It should include estimated square footage of each usage type and any other elements that achieve the project goals. During schematic design, a designer commonly develops study drawings, documents, or other media that illustrate the concepts of the design and include spatial relationships, scale, and form for the owner to review. Schematic design also is the research phase of the project, when zoning requirements or jurisdictional restrictions are discovered and addressed. This phase produces a final schematic design, to which the owner agrees after consultation and discussions with the designer. Costs are estimated based on overall project volume. The design then moves forward to the design development phase.

Design Development Phase Services

Design development (DD) services use the initial design documents from the schematic phase and take them one step further. This phase lays out mechanical, electrical, plumbing, structural, and other landscape or infrastructure details. Typically referred to as DD, this phase results in drawings that often specify design elements such as material types and location of windows and doors. The level of detail provided in the DD phase is determined by the owner's request and the project requirements. The DD phase often ends with a formal presentation to, and approval by, the owner.

Construction Document Phase Services

The next phase is construction documents (CDs). Once the owner and designer are satisfied with the documents produced during DD, the designer moves forward and produces drawings with greater detail. These drawings typically include specifications for construction details and materials. Once CDs are satisfactorily produced, the designer sends them to contractors for pricing or bidding, if part of the contract. The level of detail in CDs may vary depending on the owner's preference. If the CD set is not 100-percent complete, this is noted on the CD set when it is sent out for bid. This phase results in the contractors' final estimate of project costs.

Bid Or Negotiation Phase Services

The first step of this phase is preparation of the bid documents to go out to potential contractors for pricing. The bid document set often includes an advertisement for bids, instructions to bidders, the bid form, bid documents, the owner-contractor agreement, labor and material payment bond, and any other sections necessary for successful price bids. For some projects that have unique aspects or complex requirements, the designer and owner elect to have a pre-bid meeting for potential contractors. After bid sets are distributed, both the owner and designer wait for bids to come in. The owner, with the help of the designer, evaluate the bids and select a

winning bid. Any negotiation with the bidder of price or project scope, if necessary, should be done before the contract for construction is signed. The final step is to award the contract to the selected bidder with a formal letter of intent to allow construction to begin.

Construction Phase Services

Contract administration (CA) services are rendered at the owner's discretion and are outlined in the owner-designer construction agreement. Different owner-designer-contractor agreements require different levels of services on the designer's part. CA services begin with the initial contract for construction and terminate when the final certificate of payment is issued. The designer's core responsibility during this phase is to help the contractor to build the project as specified in the CDs as approved by the owner.

CITY OF WAYZATA



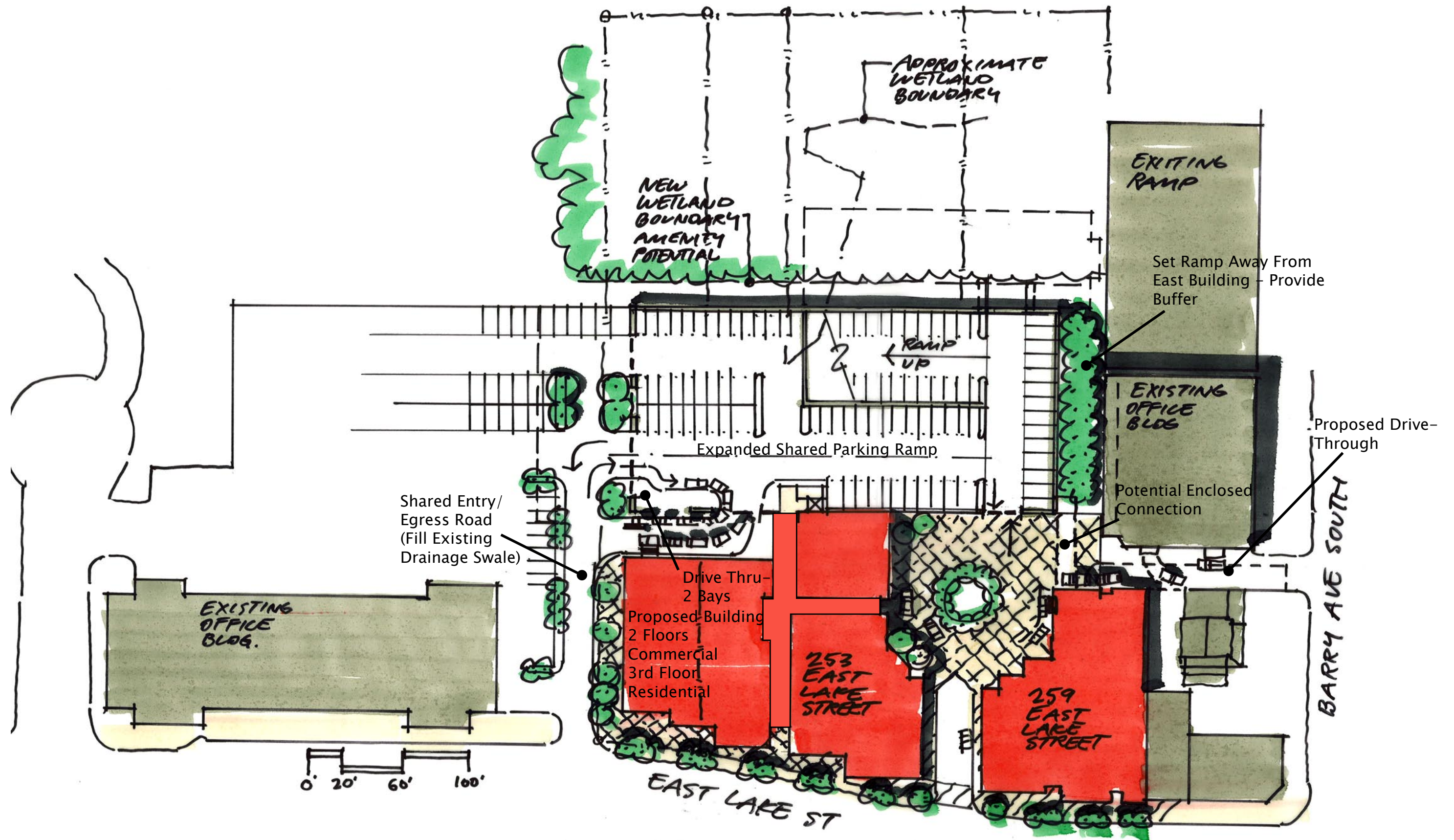
PLANNING DEPARTMENT

MEMORANDUM

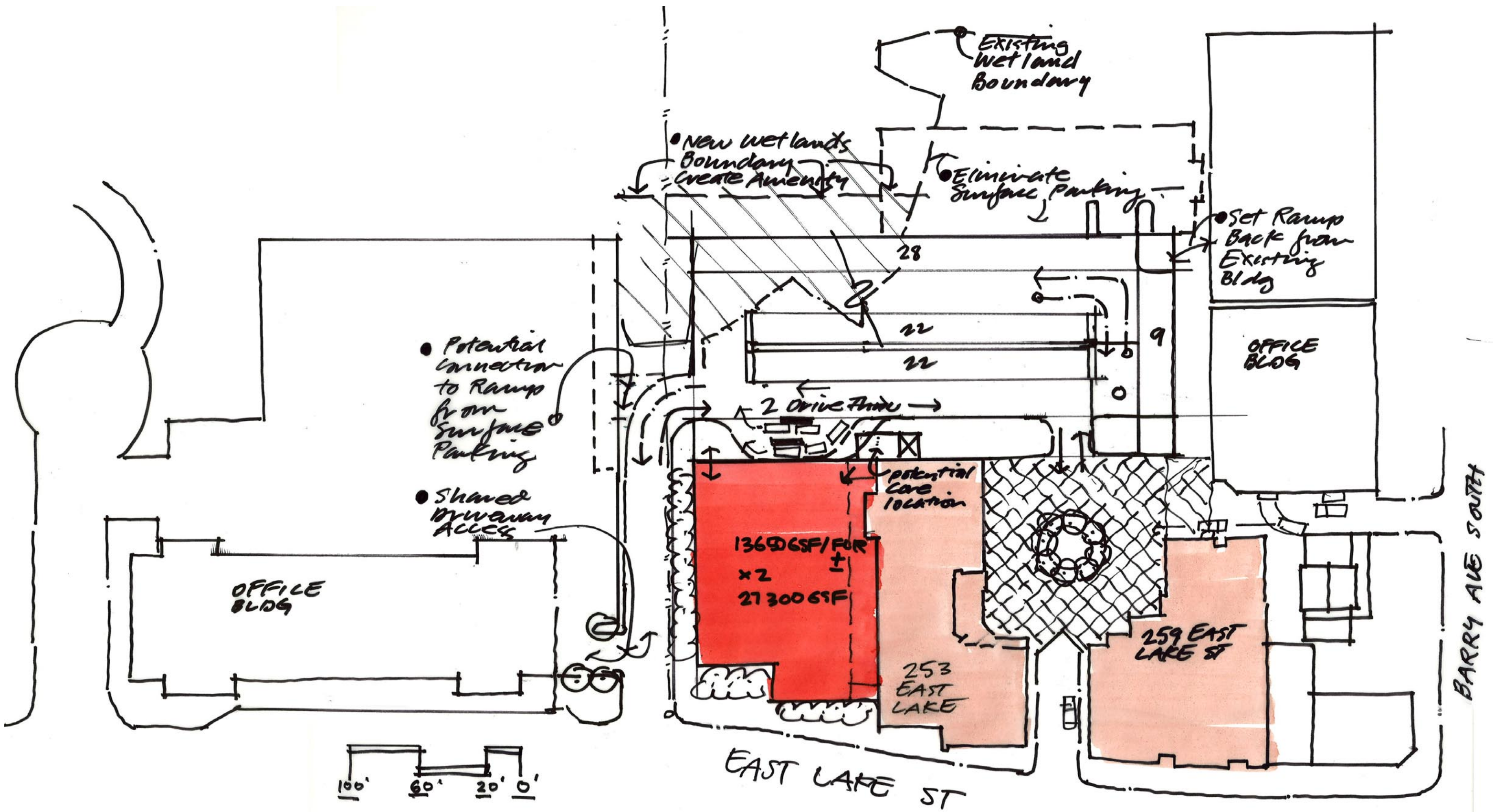
To: City Council
From: Bryan Gadow, Director of Planning and Building
Date: May 13, 2015
Re: Workshop on 253 and 259 Lake Street East

Mr. Brad Hoyt, owner of the property at 253 Lake Street E, has requested a workshop meeting with the City Council to discuss potential redevelopment options for the properties located at 239, 253, and 259 Lake Street E.

