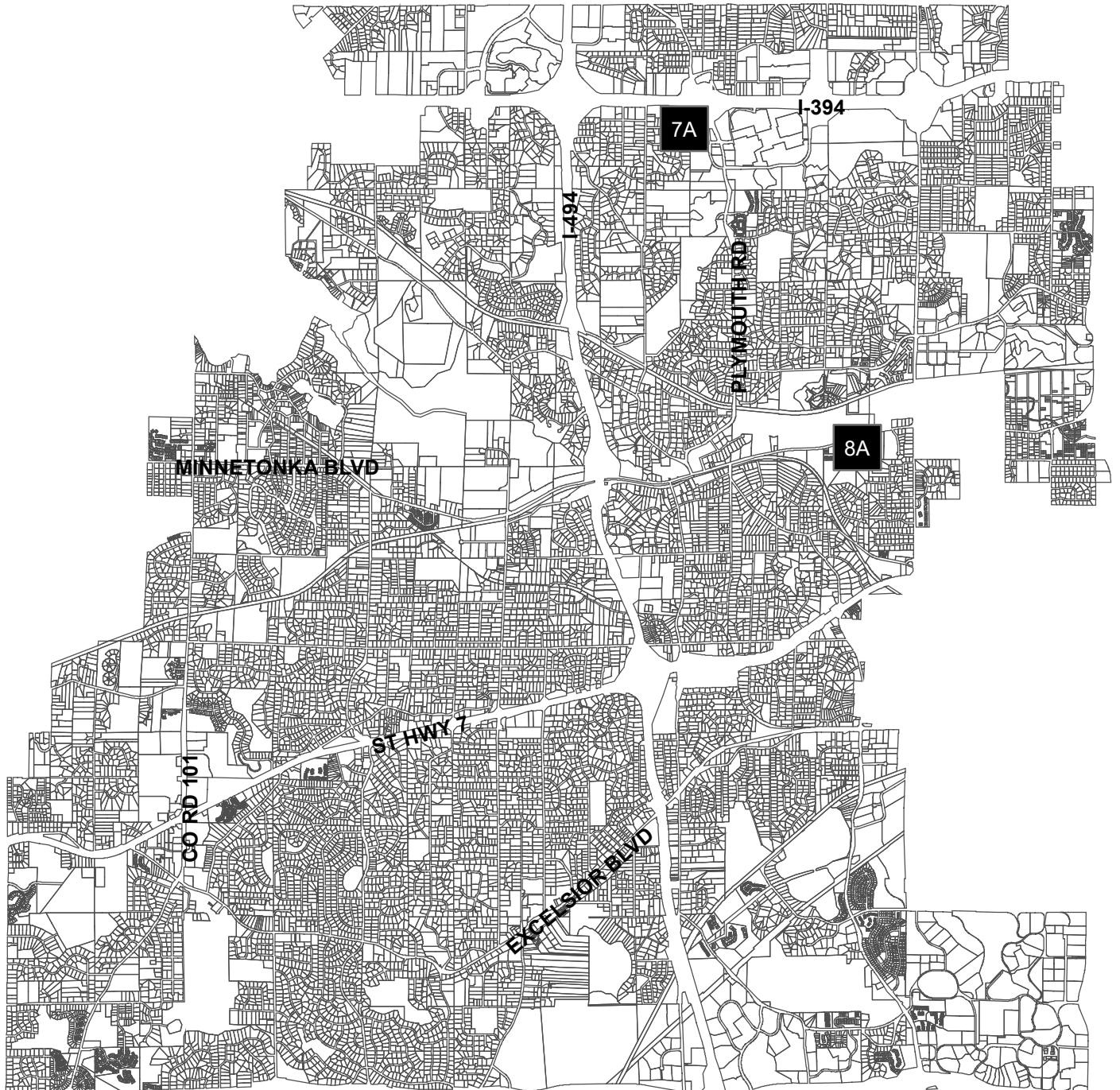




CITY OF
MINNETONKA

**CITY OF MINNETONKA
PLANNING COMMISSION
NOV. 9, 2023**

14600 Minnetonka Blvd. • Minnetonka, MN 55345
(952) 939-8200 • Fax (952) 939-8244
minnetonkamn.gov





**Planning Commission Agenda
Nov. 9, 2023
6:30 p.m.**

City Council Chambers – Minnetonka Community Center

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of Agenda**
- 4. Approval of Minutes:** Oct. 26, 2023
- 5. Report from Staff**
- 6. Report from Planning Commission Members**
- 7. Public Hearings: Consent Agenda Items**
 - A. Amendment to the Ridgehaven Sign Plan as it pertains to the property at 13101 Ridgedale Drive.

Recommendation: Adopt the resolution approving the request (5 votes).
 - Final decision subject to appeal
 - Project Planner: Susan Thomas
- 8. Public Hearings: Non-Consent Agenda Items**
 - A. Front yard setback variance for a garage addition at 3345 Honeywood Lane.

Recommendation: Adopt the resolution denying the request (4 votes).
 - Final decision subject to appeal
 - Project Planner: Drew Ingvalson
- 9. Adjournment**

Planning Commission Agenda

Nov. 9, 2023

Page 2

Notices

1. Please call the planning division at (952) 939-8290 to confirm meeting dates as they are tentative and subject to change.
2. The following applications are tentatively scheduled for the Nov. 30, 2023 agenda.

Project Description	Fretham 13th Addition, PPL for 16-lot subdivision
Project Location	2503, 2505, 2511, and 2615 Plymouth Road
Assigned Staff	Susan Thomas
Ward Councilmember	Rebecca Schack, Ward 2

Project Description	Johnson Residence, VAR
Project Location	2404 Bantas Point Road
Assigned Staff	Bria Raines
Ward Councilmember	Bradley Schaeppi, Ward 3

Project Description	Noonan Residence, VAR
Project Location	2492 Bantas Point Road
Assigned Staff	Susan Thomas
Ward Councilmember	Bradley Schaeppi, Ward 3

**Unapproved
Minnetonka Planning Commission
Minutes**

Oct. 26, 2023

1. Call to Order

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

2. Roll Call

Commissioners Powers, Waterman, Banks and Sewall were present. Hanson, Henry and Maxwell were absent.

Staff members present: Community Development Director Julie Wischnack, City Planner Loren Gordon and Assistant City Planner Susan Thomas.

3. Approval of Agenda

Waterman moved, second by Banks, to approve the agenda as submitted with the modifications provided in the change memo dated Oct. 26, 2023.

Powers, Waterman, Banks and Sewall voted yes. Hanson, Henry and Maxwell were absent. Motion carried.

4. Approval of Minutes: Oct. 12, 2023

Powers moved, second by Waterman, to approve the Oct. 12, 2023 meeting minutes as submitted.

Powers, Waterman, Banks and Sewall voted yes. Hanson, Henry and Maxwell were absent. Motion carried.

5. Report from Staff

Gordon briefed the commission on land use applications considered by the city council at its meeting on Oct. 16, 2023:

- Adopted a resolution approving a conditional use permit for EKA Sports at 15314 Minnetonka Industrial Road.
- Adopted a resolution approving a final plat for Ridgewood Ponds, an 11-lot subdivision, at 18116 Ridgewood Road and an adjacent, unaddressed parcel.
- Introduced an ordinance rezoning 14617 Hwy. 7 for a financial institution and fast-food restaurant with a drive-through.
- Adopted a resolution approving pole additions and replacements along the existing 0734 Xcel Energy electrical line.

- Adopted a resolution vacating an easement in conjunction with a preliminary and final plat proposal for 12431 Wayzata Blvd.

The next planning commission meeting is scheduled to take place on Nov. 9, 2023.

6. Report from Planning Commission Members: None

7. Public Hearings: Consent Agenda

A. Amendment to the Ridgeway sign plan as it pertains to the property at 13101 Ridgedale Drive.

This item was removed from the agenda due to a lack of commissioners being present to pass a motion.

8. Public Hearings

A. Items concerning MidCountry Bank at 14617 Hwy. 7.

Chair Sewall introduced the proposal and called for the staff report.

Gordon reported. He recommended approval of the application based on the findings and subject to the conditions listed in the staff report.

Waterman confirmed with Gordon that a street improvement project utilized green space, which caused a decrease in the setback.

Chris Vosbeek, chief financial officer for MidCountry Bank, representing the applicant, stated that:

- He appreciated the staff's help.
- The proposed redevelopment will complement the surrounding area and the entire community.
- The full-service bank is locally owned and supportive of the community.
- The redevelopment would be responsive to its customer base.
- The building was originally built in 1977.
- He is excited for the site to connect with the community by providing new and improved sidewalks.
- He requested to keep the bypass lane. The bank currently has two drive-through lanes. The proposal would have only one drive-through lane.
- An average of five employees would be working at a time.
- About half of the patrons use the drive-through, and the other half enter the bank.
- The restaurant would help revitalize the site and increase patron traffic. He anticipates a coffee use for the restaurant.

Jeff Gears, the architect for the proposal, stated that:

- Stacking drive-through lanes would not work for a bank like it does for a fast-food restaurant.
- The site would be underdeveloped without the restaurant since the bank building would decrease its square footage.
- The traffic study identified a safety and operational issue that may occur without a bypass lane.
- The site's number of parking stalls is in accordance with the zoning ordinance.
- The site's grading and topography are unique.
- It would be safer for a driver to reach the parking stalls on the south end of the site by utilizing the bypass lane.
- An ATM could be added to the bypass lane in the future.
- If a motorist needs to leave the drive-through lane, then the bypass lane is needed to prevent frustration and anger.
- If the drive-through lane would be serviced, then there would be a dead-end without the bypass lane.
- The bypass lane may make it easier for an ambulance to access the site.
- He requested that the bypass lane be approved as proposed.
- The vast majority of restaurant patrons would utilize the drive-through lane. There would be a few tables inside for patrons.
- The traffic study shows that the previous proposal would have too much activity happening in one area. The current proposal addresses that issue.
- There would be signs showing drivers how to navigate the site.

Powers suggested providing electric vehicle chargers.

The public hearing was opened. No testimony was submitted, and the hearing was closed.

Waterman stated that:

- He wrestled with this one. The site is odd.
- He is in favor of the current proposal. There has been a lot of work on it and many revisions.
- He trusts the staff's recommendation.
- He is concerned with the parking, but not enough to deny the proposal.
- The restaurant use would create an additional use for an underutilized site.
- The proposal would be more attractive than what is there now.
- The zoning change and setback variance are reasonable.
- The proposal is consistent with supporting redevelopment.

- He likes that the existing access points would stay the same.
- He supports keeping the bypass lane. He would be concerned about cueing for the restaurant use without the bypass lane.
- He appreciates that the applicant had a traffic study done and made changes to the proposal to address its concerns.
- He appreciates that banks do not need a building as large as they previously did.
- It makes sense to redevelop the site.
- He supports the proposal.

Banks stated that:

- He supports the current proposal with the roundabout and signs to direct traffic patterns on the site.
- He supports keeping the bypass lane to allow a restaurant patron a second option to exit the site.
- He supports the proposal.

Powers stated that:

- He agrees with constructing the bypass lane right away.
- The idea is uninspiring. He would prefer a sit-down type restaurant.
- The site is an odd configuration.
- He agrees with the applicant redeveloping the site.
- He supports the proposal.

Chair Sewall stated that:

- He supports the proposed rezoning. That makes sense.
- He likes the idea of keeping a bank on the site.
- A bypass lane is needed to be used as an exit. He did not want the exit and entrance to cross each other.
- He is fine with the proposed bank and restaurant uses, but the site plan's traffic pattern does not work well enough.
- He would not support the proposal due to the site plan's traffic pattern.

Waterman moved, second by Banks, to recommend that the city council adopt the ordinance and resolution approving a conditional use permit with variances and final site and building plans at 14617 Hwy. 7.

Powers, Waterman and Banks voted yes. Sewall voted no. Hanson, Henry and Maxwell were absent. Motion passed.

This item is tentatively scheduled to be reviewed by the city council at its meeting on Oct. 30, 2023.

B. Preliminary plat approval of Priory Woods, a three-lot subdivision, at 4633 Sparrow Road.

Chair Sewall introduced the proposal and called for the staff report.

Thomas reported. She recommended approval of the application based on the findings and subject to the conditions listed in the staff report.