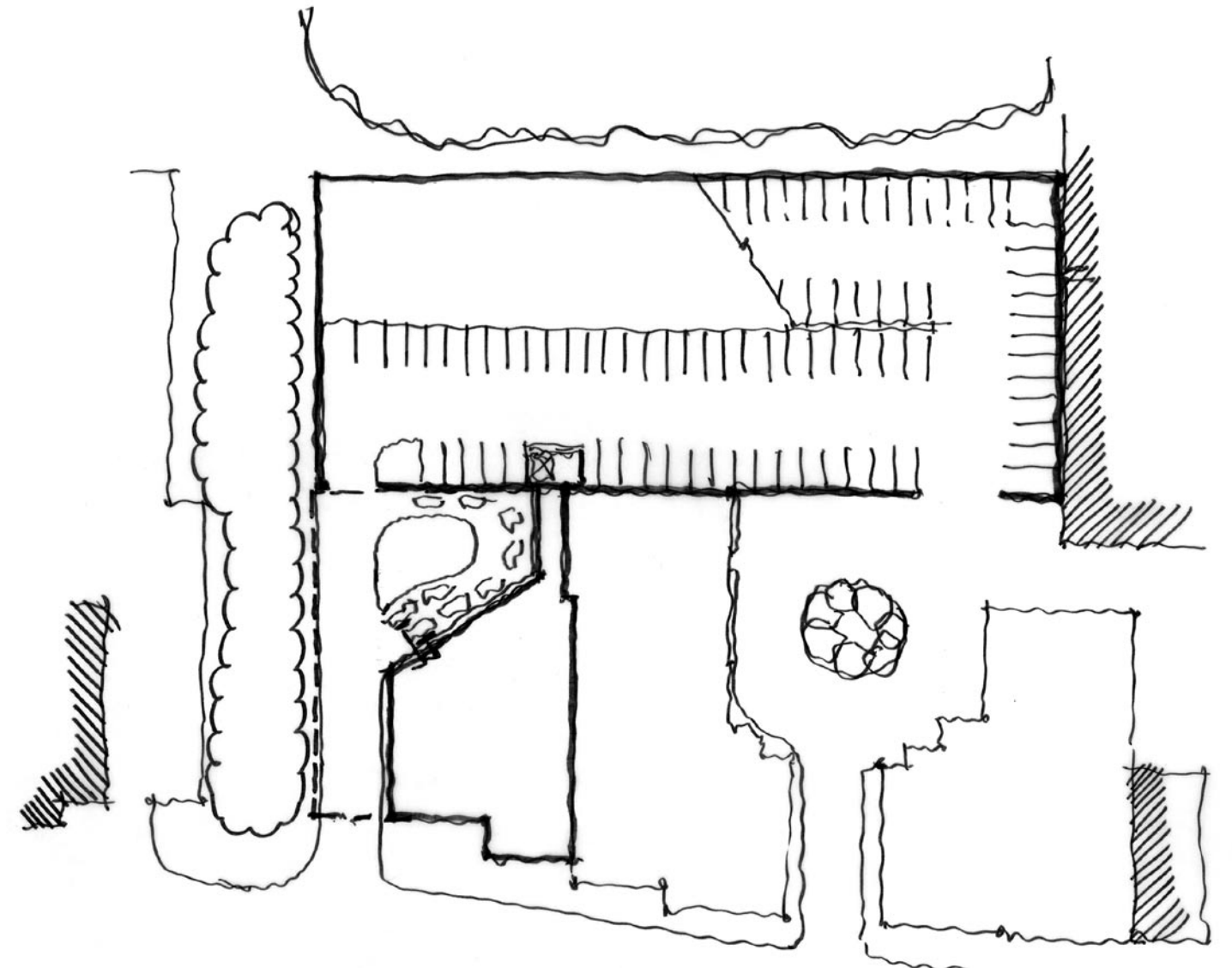
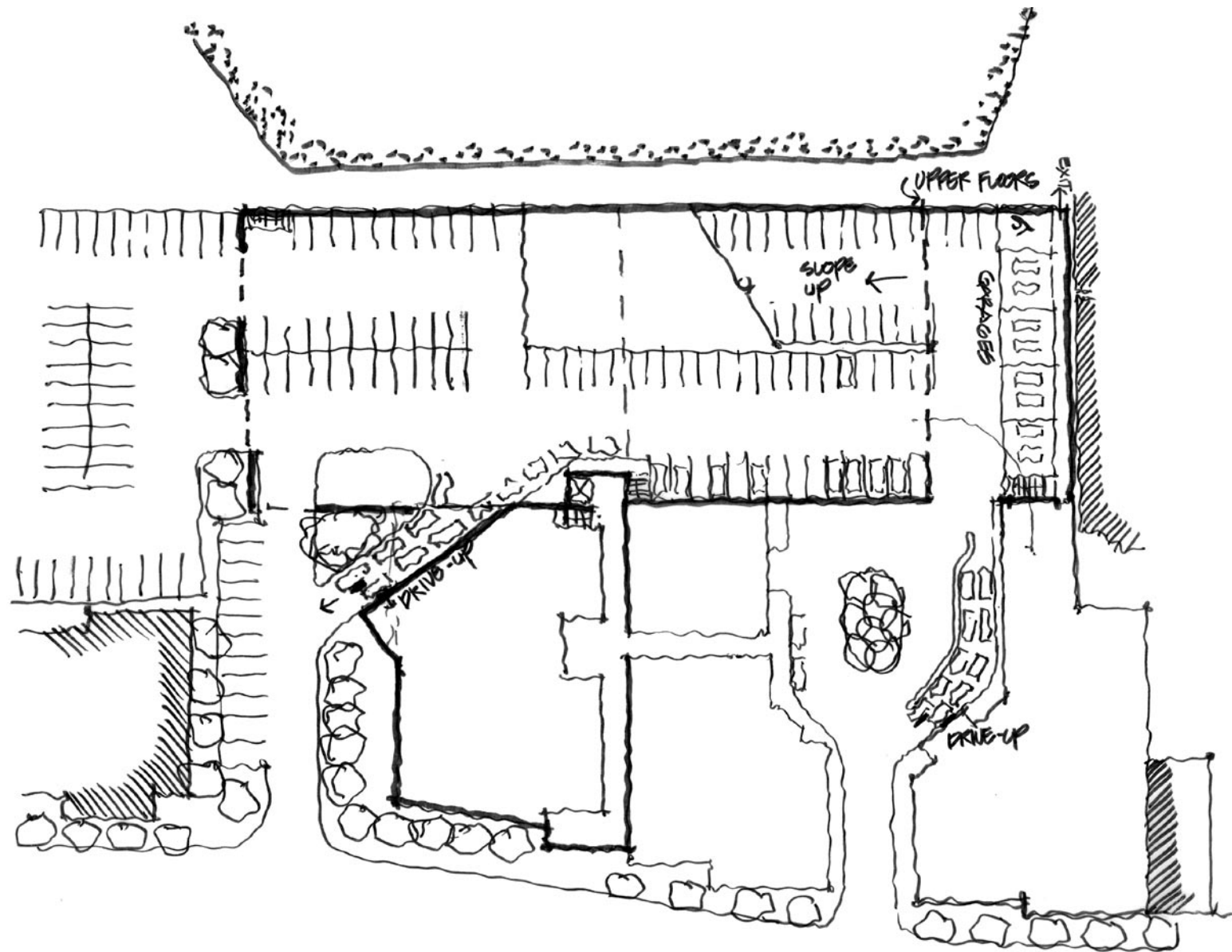
Attached are a copy of a previous concept from 2005 and a development proposal from 2006 for reference.



13 January 2005



13 January 2005



13 January 2005



253-259 EAST LAKE STREET

Ownership Group

253 East Lake Street
Continental Property Group, INC.
253 East Lake Street
Wayzata, MN 55391

259 East Lake Street
Boatworks Development Company, LLC.
284 East Grove Lane #100
Wayzata, MN 55391

PUD Planning & Design Team

Architectural Design

Bentz/Thompson/Rietow INC. (253 East Lake Street)
1123 IDS Center
Minneapolis, MN 55402
612-332-1234

Miller Dunwiddie Architecture (259 East Lake Street)
123 North Third Street, Suite 104
Minneapolis, MN 55401
612-337-0000

Landscape Architecture

Damon Farber Associates
923 Nicollet Mall
Minneapolis, MN 55402
612-332-7522

Civil Engineering

Kimley-Horn Associates
2550 University Avenue West
St Paul, MN 55114
651-645-4197

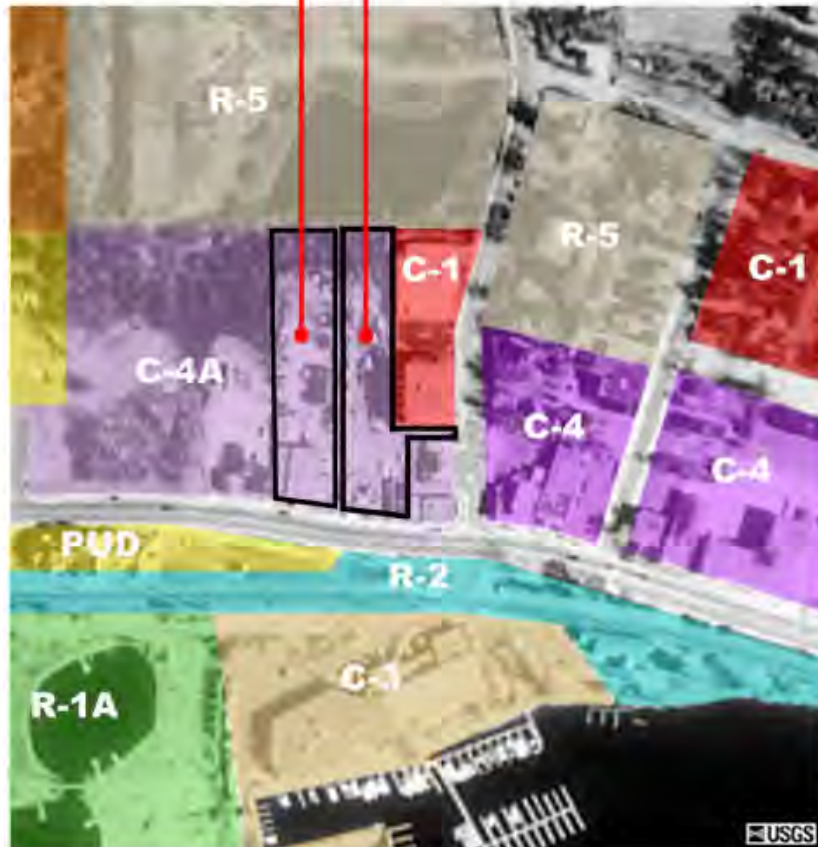
Traffic

Bonestroo Engineering
2335 West Highway 36
St Paul, MN 55113
651-636-4600



PROPOSED PUD FOR
253 EAST LAKE ST.