Eric Zehnder, Zehnder Homes, applicant, stated that:

- Thomas did a great job of summarizing the proposal.
- The proposal is a relatively straightforward lot split.
- He understood the concern for the trees. The proposal would save as many trees as possible. The proposal would meet tree protection ordinance requirements. Boxelder and ash trees are now considered high-priority trees, which is pretty rare.
- The applicant worked with staff to find solutions to the steep slopes.
- The proposal would add value to the community.

The public hearing was opened.

Lowell Vogen, 4706 Parsons Close, stated that:

- He is excited about the proposal. It has been well thought out and well planned.
- The proposal would help improve the neighborhood.
- He was concerned with the development name and sign. The current sign has handprints from the kids who lived there years ago. It was an amazing event to rebuild and rededicate the sign. The neighborhood has golfing and leaf blow-out events. He would like the neighborhood to continue being called Highgate.
- He gave a poem written for a sign dedication in 2016 to the applicant.

Patrick Cooney, 18204 Priory Lane, stated that:

- He shares a property boundary with the site.
- The neighborhood has a strong identity with the Highgate name and the existing sign. He would like the current sign to stay.
- He was interested to find out what would happen with the grading of the ridges on the east side and if retaining walls would be utilized.
- He supports additional, nice housing and the proposed plat.

Corinne Shanahan, 18319 Priory Lane, stated that:

- Her lot acts as a retention pond for water runoff traveling down the hill from Sparrow Road as well as the hill from Priory Lane. She is concerned that the water from the proposed site would drain onto Sparrow Road, and her property would be unable to handle any more water runoff than it does now.
- She felt the proposal would be beautiful and an improvement to what is there currently.

Rich Hall, 18319 Priory Lane, stated that:

- He supports keeping the current sign to identify the neighborhood.
- He is concerned that construction materials and vehicles would block him from being able to drive in and out of his driveway during construction.

Jeff Bisek, 4700 Sparrow Road, stated that:

- He would like the construction management plan to require all parking and equipment staging to be located on the site rather than in the cul-de-sac.
- He requested that vehicles be prohibited from idling next to residences and polluting the air. Two residents have respiratory medical conditions.
- He asked how often the streets would be cleaned.
- He understood that development would require some tree loss.

No additional testimony was submitted, and the hearing was closed.

Thomas stated that:

- Every development is prohibited from increasing the volume and rate and decreasing the quality of water runoff from a site.
- The grading and drainage plan shows that the drainage would travel from the properties to rain gardens located in each lot's rear yard.

Wischnack stated that construction is difficult and disruptive. The developer would share the construction management plan and contact information for a worker in the field during construction with the neighborhood. If the developer does not comply with the construction management plan, then the city may issue a stop work order and withhold building permit approvals until rectifications have been made.

Thomas stated that the construction management plan would be uploaded to the project page on the city's website prior to any work beginning on the site.

Zehnder stated that:

- The existing sign may have to be removed temporarily during construction, but it would stay permanently.
- Construction is difficult. He would do his best to shorten diesel-vehicle-idle times as much as possible. Locating material on the street would be temporary and kept clear as much as possible.
- There is a 30 percent slope on the east that would not be touched.

Powers stated that:

- He likes the proposal. It checked all of the boxes.
- He likes Zehnder Homes, who is a responsible developer.
- It was a pleasure to listen to the residents talk about their neighborhood.
- Three houses would be appropriate for the site.

Banks stated that:

- He supports the proposal.
- He appreciates the neighbors' comments.
- He felt confident that Mr. Zehnder would continue to work with the neighbors. He commended the applicant for agreeing to keep the sign.
- New houses would benefit the city.

Waterman stated that:

- There are not many undeveloped sites like this in Minnetonka.
- He appreciated the comments from neighbors.
- He noted that written comments from neighbors expressed concern for tree loss. The proposal meets the very strict tree protection ordinance requirements.
- He appreciated the applicant not trying to jam more houses onto the site that would not meet ordinance requirements.
- He appreciated Mr. Zehnder's willingness to work with the neighbors and keep the sign.
- He supports the staff's recommendation.

Chair Sewall stated that:

- He gave the applicant kudos for meeting ordinance requirements rather than trying to fit more lots on the property that would need variances.
- He appreciated the applicant visiting a resident's home to address their concern.
- He supports the proposal.
- The tree loss would create a different look, but all of the tree protection ordinance requirements would be met.
- The proposal would look beautiful in the long run.

Banks moved, second by Waterman, to recommend that the city council adopt the resolution approving the preliminary and final plat for Priory Woods.

Powers, Waterman, Banks and Sewall voted yes. Hanson, Henry and Maxwell were absent. Motion carried.

This item is tentatively scheduled to be reviewed by the city council at its meeting on Nov. 13, 2023.

9. Other Business

A. Items concerning a concept plan for townhome development at 3514, 3520 and 3522 Co. Rd. 101.

Chair Sewall introduced the proposal and called for the staff report.

Gordon reported. He recommended commissioners answer the following questions:

1. Is there merit for this concept to proceed to a formal development review?
2. If yes, why? If not, why?
3. What would make this concept better?

Tony Kuechle, representing Doran Companies, the applicant, stated that:

- The proposed concept plan matches the 2040 comprehensive guide plan designation for the three properties. The density would be 12.38 units per acre, which would be just above the minimum provided in the guide plan.
- The concept plan includes a total of 26 townhomes that would each have three or four bedrooms. Three of the townhouses would meet affordable housing requirements with a 60 percent area median income (AMI).
- The development would be clustered to the west to protect trees and allow for enhanced landscaping. The rear yard setback would be 139 feet. The nearest house to the west would be 211 feet away.
- The site currently has no stormwater management features. The concept plan would utilize below-grade stormwater management structures to provide quality stormwater controls.
- A planned unit development (PUD) is being considered to allow flexibility with the side and front yard setbacks. The front setbacks would match those of properties currently on the east side of County Road 101.
- The concept plan does not comply with the tree protection ordinance. Thirty-eight high-priority trees would be removed. The ordinance would allow 25 high-priority trees to be removed, so a variance for 13 high-priority trees would be needed. The concept plan would remove 18

significant trees, which is eight fewer significant trees than would be allowed. So, combined, a variance would be needed for five trees.

- A neighborhood meeting was held on Oct. 9, 2023. Neighbors expressed concerns with density, the height of the structures, visitor parking, why this type of housing would be best at the proposed location, and stormwater concerns on the southwest corner.
- He would appreciate comments regarding the concept plan's proposed use, density, rezoning to a PUD and tree variance.

Waterman asked about the traffic pattern and where guests would park. Mr. Kuechle stated that he wants to study visitor parking more. That is a valid concern. There are six visitor stalls included in the concept plan. The one-way system through a double-row of townhomes is fairly common. The direction may be changed to have motorists exiting near a business instead of a residence.

The public was invited to share comments.

David Ihme, 3815 County Road 101, stated that:

- He was concerned with the 40-foot height of the buildings. The line of sight would look over his property across the street.
- The exit would cause a disruption for his residence. He supports moving it near the business. A traffic study would be needed.
- He was concerned with an increase in pedestrian and vehicle traffic and the noise level.
- The proposal could decrease his property value. His house was built in 1955.

Kevin Beamish, 3501 Lowell Street, stated that:

- The traffic on County Road 101 is a nightmare.
- He was concerned with more than one tenant living in a townhouse in order to afford the \$4,000-a-month rent.
- He asked if the trail would be paved and if it would impact the forest.
- He was concerned with the concept plan not meeting tree protection ordinance requirements.
- The proposal would be too dense. Having 26 townhomes on a 2.5-acre lot seems too extreme.
- He could see overflow parking occurring on County Road 101.
- He asked commissioners to consider how this would impact the neighborhood of single-family houses. The proposal would be quite disruptive. The concept plan would be better located near Ridgedale, Opus or Glen Lake.
- He was not sure that this would be the right fit for the neighborhood.

Duane Debore, 3543 Lowell Street, Deephaven, stated that:

- The height of the buildings would not fit in the single-family residential neighborhood.
- There would be too many townhomes on the site, and they would not fit into the neighborhood.
- The height of the units there now would be fine.
- The number of units would be way too many.
- He is not opposed to redeveloping the site with fewer, shorter residences.
- His buffer would be 10.9 feet, and the neighbor to his east would have a townhome near his bedroom.
- He agreed with the comments submitted by neighbors and included them in the staff report regarding concerns with snow removal and traffic concerns.
- A driver exiting the site would have to turn south on Highland Street, turn on Lowell Street and go by all of the residences. It already happens now because there is no right-turn lane going east on Minnetonka Blvd. at County Road 101 by Holiday. That is a big concern of his. There are a lot of children living in the area.
- He was concerned with stormwater running onto his property.
- He asked if a fence would be constructed between the south side of the proposal and the Deephaven neighbors. The privacy would be gone for all of the residences on Lowell Street. There would be no buffer on the south side.
- It would not be a good fit for the neighborhood. He would like a different plan with a smaller number of units and shorter residences.

Lowell Anderson, 3441 Lowell Street, stated that:

- The area enjoys a density of two units per acre.
- He objects to the density, scale and mass.
- PUD zoning was used for a development on Sanctuary Road to create a buffer between the commercial and residential areas. He thought that made sense and served a function.
- Change would be easier if the concept plan would be appropriate; right-sized; and dealt with the community as of greater importance than growth.
- The Deephaven residents would really be impacted.

No additional comments were given.

Powers stated that:

- The concept plan needs a lot of work.
- The height of the buildings would not fit in the area.

- The density should not exceed 20 units.
- The trail may disrupt the privacy of a neighbor.
- The mass would be too much.
- There would need to be more visitor parking.
- Doran is a good developer.

Banks stated that:

- He would support 16 to 20 units. The area is residential with not a lot of commercial.
- There is very little green space on the site for kids and dogs.
- There would need to be more visitor parking.
- He was not a fan of one-way traffic, especially on a very busy road. He suggested looking at two street accesses on the ends and one in the middle.
- A reduction in the number of units would allow the preservation of more trees.
- He would like to see a mix of two-story and one-level townhomes instead of the building looking like an extremely large apartment building.
- A mixed-use or multi-family housing is on the right track, but the concept plan would be too different from everything else that surrounds the site.

Waterman stated that:

- He agrees with commissioners.
- This is an opportunity to develop the three parcels.
- He likes the residences being clustered on the east side to preserve the trees on the west side, but they need to fit in better with the surrounding neighborhood.
- He did not support the concept plan on its own due to its mass and proportion.
- He did not support violating the tree protection ordinance.
- The height of the buildings and density need to be decreased.
- He was concerned with buffering and parking.
- A traffic study would have to be done to get an expert's opinion.
- A proposal with less density and mass may work for the proposed site.

Powers agrees with Banks. Green space would be needed for residents to thrive.

Banks suggested looking at strategically utilizing some of the space on the west side so the rest of the site would not be as clustered.

Chair Sewall stated that:

- He likes the idea of a transition area between commercial use and low-density single-family housing. A softer transition is needed. Townhomes would fit the property, but the proposed height would be way too tall. Decreasing the height of the buildings may effectively adjust the density.
- He could be reasonable on the tree removal, but the setback on the south side would be unreasonable. It would be tough to support a PUD proposing those setbacks.
- He likes the concept of townhomes, but a different design is needed.

The city council is tentatively scheduled to review this item at its meeting on Nov. 13, 2023.

10. Adjournment

Waterman moved, second by Powers, to adjourn the meeting at 8:45 p.m. Motion carried unanimously.

By:

Lois T. Mason
Planning Secretary

Minnetonka Planning Commission Meeting

Agenda Item 7

Public Hearing: Consent Agenda

MINNETONKA PLANNING COMMISSION
Nov. 9, 2023

Brief Description Amendment to the sign plan for Ridgehaven Mall at 13145 Ridgedale Drive.

Recommendation Adopt the resolution approving the amendment.

Background

Ridgehaven Mall is located in the southwest quadrant of the Plymouth Road Crossroad/Interstate 394 interchange. The retail site is comprised of three properties. Lunds Byerlys and Target serve as anchor tenants, located on either end of the center. Smaller tenants are located on the subject property, situated between the anchors.



Signage on the subject property is governed by a sign plan approved in 1979 and subsequently updated in 1997 and 2003. Interestingly, neither anchor tenant is governed by sign covenants.

	Max. Letter Height	Max. Stacked Letter Height	Additional Information
1970	2 ft	3 ft	
1997	2 ft for tenants < 12,000 sq.ft. 3 ft for tenants >12,000 sq. ft.	silent	As there was no provision for stacking, staff enforced only max. letter height
2003	2 ft for tenants < 12,000 sq.ft. 3 ft for tenants >12,000 sq. ft.	5 ft for tenants > 12,000 sq. ft.	The sign plan was updated to specifically allow for the stacking of letters to accommodate a sign at Barnes and Noble Booksellers.