PROPOSED PUD FOR
259 EAST LAKE ST.



Zoning Request

The project requests Rezoning to **PUD District with Commercial and Residential Components**. Residential aspects conform to standards outlined in the residential portion of the PUD Ordinance and the R-5 zoning classification. Commercial aspects conform to standards outlined in the commercial portion of the PUD Ordinance and the C4-A zoning classification with the exception of building height for the main structure.

The PUD zoning request includes the following exceptions to the zoning of the C4-A classification:

- Increased height from 2 stories to 3 stories
- Permission to provide residential uses
- Increased maximum height

Provision of **additional building height and number of stories** beyond that allowed by existing zoning in order to:

- Address the economic viability of the site given the cost of development and the significant amount of wetland areas to the north,
- Screen the parking ramp structure from Lake Street,
- Acknowledge that the two properties exist within a context of significantly taller and larger buildings,
- Acknowledge that the proposed development would have little to no impact on views to the lake from properties to the north, and
- Provide floor to ceiling heights consistent with proper distribution of building services (mechanical, fire protection, etc.) and sound leasing practices/market forces.

While both projects are requesting relief on building height and building story limitations via the Planned Unit Development process, both projects are sensitive to the spirit of the Wayzata Design Standards.

Intent

The architectural intent of the 253 and 259 East Lake Street development is to maximize this underdeveloped, urban site through the creation of an economically viable, mixed-use building. Designed within the context of the Lake Street corridor, we are seeking to enhance the character and usability of downtown Wayzata.

Design Factors

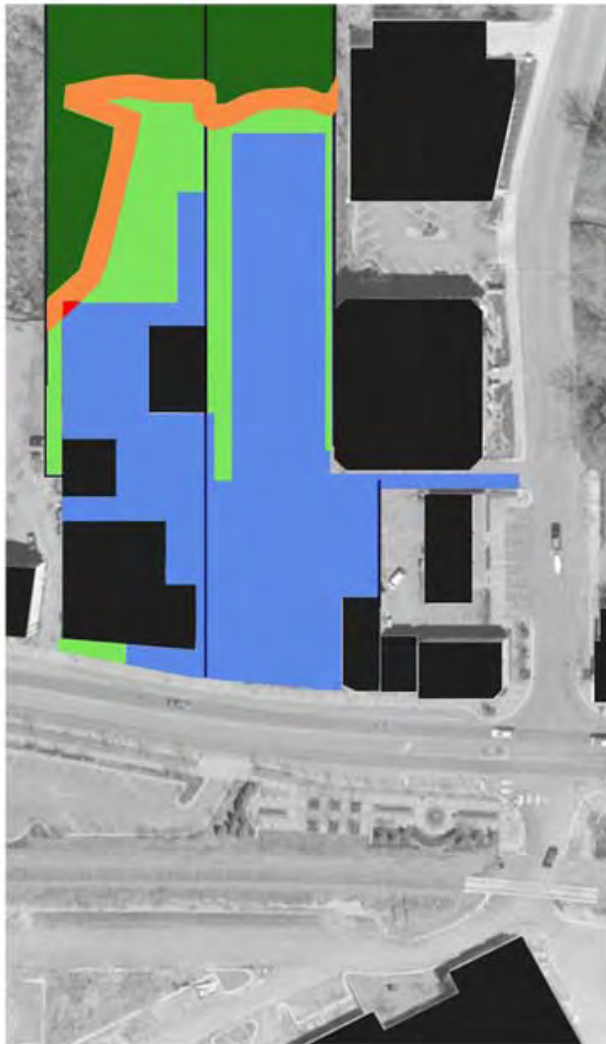
- Narrow frontage for retail
- Access from Lake Street
- Parking requirements
- Design Guidelines
- Mixed Use mandate
- Economics of Wayzata real estate
- Modern construction practices
- Market forces / tenant desires

Cooperation Between Neighbors

- Shared, efficient, privately funded parking facility
- Shared access to Lake Street
- Pedestrian friendly auto court
- Distinct yet complementary designs

Benefits to Wayzata

- Privately funded public parking facility
- Bridges a gap within the Lake Street retail district
- Prime example of mixed-use development as stated within the city's Comprehensive Plan
- Implementation of Design Guidelines and Comprehensive Plan
- Beautification of this area of Wayzata



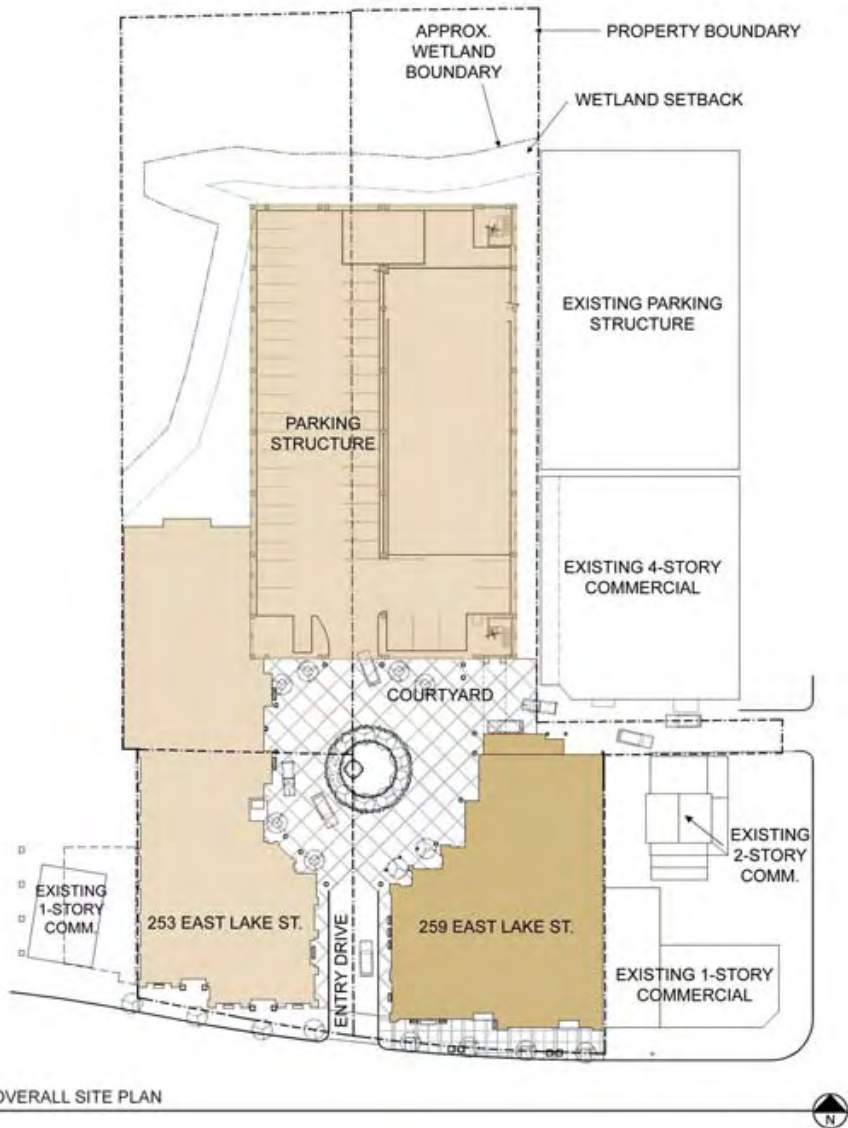
EXISTING

NOVEMBER 2004 - CONCEPT APPROVAL

MAY 2005 - GENERAL DEVELOPMENT PLAN

SITE CONDITIONS 253, 259 EAST LAKE STREET





BUILDING FACTS 253 E. LAKE ST.	
Areas:	
First Floor	16,107 GSF
Second Floor	16,171 GSF
Third Floor	12,138 GSF
Total	44,416 GSF
Area of Site:	54,211 SF or 1.245 acres
Building Footprint	16,107 SF

BUILDING FACTS 259 E. LAKE ST.	
Areas:	
First Floor	11,536 GSF
Second Floor	10,837 GSF
Third Floor	5,835 GSF
Total	28,208 GSF
Area of Site:	52,485 SF or 1.204 acres
Building Footprint	11,536 SF

COMBINED BUILDING FACTS 253 AND 259 E. LAKE ST.	
Area of Site:	106,696 SF or 2.449 acres
Building Footprint	27,643 SF
Ramp Footprint	28,860 SF
Impervious Surface	75,185 SF or 70.5%
Floor Area Ratio Permitted (C-4A Zone)	2.00
Existing	0.26
Proposed (including ramp)	1.76
Proposed (excluding ramp)	0.68
(See Section 5 for additional info and data)	

PARKING REQUIREMENTS 253 AND 259 E. LAKE ST.	
Spaces Required:	
253 E. Lake St.	131
259 E. Lake St.	80
Offsite (Boatworks Bldg.)	85
Spaces Provided - Garage:	
253 E. Lake St.	15
259 E. Lake St.	4
Spaces Provided - Ramp:	
	286
Total Spaces Required:	296
Total Spaces Provided:	305

OVERALL SITE PLAN

Summary of Refinements since Concept Plan Approval

This PUD General Development Plan submittal represents a refinement to the PUD Concept Plan that was approved by the Wayzata Planning Commission on October 18, 2004 and approved by the Wayzata City Council on November 16, 2004.

The City Council approval action listed 9 conditions. These conditions and the refinements being submitted with this application, are summarized below.

1. Buildings and parking ramp shall meet the height requirement of 3 stories or 35 feet.

The buildings and parking structure of the 253 – 259 East Lake Street project meet the height requirements in this condition. The buildings at 253-259 East Lake Street exceed 35 feet in height in order to accommodate market driven floor-to-floor requirements for modern retail, office and residential buildings, as well as modern day amenities such as forced air heating and air conditioning.

Section 801.19.2 of the City of Wayzata Zoning Ordinance does allow an increase in building height of 5 feet, but no greater than 40 feet in height, via Conditional Use. Also, certain items up to forty feet in height are exempt such as: mechanical/electrical appurtenances, cupolas and domes, elevator penthouses, etc.

Please note that the third floor roof forms of 253-259 East Lake Street are the items that are higher than 35 feet. These forms have been set far back from the property lines and utilize sloping and curved roof forms in order to minimize the massing of the buildings from the street. Significant design efforts have been made and setbacks increased to minimize the impact of projects' third story.

2. The wetland boundary must be delineated and owners must work with the City and MCWD on any mitigation.

The survey has been updated to include the wetland boundary. The delineation has been verified by MCWD on December 9, 2004. This is included in the appendix section of this submittal. The project development has been revised to omit impact on the wetland area. The project will be reviewed with the City and MCWD prior to construction.