In 1997, planning staff approved a 3-foot by 36-foot sign based on tenant lease space information provided at that time: 12,100 sq. ft. In 2002, that sign was replaced by the existing 3-foot by 25-foot sign.

Proposal

Ulta Beauty recently submitted a sign permit application for the replacement of the existing sign with a roughly 5-foot by 12-foot sign. (The sign letters would have a maximum height of 36 inches, but the total sign height would be just under 5 feet.)



As part of the application, revised lease information was provided that indicated the tenant space was actually less than 12,000 sq. ft. Under the existing sign plan, the proposed 5-foot tall sign would not be allowed. Ulta is requesting an amendment to the sign plan to accommodate the proposed sign.

Staff Analysis

Staff finds that the proposed amendment is reasonable:

- The proposed sign would actually be smaller than previous tenant signs.

	Max. Height	Total Area
1997	3 ft	108 sq. ft.
2002 (existing)	3 ft	75 sq. ft.
Proposed	5 ft	58 sq. ft.

- The proposed sign would be appropriately scaled to the size of the tenant space.

Staff Recommendation

Adopt the resolution amending the sign plan for Ridgehaven Mall at 13145 Ridgedale Drive.

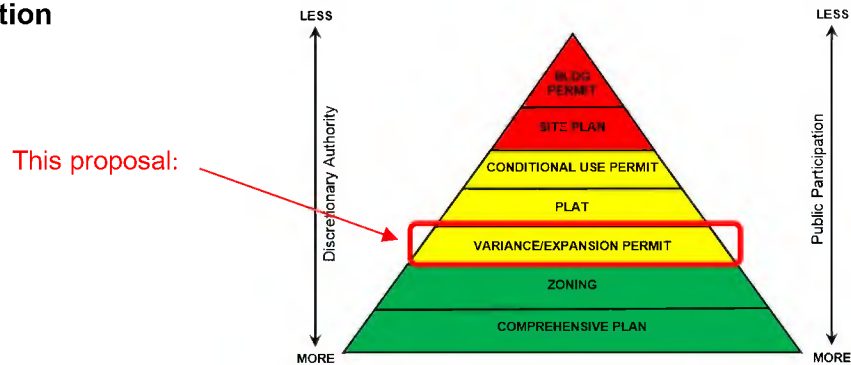
Originator: Susan Thomas, AICP, Assistant City Planner
Through: Loren Gordon, AICP, City Planner

Supporting Information

Surrounding Land Uses
North: Commercial space
South: Commercial space
East: Plymouth Road and commercial buildings beyond
West: Single-household residential

Planning
Guide Plan designation: Commercial
Zoning: PID, Planned I-394 District

Pyramid of Discretion



Motion Options

The planning commission has three options:

1. Concur with the staff recommendation. In this case, a motion should be made approving the requested amendment.
2. Disagree with staff's recommendation. In this case, a motion should be made to deny the applicant's request. This motion must include findings for the denial
3. Table the request. In this case, a motion should be made to table the item. The motion should include a statement as to why the request is being tabled with direction to staff, the applicant, or both.

Appeal

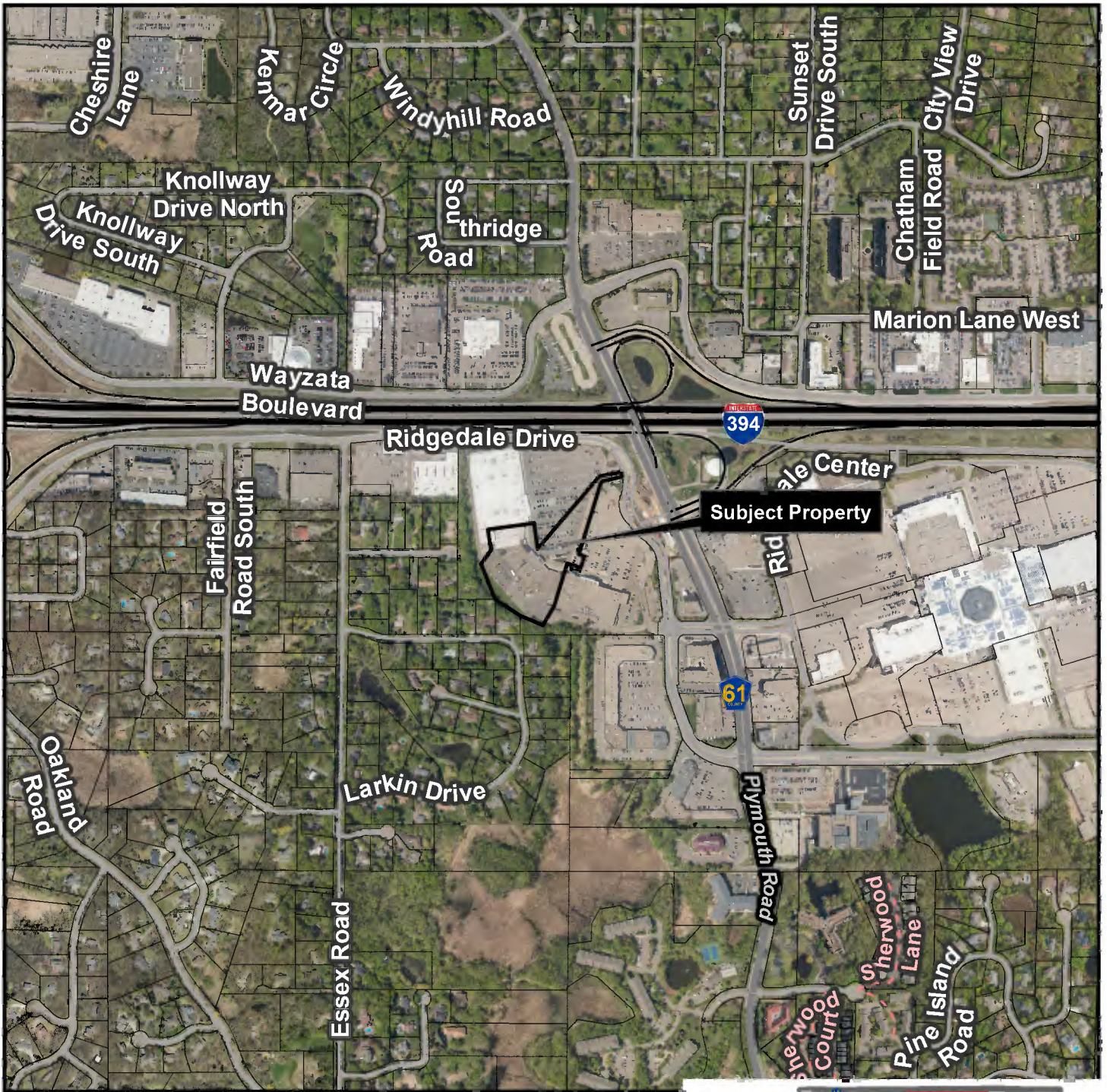
The planning commission's decision on the request is final and subject to appeal. Any person aggrieved by the planning commission's decision about the request may appeal such decision to the city council. A written appeal must be submitted to the planning staff within ten days of the date of the decision.

Neighborhood Comments

The city sent notices to 59 area property owners; no comments have received.

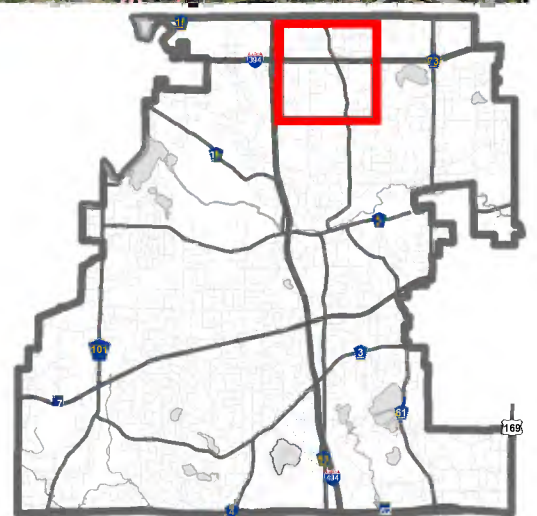
Deadline for Action

Jan. 25, 2024



Location Map

Project: Ulta Beauty
Address: 13145 Ridgedale Drive





9061 Woodlark Terrace. Boynton Beach, FL 33436

631.882.4718 ♦ gopermit@gmail.com

September 26, 2023

City of Minnetonka
14600 Minnetonka Blvd
Minnetonka, MN 55345

Re: Sign Variance Request
Ulta Beauty
13145 Ridgedale Drive
Minnetonka, MN

To Whom it May Concern:

Please allow this letter to serve as a request to apply for a sign variance for Ulta Beauty at the above referenced location.

The request to replace the current main identification “Ulta Beauty” wall sign with their new updated brand logo. The proposed sign will be in the same location as existing, will measure 57.87 sqft and have a 36” letter height.

The code states that lease spaces under 12,000 sqft allow a maximum letter height of 24” and lease spaces over 12,000 sqft allow a maximum letter height of 36”. Ulta Beauty’s location has a lease space of 11,010 sqft. The minimal difference of 990 sqft is why this request is being presented.

The proposed signage is the best application for this facade, we truly feel that abiding by the maximum letter height the signage will look lost on the facade and be a detriment to the shopping center and the surrounding tenants. Our new logo has a clean and modern look that will fit perfectly with the aesthetics in Ridgehaven. It should be noted that the letter height of the existing “Ulta Beauty” signage is a 36” overall height. We are asking that the existing letter height be allowed to remain for the new signage we are proposing.

If you have any questions or require additional information, please do not hesitate to contact me.

Thank you and I look forward to hearing from you!

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer Ronneburger", with a long, sweeping flourish extending to the right.

Jennifer Ronneburger
President, GoPermit

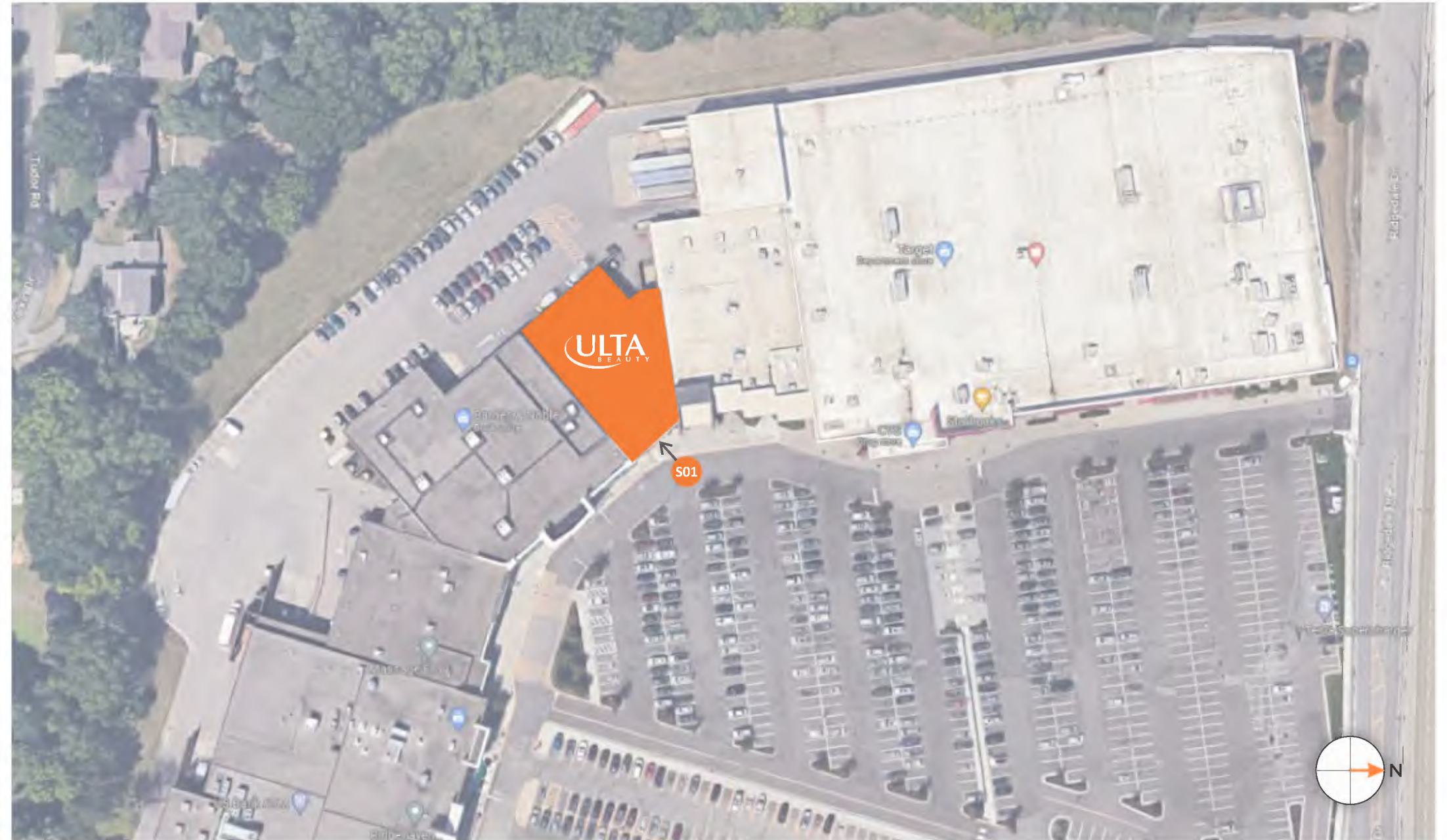


Store #65 Minnetonka, MN
13145 Ridgedale Drive
Minnetonka, MN 55305

SO #163900 | Created: 02.22.2023 | Last Revised: 08.17.2023

SIGN SCOPE INDEX

- S01 (1) Set Illuminated Channel Letters



APPLICABLE CODE

- WALL SIGNS:**
Lease space is 11,010 which would allow a 24" letter.
Lease space over 12,000 would allow to qualify for the 36"H
- Proposed S.F.: **57.87 SF** with a 36" letter



LL Signature: _____
Printed Name: _____
Company: _____
Date: _____



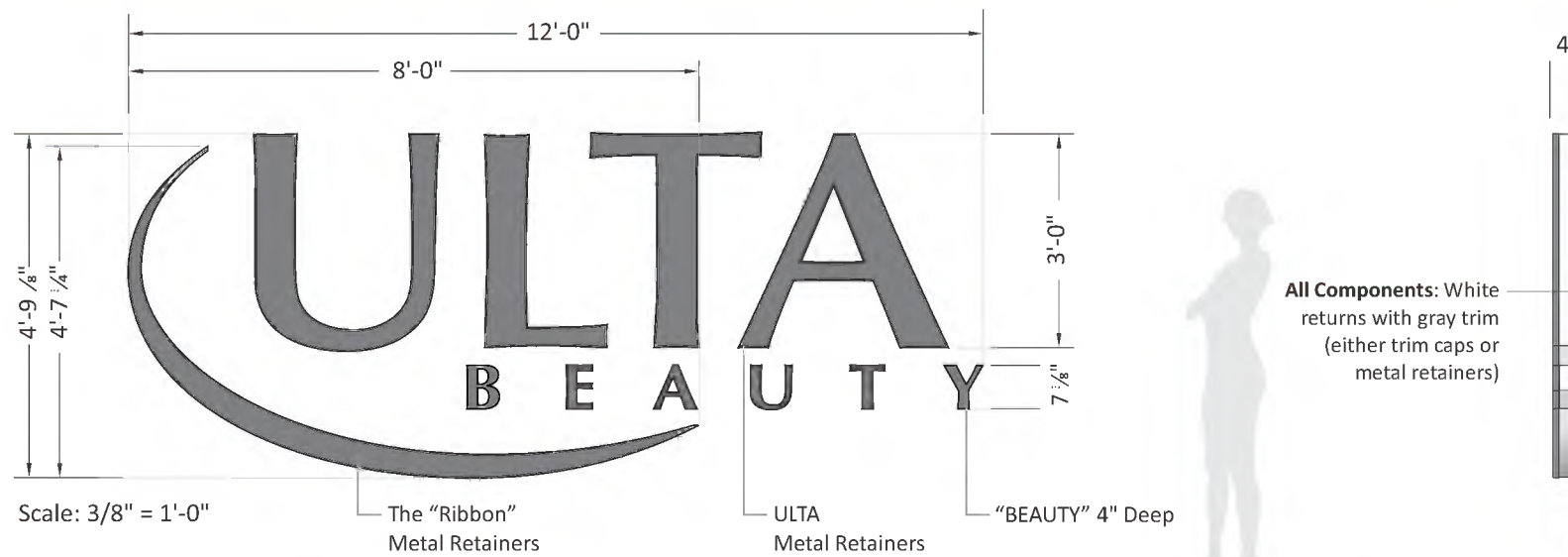
Paint Note:
Patch and Paint sign band after removal
(color match to existing; color TBD)



EXISTING STOREFRONT LETTERS ARE 36" OAH

PROPOSED LETTERS ON EXISTING NORTHEAST ELEVATION

S01 (1) Set Illuminated Channel Letters



SCOPE

- Manufacture & install (1) new primary channel-letter sign.




GENERAL DESCRIPTION

- Channels letters constructed of aluminum (.040 returns, .063 backs, 4" depth).
- Returns are of pre-finished white aluminum
- Faces of white (2406) acrylic with full, 1st-surface coverage of perforated gray vinyl (3M 3635-0252 Gray)
- Faces secured with either 1" trim caps or 7/16" metal retainers (see Detail A for more detail)
- Letters are internally illuminated by white, 24V GE LED modules
- Power supplies are installed remotely (behind fascia)
- Letters installed onto exterior fascia with non-corrosive fasteners

SQUARE FOOTAGE

- 4'-9 7/8" x 12'-0" = 57.87

COLOR SCHEDULE

-  **ALL FACES:** 2406 White acrylic w/ 1st surface perforated vinyl application - 3M Custom Dual Color 3635-0252 Gray
-  **ALL RETURNS:** Pre-finished white (gloss)
-  **TRIM CAPS and METAL RETAINERS:** Painted to match PMS 431C Gray



All Components: White returns with gray trim (either trim caps or metal retainers)

ULTA & The Ribbon: These components require metal retainers - 7/16" (face) x 1 1/4" (return) - (painted to match ULTA's corporate gray)

All Faces: 2406 White Acrylic with 1st Surface Application of perforated vinyl (3M 3635-0252 Gray)

All Components: White (pre-finished) 4" Deep Returns

Backer Board: 5/8" weatherproof plywood backing centered on fascia behind ULTA letter set. NOTE: Plywood is installed on backside of wall. (See elevation for dimensions)

All Faces: 2406 White Acrylic with 1st Surface Application of perforated vinyl (3M 3635-0252 Gray)

BEAUTY: Faces secured w/ 1" Trim Caps (painted to match ULTA's corporate gray)



Resolution No. 2023-

**Resolution approving an amendment to the sign plan for Ridgehaven Mall
at 13145 Ridgedale Drive**

Be it resolved by the Planning Commission of the City of Minnetonka, Minnesota, as follows:

Section 1. Background.

1.01 The subject property is located 13145 Ridgedale Drive. It is commonly referred to as Ridgehaven Mall and is legally described as:

Lot 2, Block 1, Ridgehaven Mall

Torrens Certificate No. 1535009

1.02 In 1979, the city approved a sign plan (sign covenants) for Ridgehaven Mall. The covenants do not include the anchor tenants, currently occupied by Lunds & Byerlys and Target. The sign plan was updated in 1997 and 2003.

1.03 Ulta Beauty is requesting an amendment to the plan to accommodate a roughly 58-square-foot, five-foot-tall sign at its Suite S01 location. The amendment is outlined in Exhibit A of this resolution.

Section 2. Findings

2.01 The planning commission finds the requested amendment is reasonable, as:

1. The proposed sign would be smaller than previous tenant signs.
2. The proposed sign would be appropriately scaled to the size of the tenant space.

Section 3. Planning Commission Action.

3.01 The amendment, as outlined in Exhibit A of this resolution, is hereby approved.

Adopted by the Planning Commission of the City of Minnetonka, Minnesota, on Nov. 9, 2023.

Josh Sewall, Chairperson

Attest:

Fiona Golden, Deputy City Clerk

Action on this resolution:

Motion for adoption:

Seconded by:

Voted in favor of:

Voted against:

Abstained:

Absent:

Resolution adopted.

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Planning Commission of the City of Minnetonka, Minnesota, at a duly authorized meeting held on Nov. 9, 2023.

Fiona Golden, Deputy City Clerk

Exhibit A

**Ridgehaven Mall
Sign Plan
Approved Oct. 26, 2023**

Exterior Signage - Mall Tenants

- A. Tenant shall, at Landlord's option, be allowed to identify the Premises by means of an illuminated sign located on the exterior of the building and contained wholly within the limitations established by the Landlord.
- B. Tenants shall be limited to one sign on the building.
- C. Sign construction shall be individually channel letters illuminated from a neon source contained in each letter.
- D. Signs shall be Tenant's name, including logo and trademark.
- E. Location of sign shall be on the mall sign band within the Tenant's storefront (if the Tenant has an exterior storefront) or on the sign band as designated by the Landlord.
- F. For spaces in excess of 11,000 square feet, the height of the sign letters and logo shall not exceed thirty-six (36) inches and total sign height must not exceed sixty (60) inches.
- G. For spaces in less than 12,000 square feet, the height of the sign must not exceed twenty-four (24) inches
- H. All letters must be of white illumination. The store logo or trademark may be in color.

General Provisions

All temporary or permanent signs must meet the requirements of the City of Minnetonka sign ordinance, unless otherwise permitted by this covenant. City sign permits must be issued prior to display of all temporary or permanent signs.

Minnetonka Planning Commission Meeting

Agenda Item 8

Public Hearing: Non-Consent Agenda

MINNETONKA PLANNING COMMISSION
Nov. 9, 2023

Brief Description A front yard setback variance to enlarge an existing three-stall, attached garage at 3345 Honeywood Lane.

Recommendation Adopt the resolution denying the variance request.

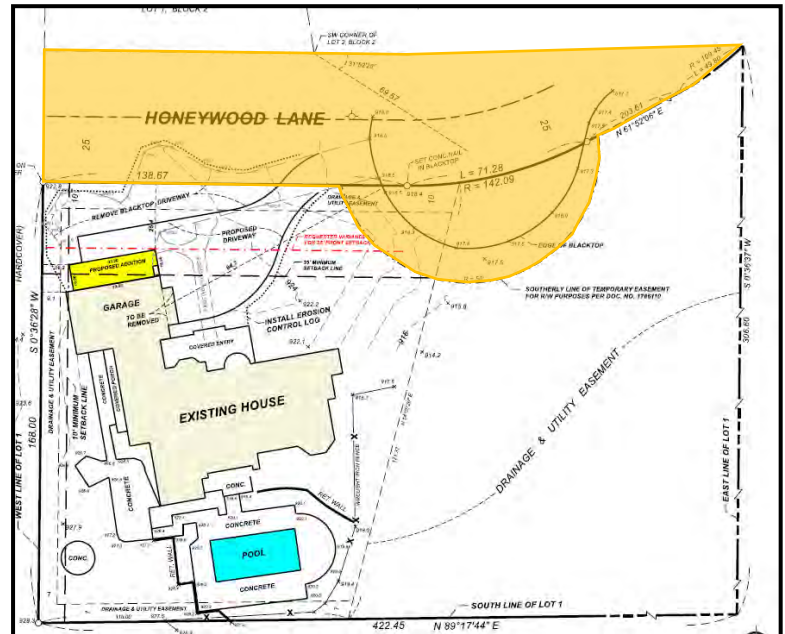
Proposal The applicant, Dan Andersen (on behalf of the property owners), is proposing to enlarge an existing three-stall, attached garage at 3345 Honeywood Lane. The proposed addition would be 10 feet by 33 feet (330 square feet) and would create a 25.4-foot front yard setback. This proposal requires a front yard setback variance:

	Required	Existing	Applicant's Proposal
Front Yard Setback	35 ft.	35 ft.	25 ft.*

* requires variance

Existing Property

- Lot Size: 85,921 square feet
- Use: Residential Single-Family Home
- Subdivision: Honeywood Estates
- Buildings
 - Home:
 - Originally constructed in 2000
 - 3,154 square feet
 - Three-stall, attached garage (935 square feet)
- Non-compliance with code
 - Home: 9.1-foot west side yard setback (10-foot minimum)
 - Pool Apron: 2.5-foot property line setback (10-foot minimum)
 - Driveway: 80-foot width at right-of-way (30-foot maximum)
 - City Property: Path stones have been located within city property to the west (not permitted)
- Frontage/Access: Honeywood Lane



Staff Analysis

The city may approve a variance from city code requirements, only if an application meets all of the variance standards outlined in city code. An application must be denied if any standards are not met. Staff finds that the applicant's proposal does not meet all of the required variance standards:

1. **Intent of the Ordinance.** The proposal is not consistent with the general purposes and intent of the zoning ordinance. The intent of the front yard setback requirement is to ensure consistent building lines within a neighborhood and adequate separation between homes and roadways. The intent of the ordinance is to ensure this spacing with both current and future development.