3. The building and parking plans shall be adjusted to meet the parking requirements of the Zoning Ordinance.

The parking requirements for the project are met through the construction of the joint use parking structure, which is part of the PUD.

4. Detailed plans of the drive through window/ATM must be provided.

Plans and elevations of the drive through window/ATM included within the 259 East Lake Street building are shown in section 3 of this submittal. Traffic impact of the drive through is addressed in the traffic summary included in section 5. A letter describing a summary of operations was delivered to city staff on March 1, 2005.

5. All streetscape plans and Lake Street sidewalk plans must comply with City standards.

Plans for exterior streetscape elements and Lake Street sidewalk are shown in section 4 of this submittal. These plans meet the City standards.

6. Applicants must submit and be approved for a shoreland impact/conditional use permit as part of the General Plan of Development.

The site and civil engineering design shown in section 5 meets the applicable requirements of the shoreland plan for erosion and sediment control, etc.

7. Residential units shall be required for the 3rd floor of each building.

Residential units are provided on the 3rd floor of each building. Condominiums are located at the 259 building and rental apartments are located at the 253 building. See sections 2 and 3 for plans of each building.

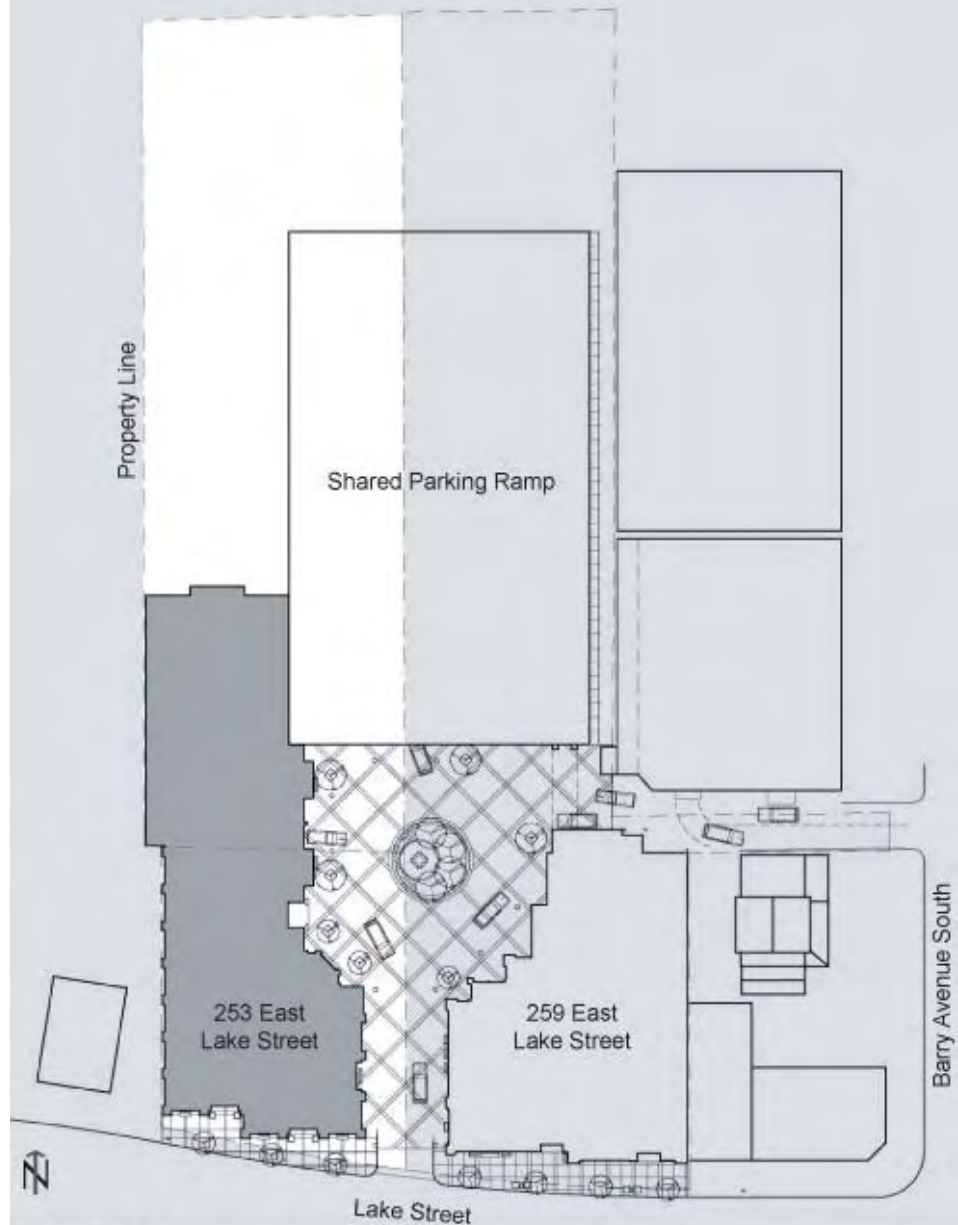
8. The design and proximity to the neighboring buildings of the parking ramp would have to be reviewed and approved.

The ramp location has been revised to include setbacks from all property lines. The setback forms a 10 foot buffer from properties to the east of the site. See section 4 for the parking ramp design plans.

9. The design would have to create a greater vertical separation and greater emphasis on first floor retail.

The original building designs submitted during the Concept Review have been modified to address this condition. Please see the building elevations in sections 2 and 3 to view the changes.

BUILDING FACTS	
253 E. Lake St.	
Areas:	
First Floor	16,107 GSF
Second Floor	16,171 GSF
Third Floor	12,138 GSF
Total	44,416 GSF
Area of Site	64,211 SF or 1.245 acres
Building Footprint	16,107 SF
Ramp Footprint on 253 site	11,007 SF
Other Impervious on 253 site	6,876 SF
Impervious Surface	33,990 SF or 62.7%
Floor Area Ratios:	
Existing	.22
Allowed	2.00
Proposed	.82



SITE PLAN

1" = 60'

PARKING CALCULATIONS FOR 253 E. LAKE STREET REQUIREMENTS

1st Floor GSF (Retail):	16,107
- Garage Parking Area	-7,217
Adjusted 1st Floor Area	8,890
- 10% per Parking Req. Calcs.	-889
1st Floor Parking Req. Area	8,001

250 SF/Stall **33 Stalls**

2nd Floor GSF (Office):	16,171
- 10% per Parking Req. Calcs.	-1,617
2nd Floor Parking Req. Area	14,554

250 SF/Stall **59 Stalls**

3rd Floor GSF (Office/Resid.):	12,138
- Residential Area	-3,120
Adjusted 3rd Floor Area	9,018
- 10% per Parking Req. Calcs.	-902
1st Floor Parking Req. Area	8,116

250 SF/Stall **33 Stalls**

Plus 3 Units Res. X 2 Stalls = **6 Stalls**

3rd Floor Total **39 Stalls**

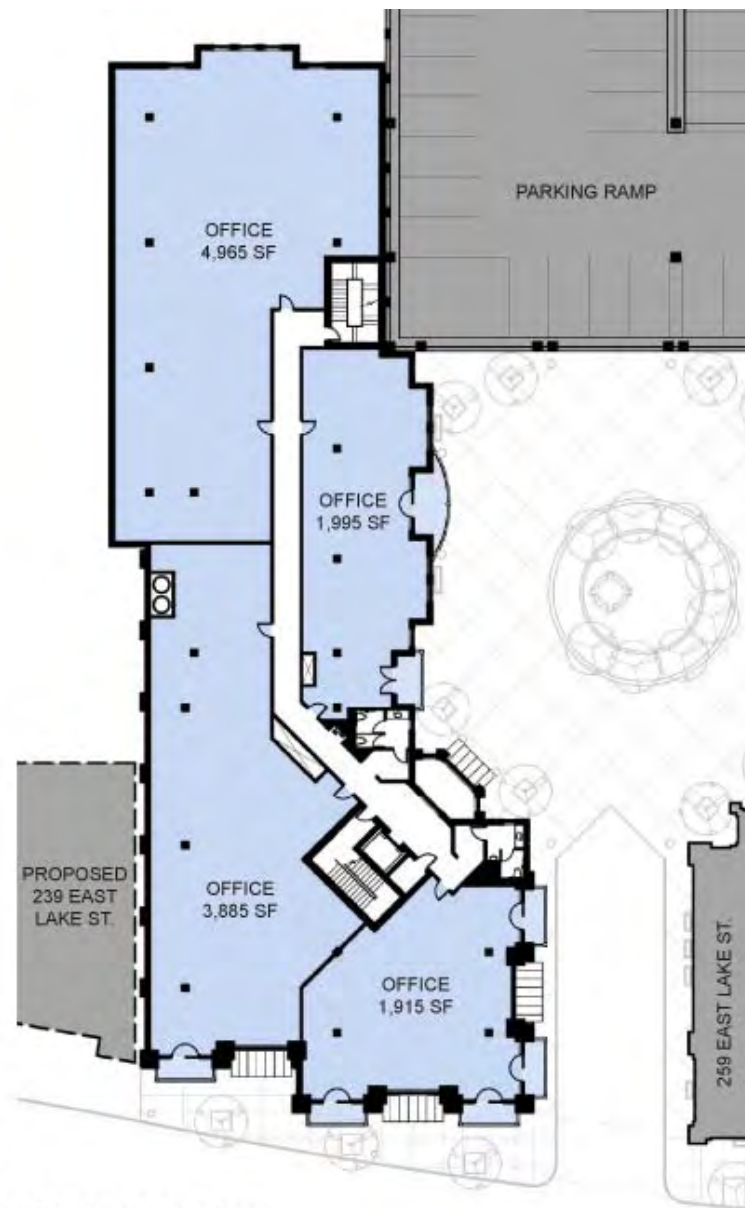
Total Parking Req. @ 253 **131 Stalls**

(Of these 131 required parking stalls, 15 are accommodated in the enclosed garage, so 116 total spaces need to be provided for the 253 building in the parking ramp.)



FIRST FLOOR PLAN

1" = 30'

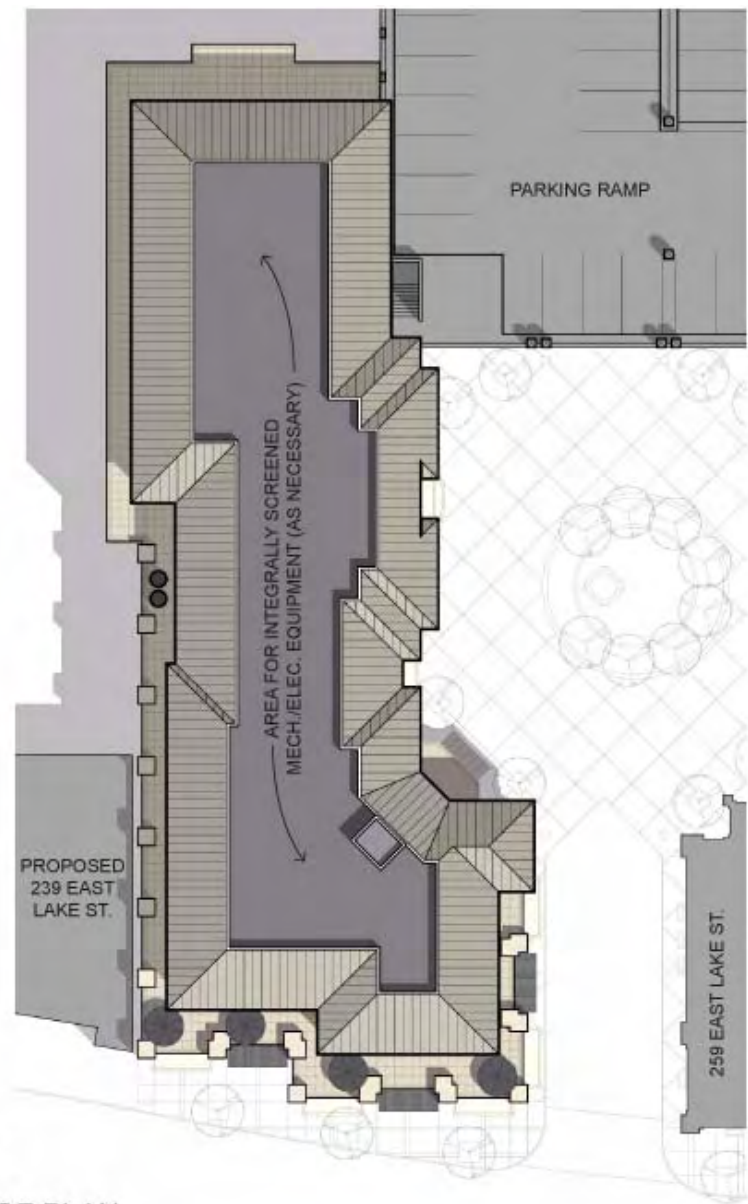


SECOND FLOOR PLAN

1" = 30'



THIRD FLOOR PLAN
1" = 30'



ROOF PLAN
1" = 30'





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



COMPUTER RENDERING
VIEW FROM THE SOUTHWEST



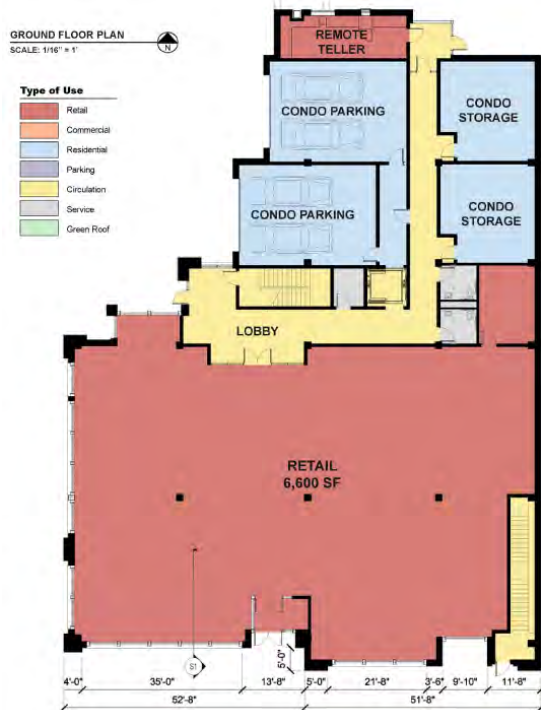


PARTIAL ILLUSTRATIVE SITE PLAN AND LANDSCAPE PLAN

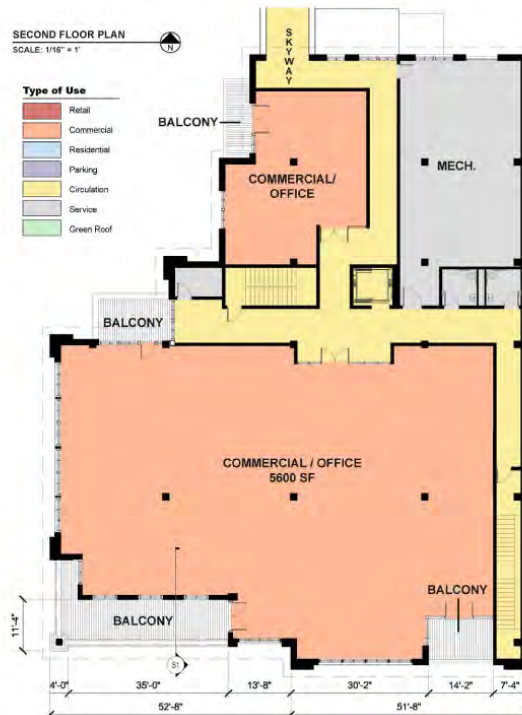
NOT TO SCALE

The 259 East Lake Street development consists of the following buildings in Phase I:

- A three-story main building of approximately 29,000 gross square feet containing retail tenants on the first floor, office space on the second floor and two roof-top houses with extensive roof terrace on the third floor. This building fronts Lake Street and is the primary structure on the site. At this time, one of the potential tenants is a local bank and provisions have been made for a drive up lane at the rear of the building with an ATM. The drive-up lane enters from Barry Avenue and exits through the courtyard onto Lake Street.
- An approximately 75,000 gross square foot parking structure containing 311 parking spaces on 4 levels (grade plus 3 elevated levels). This structure is located within the middle third of the site, approximately 190 feet from the Lake Street curb line. In order to achieve the most efficient parking layout, the structure continues from the 259 property onto the 253 property. This structure, in conjunction with the 259 building and the proposed 253 building immediately to the West, defines a pedestrian / auto court that is shared between the two properties. The parking summary in section 1.2 includes information for the 259 Building as well as the 253 Building due to the ramp providing spaces for both properties.



Street Level



Second Level



Third Level

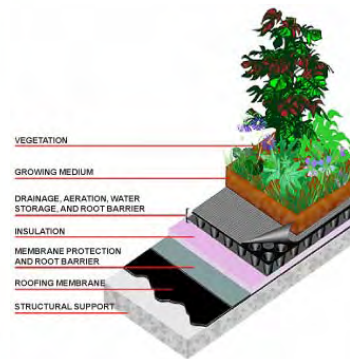
THIRD FLOOR PLAN

SCALE: 1/16" = 1'



Type of Use

- Retail
- Commercial
- Residential
- Parking
- Circulation
- Service
- Green Roof



T.O. VAULT
 39'-7 1/2"
 T.O. PARAPET
 36'-11 1/2"
 T.O. ROOF
 36'-7 1/2"
 THIRD FLOOR
 26'-5 1/2"
 SECOND FLOOR
 13'-7 1/2"
 AVERAGE GRADE
 0'-0"
 GROUND FLOOR
 -0'-4 1/2"
 (FEMA EL. 936.8')



PARTIAL SECTION AT LAKE STREET

SCALE: 1/8" = 1'



NORTH ELEVATION
NOT TO SCALE



PLAN KEY
NOT TO SCALE

"At the ground floor, ceiling heights are a critical part of what makes retail space inviting and what makes a building feel comfortable for pedestrians on the sidewalk next to it. Low ceiling make uninviting spaces that rent for less, feel cramped, are less visible from the street, and don't allow commercial uses to easily flourish."

Why Can't New Buildings be as Nice as Old Buildings? It's the Ceiling Heights, for One Thing, *Spur*, May 2004



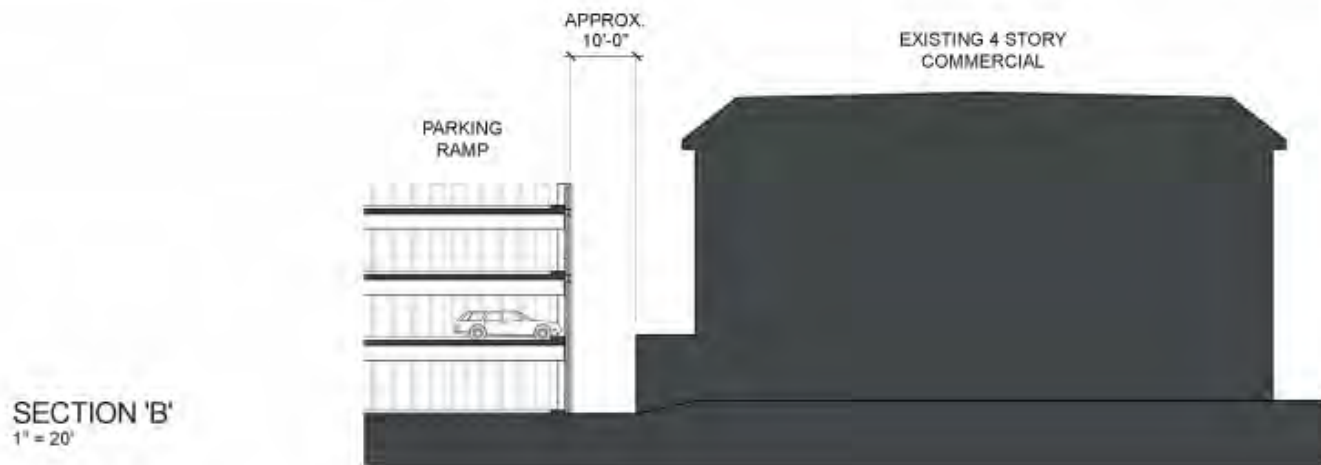
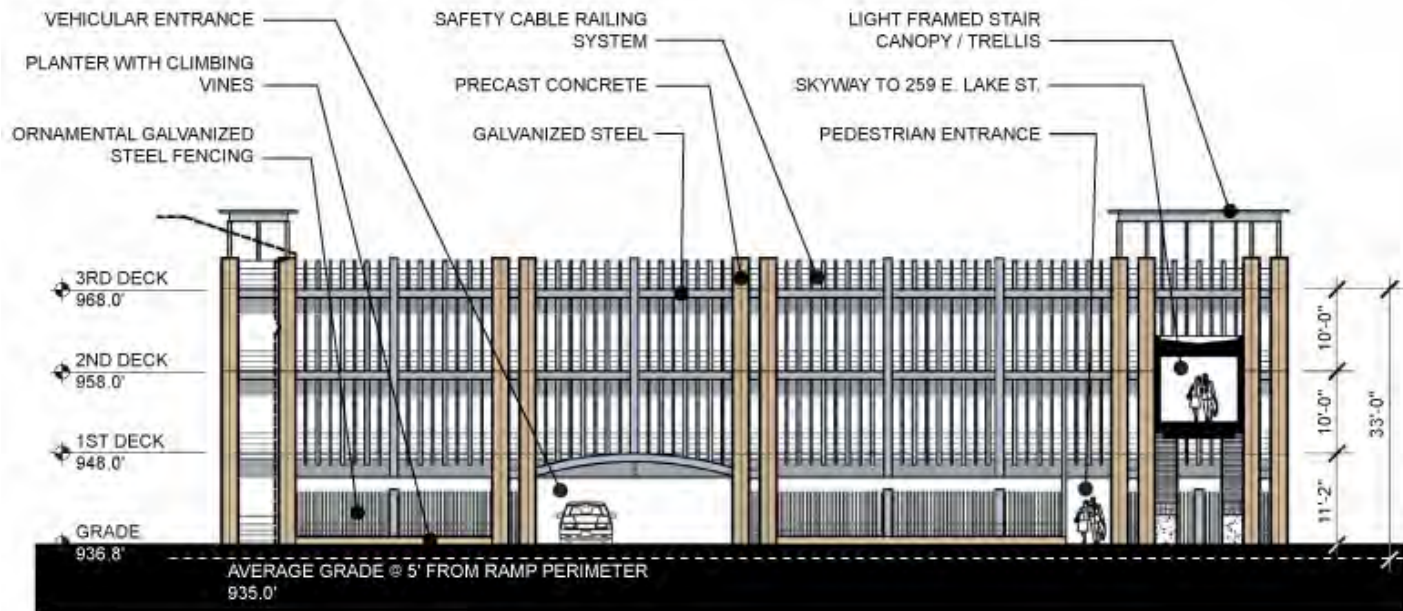
Lake Street (south) Elevation