Currently, there is one home in this neighborhood, out of eight, that is not a setback at least 35 feet from the Honeywood Lane right-of-way. There is potential that Honeywood Lane could be extended in the future, as the right-of-way extends beyond the end of the physical cul-de-sac. As such, approving a front yard setback variance would have the potential to worsen building lines and separation between homes and roadways.

2. **Consistent with Comprehensive Plan.** The proposed variance is consistent with the comprehensive plan. The guiding principles in the comprehensive guide plan provide for improving and preserving the city's housing stock. The requested variance would preserve the residential character of the neighborhood and would provide an investment into a property.
3. **Practical Difficulty:** The subject request is not based on a practical difficulty, as defined by statute and ordinance.

- Reasonableness: The property currently has a 3-stall, attached garage. The current garage is 935 square feet. This size greatly exceeds the maximum standard size outlined in the planning commission's policy (24-feet by 24 feet, or 576 square feet).

The applicant has requested to add a 330 square-foot addition; 2/3rd of the addition (219 square feet) would be located within the required front yard setback. The request for this addition, the majority of which does not meet setback requirements, is not reasonable due to the existing garage's size and location of the proposed addition.

- Circumstance Unique: There is not a circumstance unique inherent to the property that causes the variance. The existing attached garage (935 square

feet) meets the minimum front yard setback requirement and exceeds the maximum standard size outlined in the planning commission's policy. If the property owner desires to enlarge the garage, there are some small areas on the property that could accommodate a small addition and meet the front yard setback requirement. City code would permit the property owner to construct a small addition to the east or south of the garage, without variances. However, the applicant has requested a garage addition to the north that encroaches into the front yard setback. As such, the need for the variance is caused by the specific design proposed by the property owner.

- **Neighborhood Character:** The surrounding neighborhood is largely characterized by homes with three-stall garages that meet the front yard setback requirement, including the subject home. Specifically, seven of the eight homes on Honeywood Lane have a three-stall garage, and all meet the front yard setback requirements. One home is located within 35 feet of the front property line; however, it meets city code as it is a corner lot with a 10-foot exemption.

If approved, the proposed addition would appear to meet the 35-foot setback requirement, as Honeywood Lane comes to a cul-de-sac before the end of the right-of-way and garage location. However, if Honeywood Lane is ever extended to the property to the west (owned by the City of Minnetonka), the garage addition would alter the essential character of the neighborhood.

Staff Recommendation

Adopt the resolution denying a front yard setback variance to enlarge an existing three-stall, attached garage at 3345 Honeywood Lane.

Originator: Drew Ingvalson, Associate Planner/Sustainability Coordinator
Through: Loren Gordon, AICP, City Planner

Supporting Information

Surrounding Land Uses

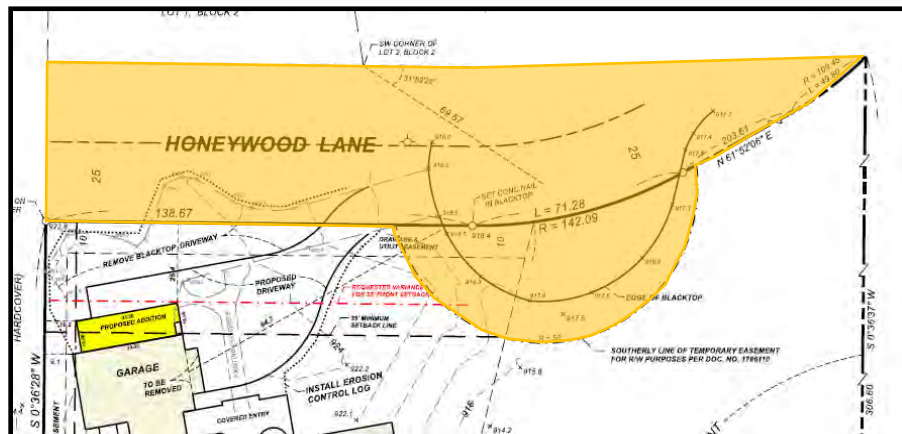
	Subject Property	North	South	East	West
Use	Single-family residential home	Single-family residential home	Undeveloped, owned by the City of Minnetonka	Single-family residential home	Undeveloped, owned by the City of Minnetonka
Zoning	R-1	R-1	R-1	R-1	PUD
Guide plan designation	Low density residential	Low density residential	Low density residential	Low density residential	Low density residential

Front Yard Setback

Per Minnetonka City Code (Sec. 300.02(74)), a front lot line is defined as, “a lot line abutting a public road right-of-way.”

The subject property has a right-of-way adjacent to its entire northern property line. As such, there is a 35-foot front yard setback along the entire north lot line (even areas that do not contain a physical road).

The rationale for city code using right-of-way, instead of physical roads, is that right-of-way is rarely moved or altered. In contrast, streets might be moved or widened as part of a street project. Or, as with this case, a road could potentially be constructed within a right-of-way in the future. Using right-of-ways as a setback marker ensures that setbacks are consistent not only in the present but also in the future.



Front Yard Setbacks on Honeywood Lane

With the exception of one property, all garages on Honeywood Lane are located at least 35 feet from the front property line. The one exception (3251 Honeywood Lane) is located at least 25 feet from their front property line, or Honeywood Lane right-of-way. This reduced setback was allowed as the property is defined by city code as a corner lot (Sec. 300.10(5)(b)), as it abuts both Minnetonka Blvd. and Honeywood Lane right-of-way. Corner lots are allowed a 10-foot

exception on one front yard, which this property has used on the Honeywood Lane front yard. As such, this property meets city code requirements.

Front Yard Setbacks Submitted by the Applicant

The applicant submitted a list of properties that do not meet the front yard setback requirement and are located at the end of a cul-de-sac with a right-of-way that extends to an adjacent property. All of these homes are located over 400 feet from the subject property. Staff does not typically include properties located over 400 feet from the subject property in review, as they are generally not within the same neighborhood. However, to add clarity, staff has gone through each property below to provide background on how and why the lesser setbacks were approved.

- **3186 Lake Shore Blvd**
 - Approval: 1977 variance
 - Circumstance: The home on this lot was originally built in 1920, prior to the adoption of the Minnetonka City Code, with a non-conforming front yard setback. The approved variance request for the detached garage was to build it in line with the non-conforming home.
 - Neighborhood: This property is within the Thorpe Bros. Groveland Shores Subdivision. This subdivision was approved in 1916, which predates the Minnetonka City Code by nearly 50 years. As a result, this neighborhood includes several homes with legal non-conforming setbacks and properties that have received variance approvals, as they were consistent with the neighborhood's character.
 - Lot at the end of cul-de-sac: Not developable (Libbs Lake)

- **3200 Highland Ave**
 - Approval: The staff has no evidence of a variance or building permit being approved for the garage on this property. The home was constructed in 1948. The staff assumes that the garage was constructed sometime before the adoption of city code and building permit records.
 - Circumstance: Built prior to the Minnetonka City Code.
 - Neighborhood: This property is within the Thorpe Bros. Groveland Shores Subdivision. This subdivision was approved in 1916, which predates the Minnetonka City Code by nearly 50 years. As a result, this neighborhood includes several homes with legal non-conforming setbacks and properties that have received variance approvals, as they were consistent with the neighborhood's character.
 - Lot at the end of cul-de-sac: Potentially developable.

- **4800 Ridge Road**
 - Approvals: 1988 front yard setback variance, 2003 variance for 7-foot front yard setback (2nd floor of existing garage)
 - Circumstances: Some findings from the 1988 staff report noted:
 - Topography becomes quickly severe as one moves from the ROW to the west (28%).
 - Connection to sanitary sewer would become more complicated the further west the house was located.
 - Filling required for the home to meet setback requirements would result in extensive tree loss and severe impacts to the environment.
 - The right-of-way adjacent to the property will remain undeveloped.
 - Visual impacts will be minimized due to undeveloped right-of-way.
 - The setback is consistent with another property that received a front yard setback variance recently.
 - Neighborhood: This neighborhood is the Acorn Ridge Second Addition Subdivision. This subdivision was approved in 1950, which predates the Minnetonka City Code by 15 years. As a result, this neighborhood includes several homes with legal non-conforming setbacks and properties that have received variance approvals, as they were consistent with the neighborhood's character.
 - Lot at the end of cul-de-sac: Not developable (wetland and floodplain)

The subject lot (3345 Honeywood Lane) differs in some way from all of the examples provided by the applicant.

- Approval/Circumstance: Two of these properties (Highland and Lake Shore Blvd.) had homes with non-conformities that predated city code. The subject home was built in 2000, mostly in compliance with city code.
- Neighborhood: All examples are within neighborhoods that were platted prior to the adoption of Minnetonka city code (1916 and 1950). As such, both neighborhoods have legal, non-conforming properties and properties that have received variances due to the neighborhood's character. The subject neighborhood (Honeywood Estates) was platted in 1986, two decades after Minnetonka's first city code. As such, all homes within this neighborhood meet the city's front yard setback requirement.

- Lot at the end of the cul-de-sac: Two of the examples had properties that were undevelopable at the end of their cul-de-sac, providing an argument that the right-of-way would not be extended in the future. The other (Highland Ave) was constructed prior to the adoption of the Minnetonka City Code.

The subject property is adjacent to a property with a large developable area. As such, there is potential that Honeywood Lane could be extended in the future.

Honeywood Lane Right-of-Way

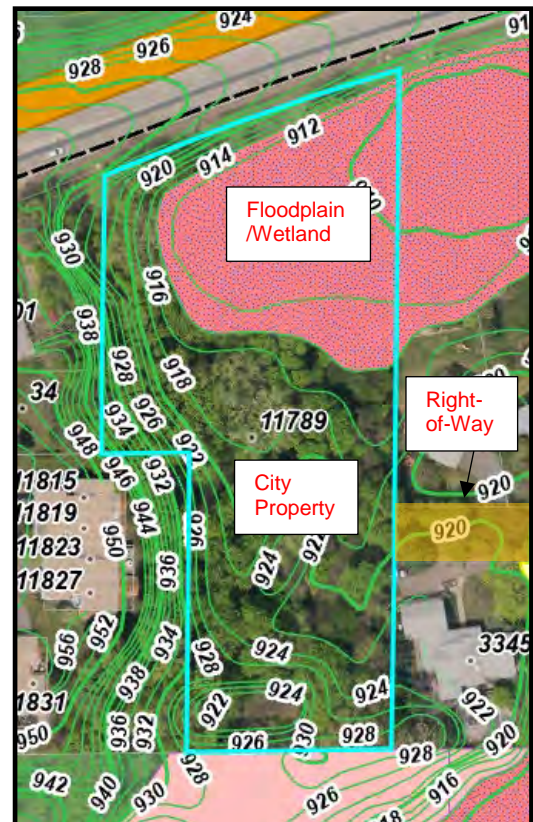
The subject property is located within the Honeywood Estates subdivision. The Honeywood Lane right-of-way (shown as orange in the image to the left) begins at Minnetonka Blvd. It then goes south and turns west. The right-of-way extends beyond the end of the physical cul-de-sac, and ends at the property to the west of this subdivision, owned by the City of Minnetonka.



City Lot (11789 Minnetonka Blvd.)

The property is located at the end of the Honeywood Lane right-of-way to the west of the subject property) is owned by the City of Minnetonka. This property is part of the adjacent subdivision, Windmill Ridge, and is nearly 3 acres in size. There is a large floodplain and wetland located on the north side of the property (shown as pink to the left and steep grades along the west property line; however, a significant part of this property is developable.