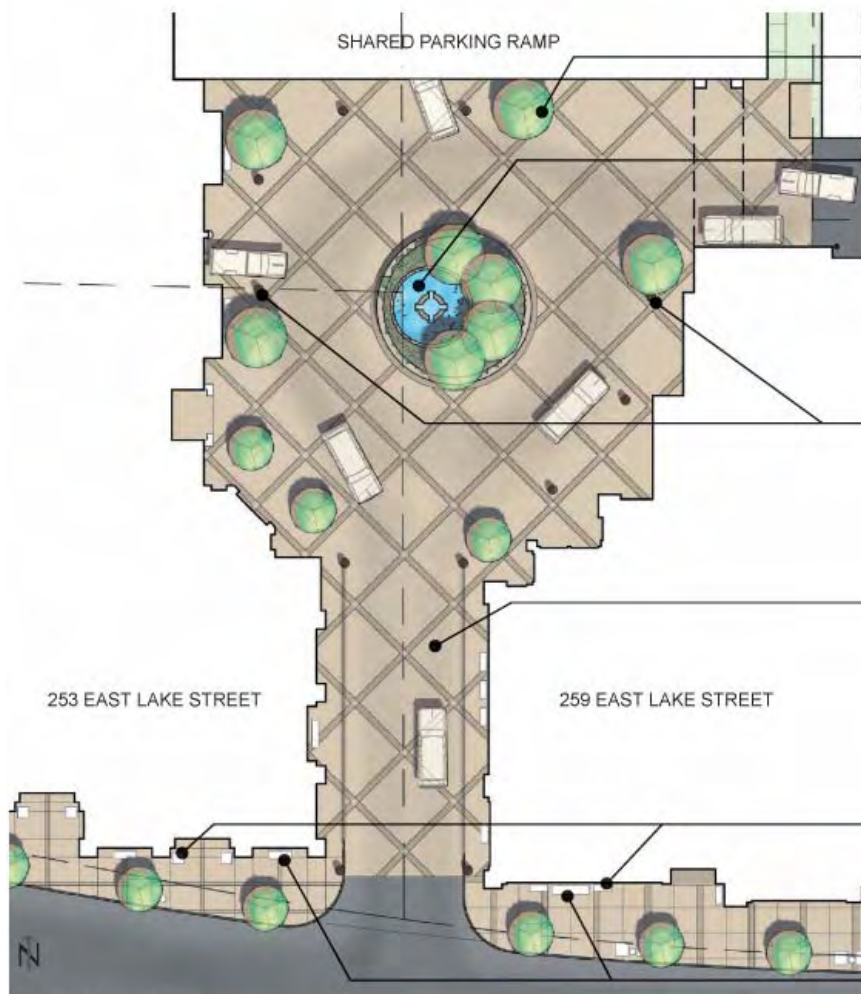


Auto Court (west) Elevation



Auto Court entry from Lake Street

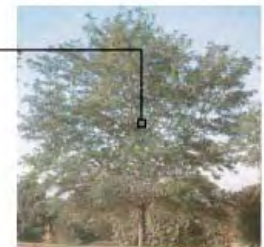




COURTYARD PLAN
NO SCALE



Water Feature



Tree



Stone Bollard



Trash Receptacle



Herring-bone Paver
with Soldier Accent



Tree Grate



Wood Planter

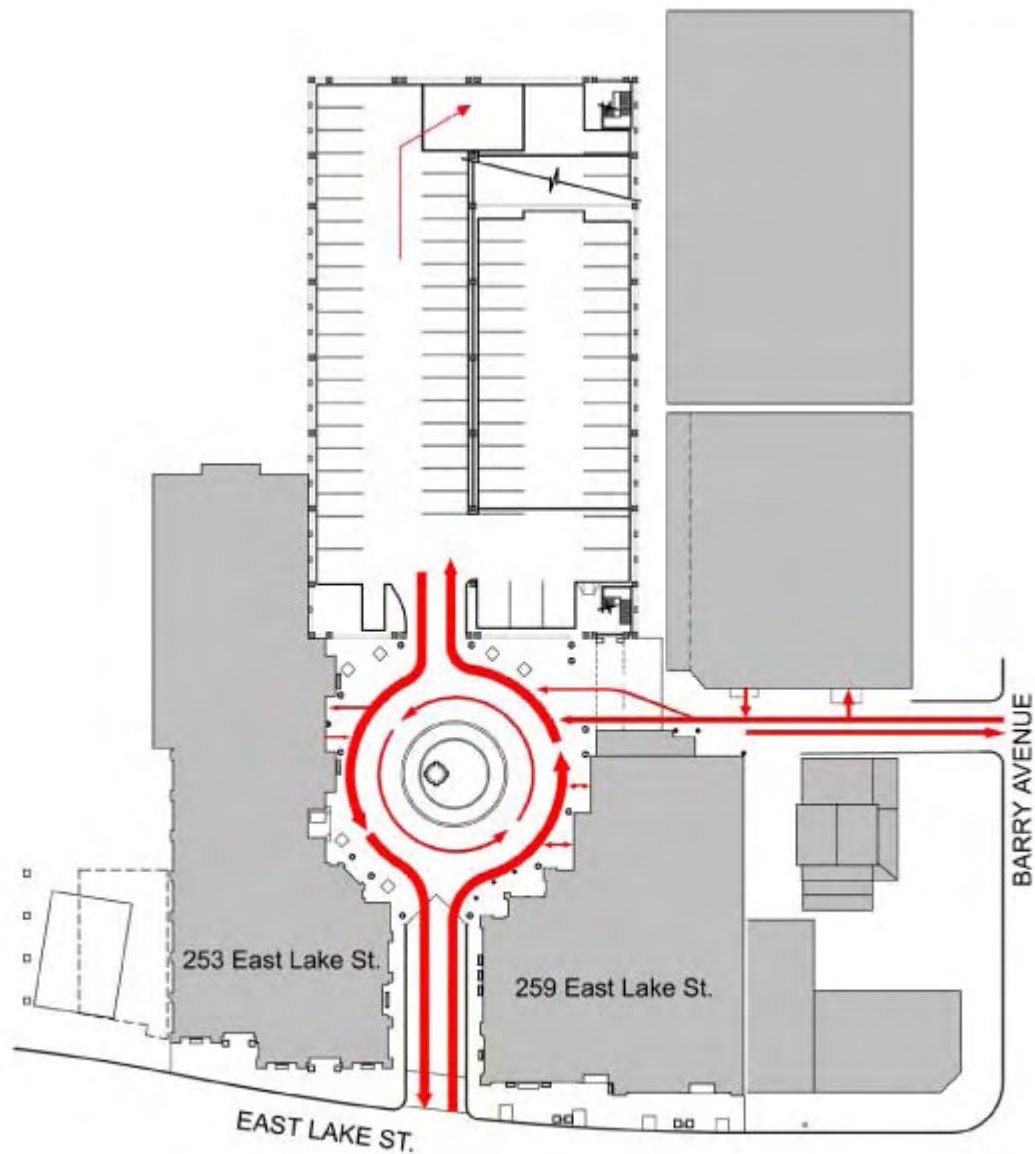


Bike Rack



Bench

SITE MATERIAL OPTIONS



TRAFFIC FLOW DIAGRAM
NOT TO SCALE





RENDERED VIEW OF COURTYARD - LOOKING EAST





RENDERED VIEW OF COURTYARD - LOOKING NORTHWEST





Design Factors

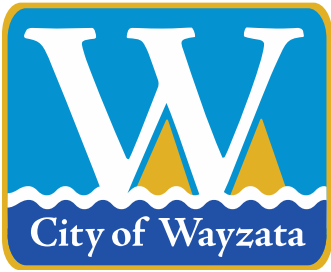
- Narrow frontage for retail
- Access from Lake Street
- Parking requirements
- Design Guidelines
- Mixed Use mandate
- Economics of Wayzata real estate
- Modern construction practices
- Market forces / tenant desires

Cooperation Between Neighbors

- Shared, efficient, privately funded parking facility
- Shared access to Lake Street
- Pedestrian friendly auto court
- Distinct yet complementary designs

Benefits to Wayzata

- Privately funded public parking facility
- Bridges a gap within the Lake Street retail district
- Prime example of mixed-use development as stated within the city's Comprehensive Plan
- Implementation of Design Guidelines and Comprehensive Plan
- Beautification of this area of Wayzata



City of Wayzata

600 Rice Street

Wayzata, MN 55391-1734

Mayor:

Ken Willcox

City Council:

Bridget Anderson

Johanna McCarthy

Andrew Mullin

Steven Tyacke

City Manager:

Heidi Nelson

Date: May 7, 2015

To: Mayor Willcox and Councilmembers

From: Heidi Nelson, City Manager

Subject: Truck Weight Limits

In this current legislative session, a bill was presented to increase truck weight limits on State Highways. Information from the group opposing this legislation is attached for Council reference. Hennepin County, state and local law enforcement agencies, MN City Engineers Association as well as other agencies have submitted letters/resolutions opposed to the legislation. The 2015 session will close on May 18th; however if the legislation fails this session, it will likely come back in future sessions. Brian O'Shea, representative of Synergetic Endeavors (firm lobbying against the legislation), will be present for the workshop to provide information to the Council. Additionally, staff will present information about the City of Wayzata weight limits and enforcement program.