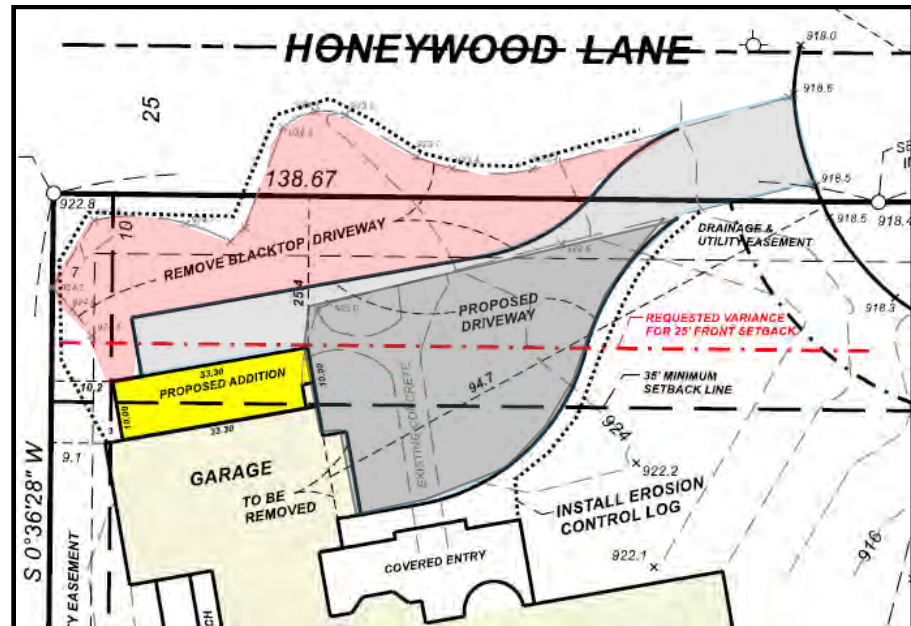
The applicant stated in their narrative that the city property “will never be developed.” The city does not have any current plans to develop this lot. However, the property includes a large buildable area, and it would be possible to develop the lot. If the city did desire to develop the property, or sell the property for development, it would be possible and reasonable access would be



by extending Honeywood Lane into the property. As such, staff cannot say with certainty that the property will never be developed.

Proposed Driveway

If approved, the applicant has proposed to remove a significant portion of the driveway within the right-of-way (1,630 square feet, see in red). This would bring the property into compliance with the driveway width at the right-of-way requirement (30 feet maximum). However, the total impervious surface would only be reduced to about 70 square feet, as the new driveway would add 1,560 square feet (see dark gray).



McMansion Policy

The McMansion Policy is a tool the city can utilize to ensure new homes or additions requiring variances are consistent with the character of the existing homes within the neighborhood. By policy, the floor area ratio (FAR) of the subject property cannot be greater than the largest FAR of properties within 1,000 feet on the same street, and a distance of 400 feet from the subject property.

As proposed, the property would comply with the McMansion Policy. Currently, the property's FAR is 0.07. The proposed garage addition would increase the property's FAR to 0.08. This is still significantly below the largest FAR within 400 feet, which is 0.22.

Variance Standard

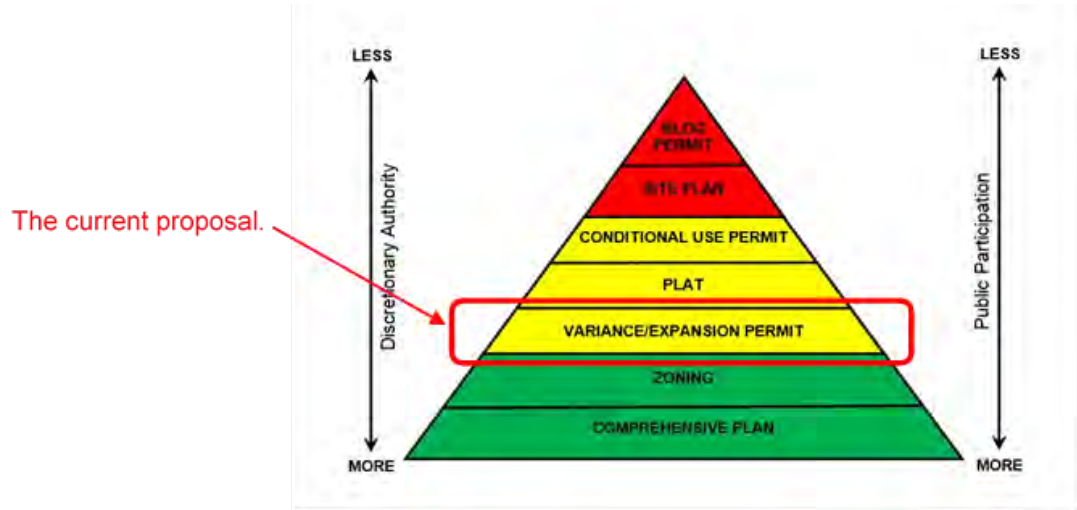
A variance may be granted from the requirements of the zoning ordinance when: (1) it is in harmony with the general purposes and intent of the ordinance; (2) it is consistent with the comprehensive plan; and (3) when an applicant establishes that there are practical difficulties in complying with the ordinance. Practical difficulties mean that the applicant proposes to use a property in a reasonable manner not permitted by the ordinance, the plight of the landowner is due to circumstances unique to the property not created by the landowner,

and, the variance if granted, would not alter the essential character of the locality. (City Code §300.07)

Neighborhood Comments

The city sent notices to 27 area property owners and received no comments.

Pyramid of Discretion



Motion Options

The planning commission has three options:

1. Concur with the staff recommendation. In this case, a motion should be made to adopt the resolution denying the variance request.
2. Disagree with the staff's recommendation and approve the applicant's variance request. In this case, a motion should be made directing staff to prepare a resolution for approving the applicant's proposal. This motion must include findings for approval.
3. Table the proposal. In this case, a motion should be made to table the item. The motion should include a statement as to why the proposal is being tabled with direction to staff, the applicant, or both.

Voting Requirement

The planning commission's action on the applicant's request is final, and subject to appeal. Approval of the staff-prepared resolution denying the request requires four votes. Approval of the variance request requires the affirmative vote of five commissioners.

Appeals

Any person aggrieved by the planning commission's decision about the requested variance may appeal such decision to the city council. A written appeal must be submitted to the planning staff within ten days of the date of the decision.

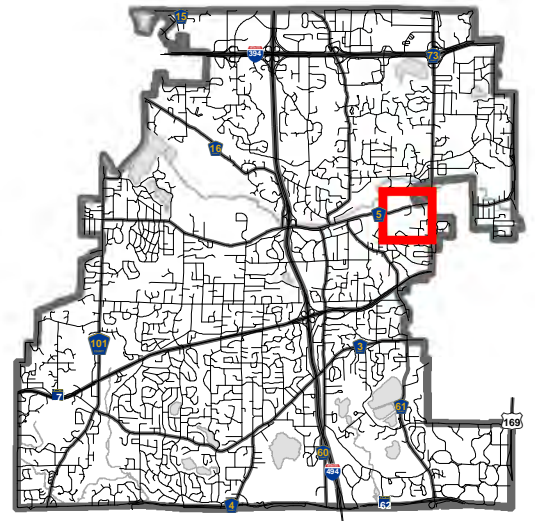
Deadline for Decision

Dec. 18, 2023



Location Map

Project: Berry Residence
Address: 3345 Honeywood Ln



Berry Residence of 3345 Honey Wood Lane

Date: October 3 – 2023

Subject: written attachment to the request for Variance and or vacation submittal.

Address: 3345 Honey Wood Lane in Minnetonka MN

Applicant: Brian and Amanda Berry – 612-327-0342 – aberry121218@gmail.com

Applicant Representative: Daniel Andersen of D.J Andersen Design Group. 612-812-3324

daniel@andersendev.com

Under the application page 3 – Practical Difficulties

Question – “Explain why the proposed use is Reasonable”

Answer - By switching the location of our current three car garage doors to the East side from the North side, it allows access to the garage straight in from the FRONT of the home with direct access, this also will match the rest of the homes, as the overhead doors on the neighboring homes are located as well in the front facing the street.

Question – Describe:

a- Circumstances unique to this property =

When Backing owner’s trailer into the drive, it is impossible to get the trailer into the garage. The owner’s trailer is part of his work and is required. If the trailer sits out... then it blocks access to the other currently placed doors for daily use. Owner bought the home recently and needed a garage for his work trailer and two cars. With the size of this lot and the location as well, low hard cover, this seemed to be the most logical application, by moving the current three overhead doors from the North to the East side allowing again, direct back up ability with owner’s trailer.

b- Why the need for a variance was NOT caused by the owner =

This home was purchased in July of 2023, with full intention to remedy this problem. This will not cause any undesirable design site lines that fellow neighbors will see. Actually this will look

more like the rest of the home as all or most of the homes have there overhead door facing the street.

c- Economic considerations are not any reason for this request =

This application is to take an already 3 door garage system and will maintain a three-car use, simply moving the location of the tree doors to the East side for a usable application.

d- Describing why this Variance or vacation of easement (North Side) will not alter the essential character of this neighborhood =

Fact – The other homes stand at 35-foot set back off Honey Wood Lane. This home sets back of the street over 90 feet, that is what is considered a site line front yard. The current front yard is set in what should be a side yard (North) .

Fact – All the other home haver there overhead doors facing street, after granting this application, 3345 Honeywood will be the same as the rest of the other homes.

Opinion – As a 30 year developer and much experience, the side yard set back should be at the North and the Front yard set back should be to the East facing the MAIN street.

Opinion – I do not recommend changing the description of the side and front yards, I think we maintain the current descriptions moreover, I would also not recommend a vacation of the current easement, even though the land behind us will NEVER be developed. A simple 10 foot variance with be adequate and also keep future owners from building up to 10' of the current easement.

In conclusion, this request will have zero affect on the neighbors site lines, the three garage doors currently can be maintained and most importantly usable as the were designed.

NOTE: See attached screen shots of other home close or over there set back lines as precedence.

Certificate of Survey

~ for ~ **Brian & Amanda Berry**
3345 Honeywood Ln.
Minnetonka, MN 55305

IMPERVIOUS SURFACE COVERAGE:

EXISTING HOUSE: 4,266 S.F.
 COVERED ENTRY: 420 S.F.
 COVERED PORCH: 106 S.F.
 PROPOSED ADDITION: 578 S.F.
 PROPOSED DRIVEWAY: 1,864 S.F.
 BLACKTOP TO REMAIN: 1,018 S.F.
 CONCRETE: 2,330 S.F.
 POOL: NA
 TOTAL IMPERVIOUS: 10,582 S.F.

LOT AREA: 85,921 S.F.

IMPERVIOUS COVERAGE: 12.3 %

DESCRIPTION OF PROPERTY:

Lot 1, Block 1, HONEYWOOD
 ESTATES, Hennepin County,
 Minnesota. Subject to easements of
 record.

LEGEND

- Set 1/2" X 14" rebar marked with cap number 22703
- Found Iron Monument
- ⊕ Fire Hydrant
- - - Contour Line
- × Spot Elevation
- EROSON CONTROL LOG

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

Steven V. Ische 22703 9/10/23
 Steven V. Ische License No. Date

NOTE: THIS PROJECT IS NOT TO CHANGE ANY CURRENT DRAINAGE PATTERNS..

NOTE: ANY EXISTING HARDCOVER WEST OF THE WEST LOT LINE TO BE REMOVED

REVISED: 10/16/23 - PROPOSED DRIVEWAY

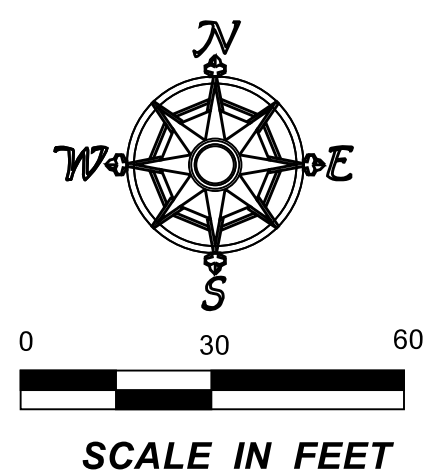
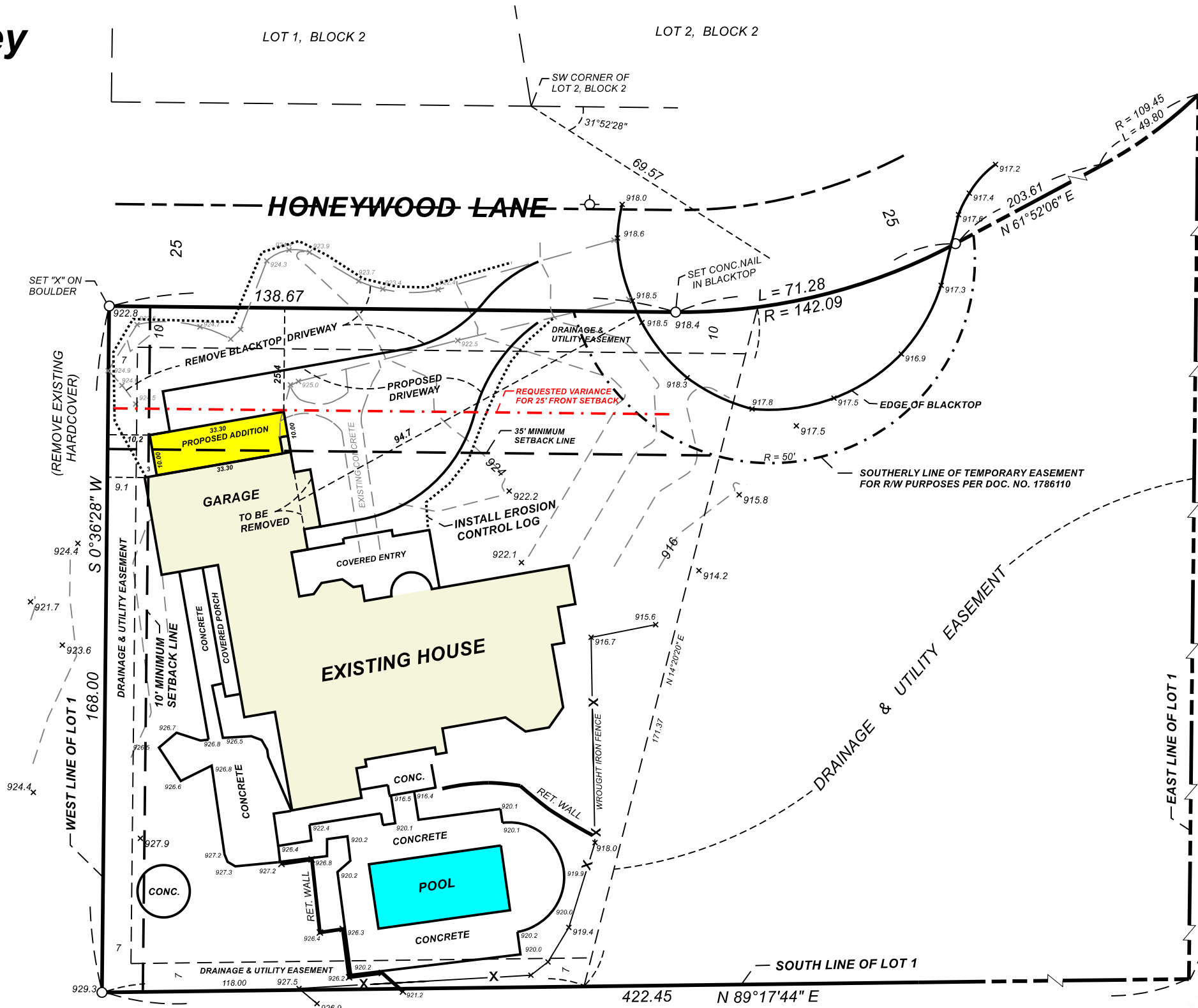
REVISED: 10/06/23 - PROPOSED GARAGE, DRIVEWAY

REVISED: 09/26/23 - MINIMUM SETBACKS

REVISED: 09/20/23 - EASEMENT, EROSION CONTROL

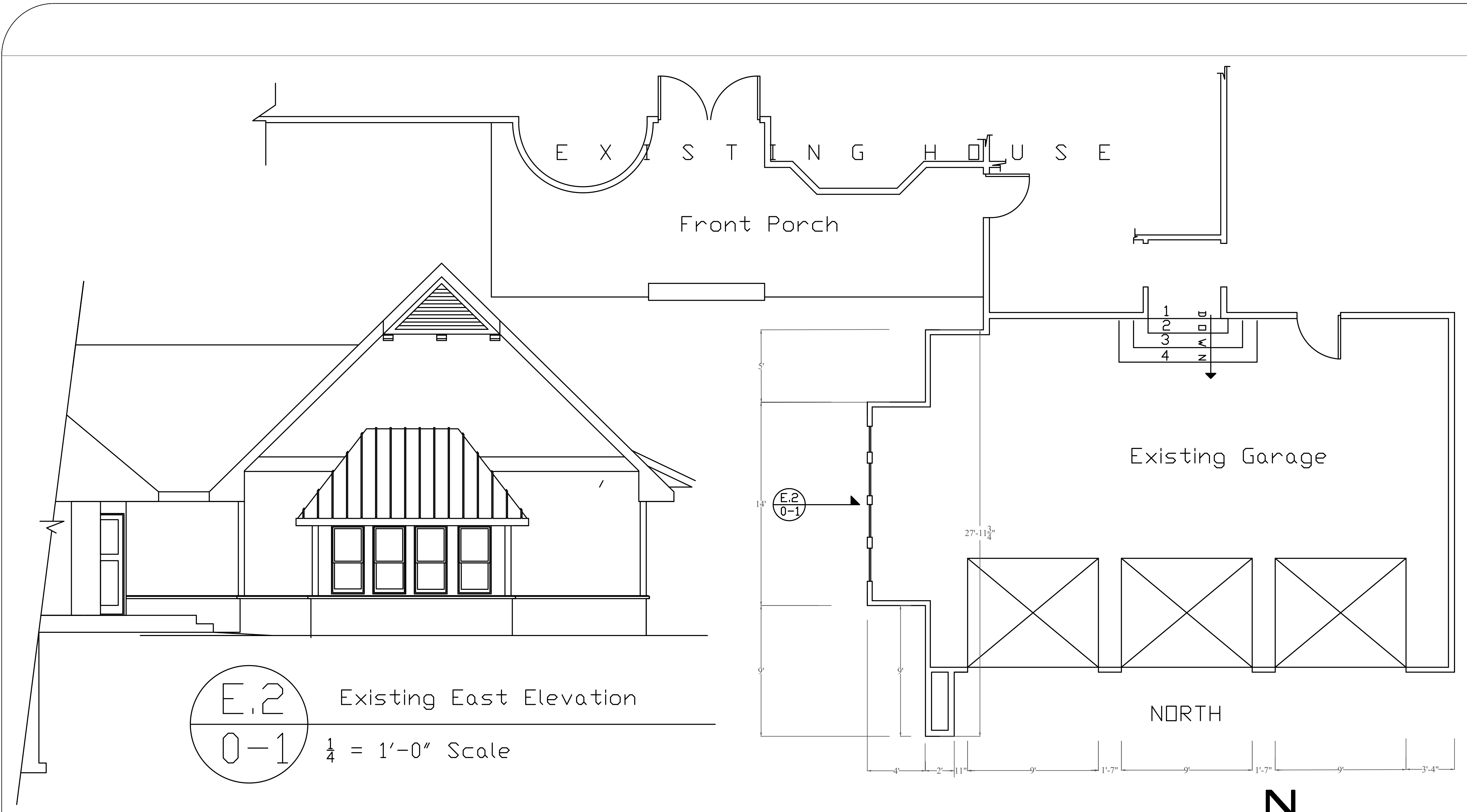
REVISED: 09/12/23 - PROPOSED ADDITION, IMPERVIOUS

PROJ. #2289-00



PREMIER
 LAND SURVEYING, LLC

1600 Arboretum Blvd., Suite 203
 Victoria, MN 55386
 952-443-3010



BERRY RESIDENCE	Garage single stall addition	01
3345 HONEYWOOD LANE		
MINNETONKA MN	JULY-1,23 - REVISION	
D.J ANDERSEN DESIGN GROUP 612-812-3324 daniel@andersendev.com		

General Notes

No.	Revision/Issue	Date

Firm Name and Address

Project Name and Address

Project #/77777777

Date 10/5/2023

Scale As Noted

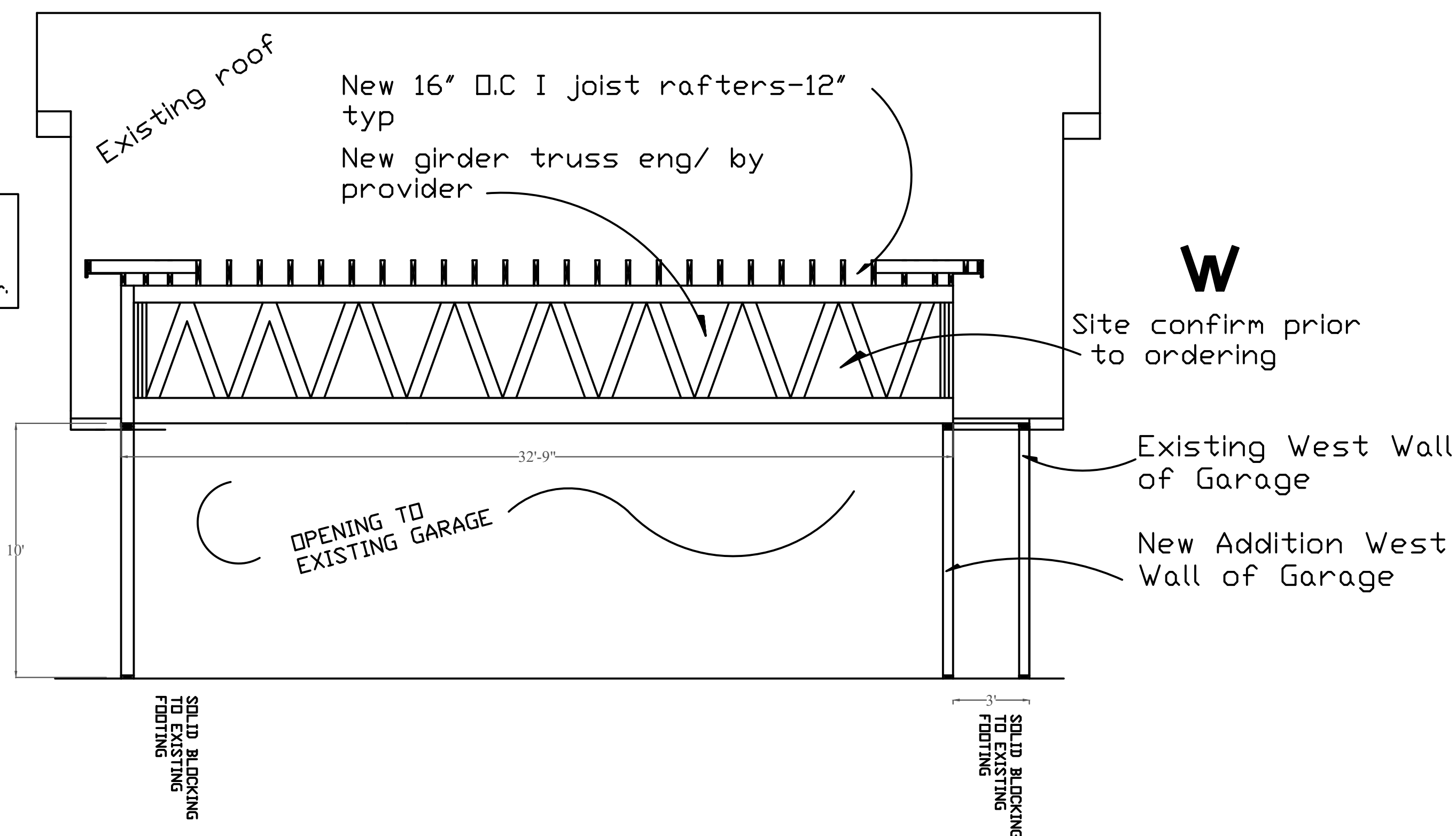
Sheet 00

GENERAL NOTES:

- 1- Contractor to verify all existing condition prior to commencing on project
- 2- All construction shall be typical
- 3- All siding shall match existing
- 4- All new soffit work to match existing
- 5- Electrical work and lay out shall be by electrical contractor
- 6- Any and all changes will be approved by owner prior to commencement
- 7- Driveway by others
- 8- Landscaper by others
- 9- Panting by others
- 10 Interior finish T.B.D

- Match existing shingle
- 2 rows of ice and water shield
- 30# Roof paper
- 1/2" Roof sheathing
- Setting clips
- 12" 16'-0C I-Joist rafters
- Soffit depth the match existing
- Soffit venting to match
- 2x6- 1bi top plate
- 2x6 Wall const
- 1/2" Wall sheathing
- Treated base plate
- 1/2" gyp interior walls
- 4" Frost footing typ
- 8"x8" Footing
- 8" Frost wall
- 3 - # 5 Rebar eq spaced
- 4" Concrete floor with mesh
- 2" Foam
- Sand fill in garage
- Taper floor to garage door 1/4" per foot

NOTE:
Girder truss will allow a flush ceiling - Provider to engineer and provide hangers for existing truss to hang off new girder.