April 27, 2015

Dear Members of the Minnesota Senate and House of Representatives:

On behalf of the Minnesota State Patrol Troopers Association, the Minnesota Police and Peace Officers Association, and the Minnesota Association of Women Police, we urge you to oppose legislation to increase Minnesota's truck weight limit and join us in working to preserve the current sensible limitations on heavy vehicle weight.

Increasing the state weight limit for heavy trucks will endanger not only everyday motorists, but also law enforcement officers and emergency responders who find themselves alongside these vehicles daily. Multiple studies from the US Department of Transportation as well as other entities have reported on the problems heavier trucks have with rollover, braking maintenance issues, crash severity, and other safety concerns.

We also have major concerns about how heavier trucks will impact our infrastructure; especially our bridges. Merely posting roads and bridges to limit weight is not a viable solution to this problem. Statewide enforcement, education, and prosecution of Minnesota's *existing* postings is a challenge – many local law enforcement officers do not even have access to the equipment needed to weigh a truck suspected of being overweight. Posting an even greater number of roads and bridges to allow for higher weight limits will only make these enforcement efforts that much more difficult.

We ask that you be cautious and thoughtful as you examine any provisions on this topic, and we urge you to continue to protect the men and women of local law enforcement and the motorists they serve.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lance Langford".

Lance Langford
President
Minnesota State Patrol
Troopers Association

A handwritten signature in blue ink, appearing to read "Dennis J. Flaherty".

Dennis J. Flaherty
Executive Director
Minnesota Police and Peace
Officers Association

A handwritten signature in blue ink, appearing to read "Sarah Nasset".

Sarah Nasset
President
Minnesota Association of
Women Police



Minnesota County Engineers Association

1360 University Avenue West, Suite 131 St. Paul, MN 55104

mncountyengineers.org



February 16, 2015

Senator Scott Dibble
75 Rev. Dr. Martin Luther King Jr. Blvd.
Capitol, Room 111
St. Paul, MN 55155-1606

Re: SF 309

Dear Senator Dibble and Transportation and Public Safety Committee Members:

I am writing on behalf of the Minnesota County Engineers Association (MCEA) to express our concern that SF 309 **not be enacted** unless it is accompanied by a transportation funding package that contains significant new revenue. SF 309 would increase the state weight limits for permitted trucks without providing any additional funding for highway improvements.

As you are well aware, Minnesota has fallen behind in the upkeep of our highway infrastructure. Our highway pavements and bridges are deteriorating faster than we are able to repair or replace them. Allowing heavier trucks on our highways would make matters worse by putting increased strain on already deficient pavements and bridges.

Proponents of weight limit increases recognize our infrastructure problem, which has led them to suggest that posting bridges and redirecting truck traffic will solve the problem. However, some trucks will continue to run overweight regardless of posting, treating a posted weight limit as more of a suggestion than a rule. Enforcement of postings is also difficult because of limited resources. The State Patrol and local law enforcement agencies have many other priorities and many officers do not even have access to the equipment to weigh a truck that they suspect of being overweight. Increasing the number of weight postings to cope with higher weight limits will only make enforcement efforts that much more difficult.

While MCEA supports the safe, efficient movement of freight on our local highway systems, a significant increase in highway funding needs to accompany any increase in legal loads to ensure that our highway systems are adequately funded to meet these increased demands.

If you have any questions regarding our position on this important issue, please feel free to contact us at any time.

Sincerely,

John Welle

John Welle, P.E.
President, Minnesota County Engineers Association
Aitkin County Engineer

CC:
Members of the Senate Transportation and Public Safety Committee
Senate Majority Leader Tom Bakk
Senate Minority Leader David Hann



Minnesotans Opposing Truck Size & Weight Increases

Statewide Organizations

MN State Patrol Troopers Association
MN Chiefs of Police Association
MN Peace and Police Officers Association
MN Professional Fire Fighters
MN Association of Women Police
Association of Minnesota Counties
MN County Engineers Association
MN Association of Townships
AAA Minneapolis
AAA Minnesota/Iowa
Brain Injury Alliance of Minnesota
Citizens League
Minnesotans for Safe Driving
MN United Transportation Union
MN Public Health Association
Safe Communities of Wright County
Teamsters Joint Council 32

Law Enforcement and First Responders

Anoka County Sheriff James Stuart
Benton County Sheriff Troy Heck
Carver County Sheriff Jim Olson
Dakota County Sheriff Tim Leslie
Goodhue County Sheriff Scott McNurlin
Hennepin County Sheriff Rich Stanek
Meeker County Sheriff Brian Cruze
Olmsted County Sheriff Kevin Torgerson
Ramsey County Sheriff Matt Bostrom
Stearns County Sheriff John Sanner
Sherburne County Sheriff Joel Brott
Washington County Sheriff William Hutton
Duluth Fire Chief John Strongitharm
Coon Rapids Police Chief Brad Wise

Cottage Grove Police Chief Craig Woolery
Cottage Grove Fire Chief Rick Redenius
Elk River Police Chief Ron Nierenhausen
Inver Grove Heights Police Chief Larry Stanger
Maplewood Police Chief Paul Schnell
Maplewood Fire Chief Steve Lukin
Metro Transit Police Chief John Harrington
North Saint Paul Police Chief Thomas Lauth
North Saint Paul Fire Chief Scott Duddeck
Oakdale Police Chief William Sullivan
Owatonna Police Chief Keith Hiller
Owatonna Fire Chief Mike Johnson
Roseville Fire Chief Tim O'Neill
Waseca Fire Chief Gary Conrath

County Commissioners

Matt Look, Anoka County Commissioner

Joe Vene, Beltrami County Commissioner

Richard Anderson, Beltrami County Commissioner

Vance Stuehrenberg, Blue Earth County Commissioner

Drew Campbell, Blue Earth County Commissioner

Randy Maluchnik, Carver County Commissioner

Kevin Campbell, Clay County Commissioner

Wayne Ingersoll, Clay County Commissioner

Frank Gross, Clay County Commissioner

Grant Weyland, Clay County Commissioner

Thomas Egan, Dakota County Commissioner

Randy Dahl, Fillmore County Commissioner

Duane Bakke, Fillmore County Commissioner

Marc Prestby, Fillmore County Commissioner

Thomas Kaase, Fillmore County Commissioner

Christopher Shoff, Freeborn County Commissioner

Dan Rechtzigel, Goodhue County Commissioner

Goodhue County Board of Commissioners (Resolution)

Jan Callison, Hennepin County Commissioner

Marion Greene, Hennepin County Commissioner

Linda Higgins, Hennepin County Commissioner

Peter McLaughlin, Hennepin County Commissioner

Mike Opat, Hennepin County Commissioner

Randy Johnson, Hennepin County Commissioner

Teresa Walter, Houston County Commissioner

Judy Storlie, Houston County Commissioner

Steve Schuldt, Houston County Commissioner

Justin Zmyewski, Houston County Commissioner

Dana Kjome, Houston County Commissioner

Terry Turnquist, Isanti County Commissioner

Gene Anderson, Kanabec County Commissioner

McLeod County Board of Commissioners (Resolution)

Ken Brown, Olmsted County Commissioner

Paul Wilson, Olmsted County Commissioner

Jim Bier, Olmsted County Commissioner

Matt Flynn, Olmsted County Commissioner

Sheila Kiscaden, Olmsted County Commissioner

Stephanie Podulke, Olmsted County Commissioner

Lou Ohly, Olmsted County Commissioner

Steve Hallan, Pine County Commissioner

Toni Carter, Ramsey County Commissioner

Blake Huffman, Ramsey County Commissioner

Mary Jo McGuire, Ramsey County Commissioner

Raphael Ortega, Ramsey County Commissioner

Jim McDonough, Ramsey County Commissioner

Victoria Reinhardt, Ramsey County Commissioner

Lon Walling, Redwood County Commissioner

Mark Schultz, Steele County Commissioner

Bruce Anderson, Sherburne County Commissioner

Patrick Boyle, St. Louis County Commissioner

Frank Jewell, St. Louis County Commissioner

Ted Bearth, Washington County Commissioner

Karla Bigham, Washington County Commissioner

Gary Kriesel, Washington County Commissioner

Mayors and Local Elected Officials

Mayor Tom Ryan, Blaine

Mayor Jerry Koch, Coon Rapids

Mayor Myron Bailey, Cottage Grove

Mayor Marlys Palmer, Cambridge

Mayor Don Ness, Duluth

Mayor Marvin Johnson, Independence

Mayor George Tourville, Inver Grove Heights

Mayor Matt Little, Lakeville

Mayor Peter Lindstrom, Falcon Heights

Mayor Nora Slawik, Maplewood

Mayor Jerry Young, Maple Plain

Mayor Sandra Krebsbach, Mendota Heights

Mayor Dana Graham, Northfield

Mayor Mike Kuehn, North Saint Paul

Mayor Thomas Kuntz, Owatonna

Mayor Dan Roe, Roseville

Mayor Dave Kleis, St. Cloud

Mayor Brad Gunderson, Sauk Rapids

Mayor Rick Schultz, St. Joseph

Mayor Timothy Strand, St. Peter

Duluth City Council

Owatonna City Council

Kevin Reich, Minneapolis City Council Member

Cam Gordon, Minneapolis City Council Member

Abdi Warsame, Minneapolis City Council Member

Bigger trucks don't just break bridges, **THEY BUST MINNESOTA'S BUDGET**



Lobbyists in Saint Paul are urging the Minnesota Legislature to allow 97,000-pound trucks on our roads, an increase of over 8 tons. Not only are safety leaders concerned with the added dangers these trucks pose to motorists, local elected officials and county engineers are also troubled by the negative impact heavier trucks will have on Minnesota's infrastructure.

Bigger Trucks Mean Increased Taxpayer Burden

Because trucks on the road already don't pay their share of infrastructure damage, heavier trucks would directly translate into tax increases for Minnesotans. Today's 80,000-pound trucks only pay 80 percent of the damage they cause to roads and bridges, and heavier trucks would pay even less. Supporters of heavier trucks already receive almost \$2 billion in subsidies annually for the damage they cause to interstates alone. Let's not ask Minnesota taxpayers to pay even more.

Bigger Trucks Devastate Roads and Bridges

Engineers agree that heavy trucks already cause enormous damage to bridges, and allowing heavier trucks will accelerate this deterioration. Bridges are designed with a safety margin of error to ensure against bridge failure. Heavier trucks erode that margin of error and increase the risk of catastrophic failure. In fact, according to the Federal Highway Administration, Minnesota has 1,193 structurally deficient and functionally obsolete bridges.

Bigger Trucks Mean More Trucks and Even More Damage

Adding insult to injury, every independent study published to date has found that bigger trucks mean more trucks. In fact, a 2010 study found that an increase in truck weight limits from today's 80,000-pound limit to 97,000 pounds would result in a *net increase* of nearly 8 million more truck trips on the highway—a 56-percent increase.

Tell your Minnesota legislator to keep the truck weight limit where it stands and stop the spiraling cost to roads and bridges **BEFORE DAMAGE HAPPENS.**

JUST THE FACTS:

- A 2014 study found that 44 percent of rural roads in Minnesota are either in poor or mediocre/fair condition. (TRIP)
- A 2013 study found that bigger semitrailers would increase heavy truck traffic by 3.05 billion vehicle miles per year. (Associate Professor Gerard McCullough, University of Minnesota)
- We would have to spend at least an additional \$53 billion to rebuild bridges if we allowed truck sizes and weights to go even higher—on top of the \$121 billion already needed to fix existing bridge deficiencies. (USDOT)
- A 97,000-pound truck would only repay approximately half of the damage it causes to roads and bridges. (Norbridge)
- More than half of the bridges on the National Highway System are at least 40 years old. (USDOT)

BIGGER TRUCKS THREATEN MINNESOTA MOTORISTS



Lobbyists in Saint Paul are urging the Minnesota Legislature to allow heavier trucks on our state and local roads, each weighing up to 17,000 pounds more than today's semitrailers. This proposal would create serious safety issues and further endanger Minnesota motorists.

Bigger Trucks Mean Bigger Problems

Added weight on these proposed heavier trucks further endangers motorists:

- Higher gross vehicle weight increases the risk of a truck rolling over. (Transportation Research Board)
- Higher gross vehicle weight increases the speed differential between a truck and surrounding traffic, escalating the chance for conflicts in lane changes and at intersections. (Transportation Research Board)
- Increasing truck weight is likely to lead to brake maintenance problems. (USDOT)
- A truck with an out-of-adjustment brake condition is nearly twice as likely to be the vehicle that precipitates a crash. (Blower et al.)

Bigger Trucks Mean More Severe Collisions

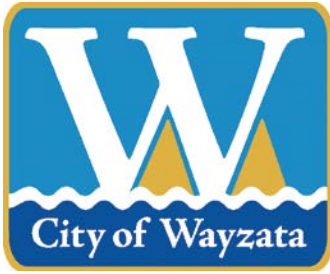
Additional truck weight at high speeds is a recipe for disaster. The laws of physics tell us that increased kinetic energy will lead to increased crash severity. Not only will there be more injuries in a collision, but many of today's large-truck injuries will undoubtedly become fatalities if we allow heavier trucks on Minnesota highways.

Supporters of bigger trucks say these rigs are just as safe, but law enforcement leaders and truck drivers agree that adding weight to a truck makes it more dangerous, especially in a collision.

Tell your Minnesota legislator that bigger trucks are not worth the expense to your highway safety.

JUST THE FACTS:

- There were 2,452 large-truck crashes in Minnesota last year, a 28-percent increase from 2012. (FMCSA)
- In 2012, the last reported year, 60 Minnesotans lost their lives in large-truck crashes. (FMCSA)
- A 2013 independent study found that the heaviest trucks (i.e., with six axles or more) have an 8-times higher fatality rate based on limited data. (Marshall University-led study)
- Over 95 percent of law enforcement officers surveyed believe that adding more weight makes a truck more dangerous. Over 90 percent of truck drivers surveyed say more weight negatively impacts braking. (Marshall University-led study)
- A 2013 review of 30 years of safety research concluded that gross vehicle weight would appear to be associated with higher crash rates. (USDOT)



City of Wayzata Public Works
299 Wayzata Blvd. W
Wayzata, MN 55391

Director Of Public Service
David Dudinsky

City Engineer/Assist. Public Works Director
Mike Kelly

Public Works Superintendent
Jim Eibensteiner

Public Works Secretary/Utility Billing Clerk
Rebecca Jones

Memorandum

TO: City Council & City Manager
FROM: Dave Dudinsky
DATE: May 15, 2015
SUBJECT: 2016 Wayzata Seasonal Road Restriction Street Map

Each year during the spring thaw (typically early-March to mid-May), State, County and local highway authorities impose axle weight restrictions to protect their roadways.

The two primary causes for premature deterioration of asphalt streets are weather and traffic. As the frost is leaving the ground during the spring thaw, the gravel under the street has high moisture content, which affects the load carrying capacity of the asphalt pavement. Therefore, in order to prolong the service life of the streets and highways, axle weight restrictions are imposed during the spring thaw when streets are most susceptible to damage due to heavy loads.

The exact dates on which seasonal limits go into effect and are removed vary depending on annual temperature variations. Seasonal load limits in Wayzata go into effect on the date determined by the Minnesota Department of Transportation (Mn/DOT).

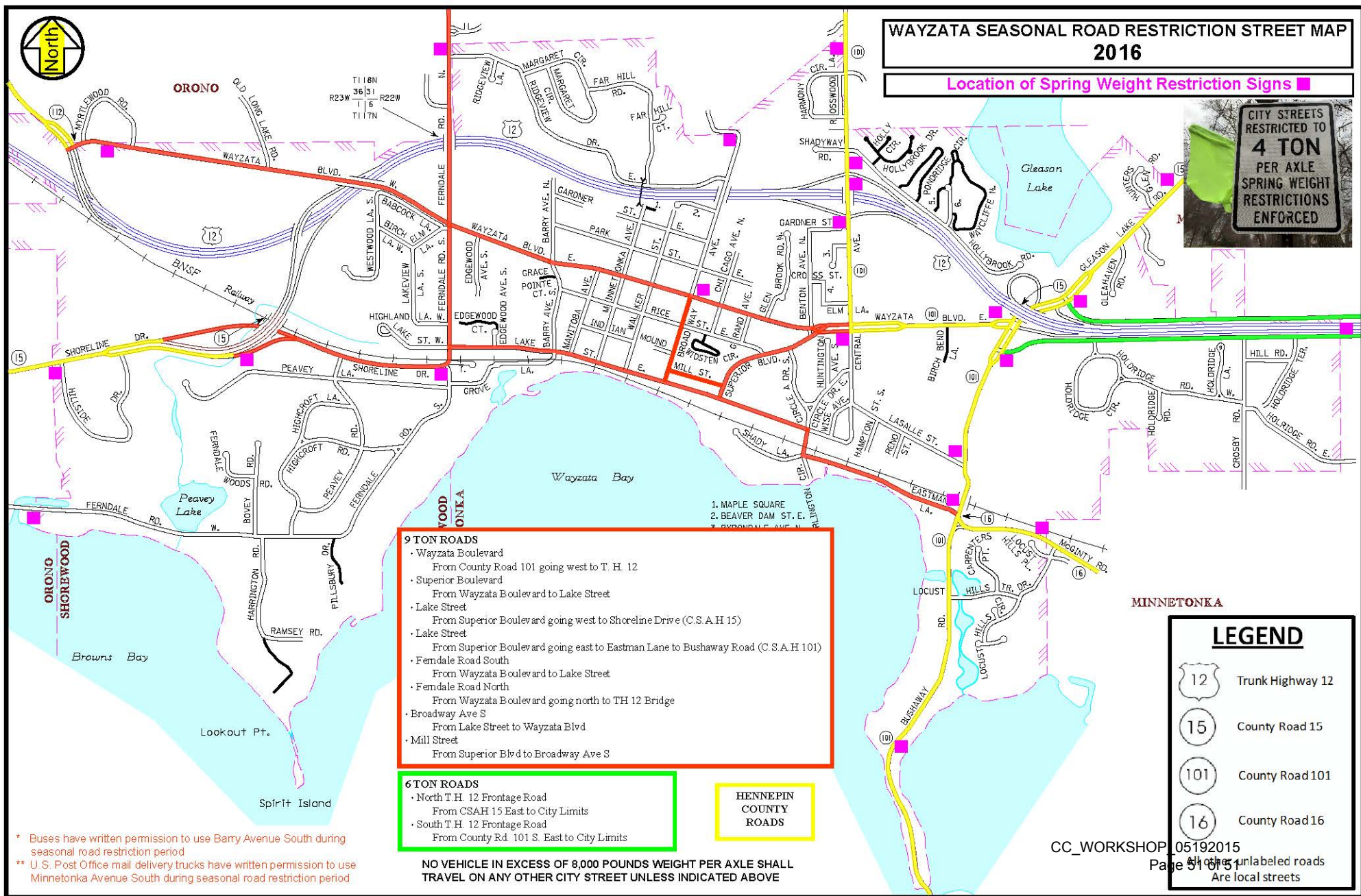
Public Works flags all Spring Road Restriction Signs when spring road restrictions go into effect. All roads on the attached Seasonal Road Restriction Street Map are identified if nine or six ton per axle roads during spring road restrictions. No vehicles in excess of four ton per axle are allowed on any other local streets while spring road restrictions are in effect.

City streets are monitored by the Wayzata Police Department during spring road restrictions. Three years ago, public works purchased modern weight scales that the police department uses to weigh suspect trucks driving on restricted roads during spring road restrictions.



WAYZATA SEASONAL ROAD RESTRICTION STREET MAP 2016

Location of Spring Weight Restriction Signs



- 9 TON ROADS**
- Wayzata Boulevard
From County Road 101 going west to T. H. 12
 - Superior Boulevard
From Wayzata Boulevard to Lake Street
 - Lake Street
From Superior Boulevard going west to Shoreline Drive (C.S.A.H 15)
 - Lake Street
From Superior Boulevard going east to Eastman Lane to Bushaway Road (C.S.A.H 101)
 - Fendale Road South
From Wayzata Boulevard to Lake Street
 - Fendale Road North
From Wayzata Boulevard going north to TH 12 Bridge
 - Broadway Ave S
From Lake Street to Wayzata Blvd
 - Mill Street
From Superior Blvd to Broadway Ave S

- 6 TON ROADS**
- North T. H. 12 Frontage Road
From CSAH 15 East to City Limits
 - South T. H. 12 Frontage Road
From County Rd. 101 S. East to City Limits

**HENNEPIN
COUNTY
ROADS**

LEGEND

	Trunk Highway 12
	County Road 15
	County Road 101
	County Road 16

unlabeled roads
Are local streets

CC_WORKSHOP_05192015

Page 51 of 61

* Buses have written permission to use Barry Avenue South during seasonal road restriction period
** U.S. Post Office mail delivery trucks have written permission to use Minnetonka Avenue South during seasonal road restriction period

NO VEHICLE IN EXCESS OF 8,000 POUNDS WEIGHT PER AXLE SHALL TRAVEL ON ANY OTHER CITY STREET UNLESS INDICATED ABOVE