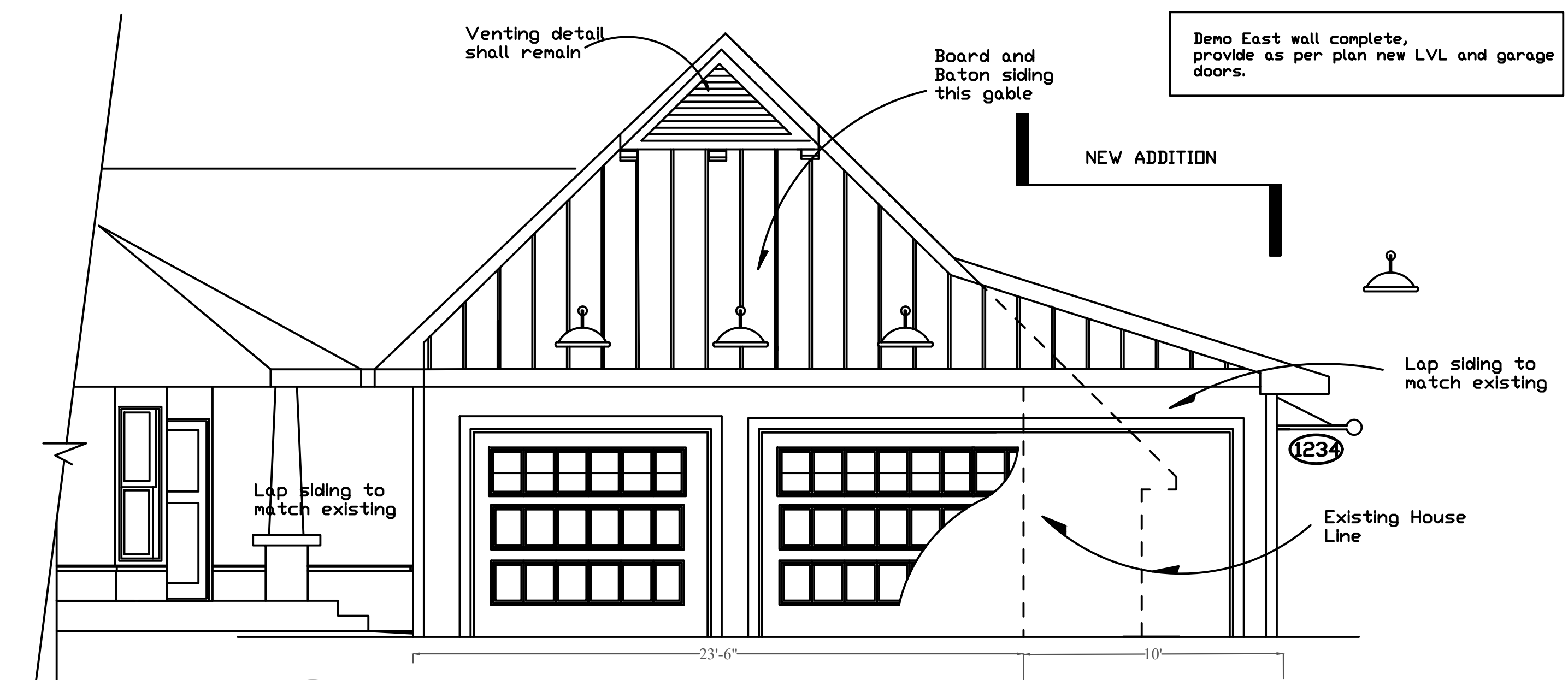
S-4
2.0

New girder truss detail Engineering By Provider

1/4" = 1'-0" Scale North

E.5
0-2 Foundation Cross

BERRY RESIDENCE	Garage single stall addition	02
3345 HONEYWOOD LANE		
MINNETONKA MN	JULY-1,23 - REVISION	
D.J ANDERSEN DESIGN GROUP 612-812-3324 daniel@andersendev.com		



S-6
2.0

New East Elevation

1/4" = 1'-0" Scale East

General Notes

No.	Revision/Issue	Date

Firm Name and Address

Project Name and Address

Project #/7/23/23

Date: 10/5/2023

Scale: As Noted

Sheet: 00

3186 Lake Shore Blvd, Minnetonka

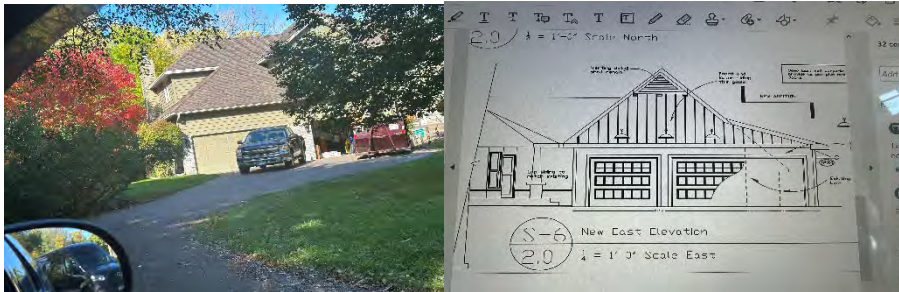
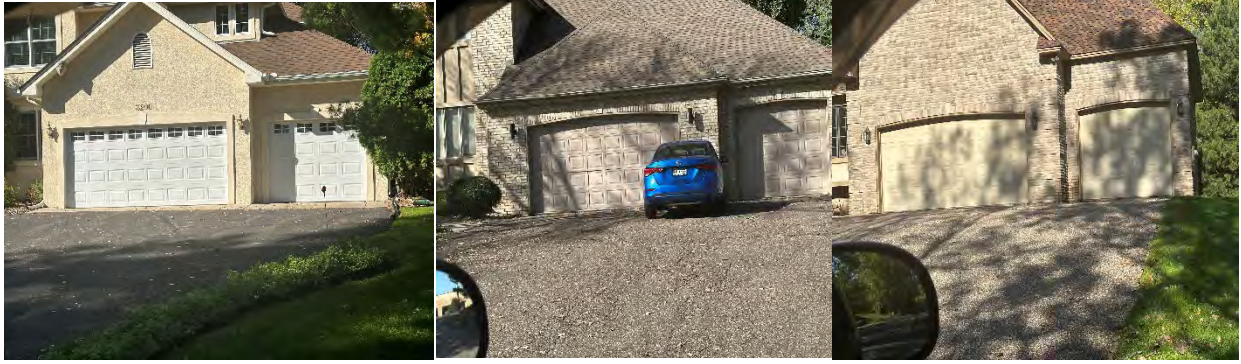


3200 Highland Ave, Minnetonka



4800 Ridge Road, Minnetonka





This Screen shot document shows we are matching all front exteriors with one exception, We (3345 Honey Wood Lane) are 90 feet off the street not as the rest are at 36 feet.

Keeping in mind the current North Easement Should not be a front yard as the rest of the front yards have the correct setbacks.

Lastly, Under the current code, the front as it has been previously designated could not accept a drive in the future due to the Max slope allowed. The slope would have to then be another variance because it would need to be over a 16% slope to make that new driveway work.



3345 Honey Wood should be side yard -

Planning Commission Resolution No. 2023-

Resolution denying a front yard setback variance to enlarge an existing three-stall, attached garage at 3345 Honeywood Lane

Be it resolved by the Planning Commission of the City of Minnetonka, Minnesota, as follows:

Section 1. Background

1.01 The subject property is located at 3345 Honeywood Lane. It is legally described as:

Lot 1, Block 1, Honeywood Estates, Hennepin County, Minnesota

1.02 The home has a non-conforming side yard setback (east property line) of 9.1 feet, but meets all other building setback requirements.

1.03 The applicant, Daniel Andersen, has submitted a proposal to enlarge an existing three-stall. The proposed addition would be 10 feet by 33 feet (330 square feet) and would create a 25.4-foot front yard setback. This proposal requires:

	Required	Existing	Applicant's Proposal
Front Yard Setback	35 ft.	35 ft.	25 ft.*

* requires variance

Section 2. Standards

2.01 By City Code §300.07 Subd.1, a variance may be granted from the requirements of the zoning ordinance when: (1) the variance is in harmony with the general purposes and intent of this ordinance; (2) when the variance is consistent with the comprehensive plan; and (3) when the applicant establishes that there are practical difficulties in complying with the ordinance. Practical difficulties means: (1) The proposed use is reasonable; (2) the need for a variance is caused by circumstances unique to the property, not created by the property owner, and not solely based on economic considerations; and (3) the proposed use would not alter the essential character of the surrounding area.

Section 3. Findings

3.01 The requested variance would not meet all of the variance standards as outlined in City Code §300.07 Subd. 1.

1. Intent of the Ordinance. The proposal is not consistent with the general purposes and intent of the zoning ordinance. The intent of the front yard setback requirement is to ensure consistent building lines within a neighborhood and adequate separation between homes and roadways. The intent of the ordinance is to ensure this spacing with both current and future development.

Currently, there is one home in this neighborhood, out of eight, that is not a setback at least 35 feet from the Honeywood Lane right-of-way. There is potential that Honeywood Lane could be extended in the future, as the right-of-way extends beyond the end of the physical cul-de-sac. As such, approving a front yard setback variance would have the potential to worsen building lines and separation between homes and roadways.

2. Consistent with Comprehensive Plan. The proposed variance is consistent with the comprehensive plan. The guiding principles in the comprehensive guide plan provide for improving and preserving the city's housing stock. The requested variance would preserve the residential character of the neighborhood and would provide an investment into a property.
3. Practical Difficulty: The subject request is not based on a practical difficulty, as defined by statute and ordinance.
 - a) Reasonableness: The property currently has a 3-stall, attached garage. The current garage is 935 square feet. This size greatly exceeds the maximum standard size outlined in the planning commission's policy (24- feet by 24 feet, or 576 square feet). The applicant has requested to add a 330 square-foot addition; 2/3rd of the addition (219 square feet) would be located within the required front yard setback. The request for this addition, the majority of which does not meet setback requirements, is not reasonable due to the existing garage's size and location of the proposed addition.
 - b) Circumstance Unique: There is not a circumstance unique inherent to the property that causes the variance. The existing attached garage (935 square feet) meets the minimum front yard setback requirement and exceeds the maximum standard size outlined in the planning commission's policy. If the property owner desires to enlarge the garage, there are some small areas on the property that could accommodate a small addition and meet the front yard setback requirement. City code would permit the property owner to construct a small addition to the east or south of the garage, without variances. However, the applicant has requested a garage addition to the north that encroaches into the front yard setback. As such, the need for the variance is caused by the specific design proposed by the property owner.

- c) Neighborhood Character: The surrounding neighborhood is largely characterized by homes with three-stall garages that meet the front yard setback requirement, including the subject home. Specifically, seven of the eight homes on Honeywood Lane have a three-stall garage, and all meet the front yard setback requirement. One home is located within 35 feet of the front property line; however, it meets city code as it is a corner lot with a 10-foot exemption. If approved, the proposed addition would appear to meet the 35-foot setback requirement, as Honeywood Lane comes to a cul-de-sac before the end of the right-of-way and garage location. However, if Honeywood Lane is ever extended to the property to the west (owned by the City of Minnetonka), the garage addition would alter the essential character of the neighborhood.

Section 4. Planning Commission Action

4.01 The above-described variance is hereby denied based on the findings outlined in Section 3 of this resolution.

Adopted by the Planning Commission of the City of Minnetonka, Minnesota, on Nov. 9, 2023.

Joshua Sewell, Chairperson

Attest:

Fiona Golden, Deputy City Clerk

Action on this resolution:

- Motion for adoption:
- Seconded by:
- Voted in favor of:
- Voted against:
- Abstained:
- Absent:
- Resolution adopted.

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Planning Commission of the City of Minnetonka, Minnesota, at a meeting held on Nov. 9, 2023.

Fiona Golden, Deputy City Clerk