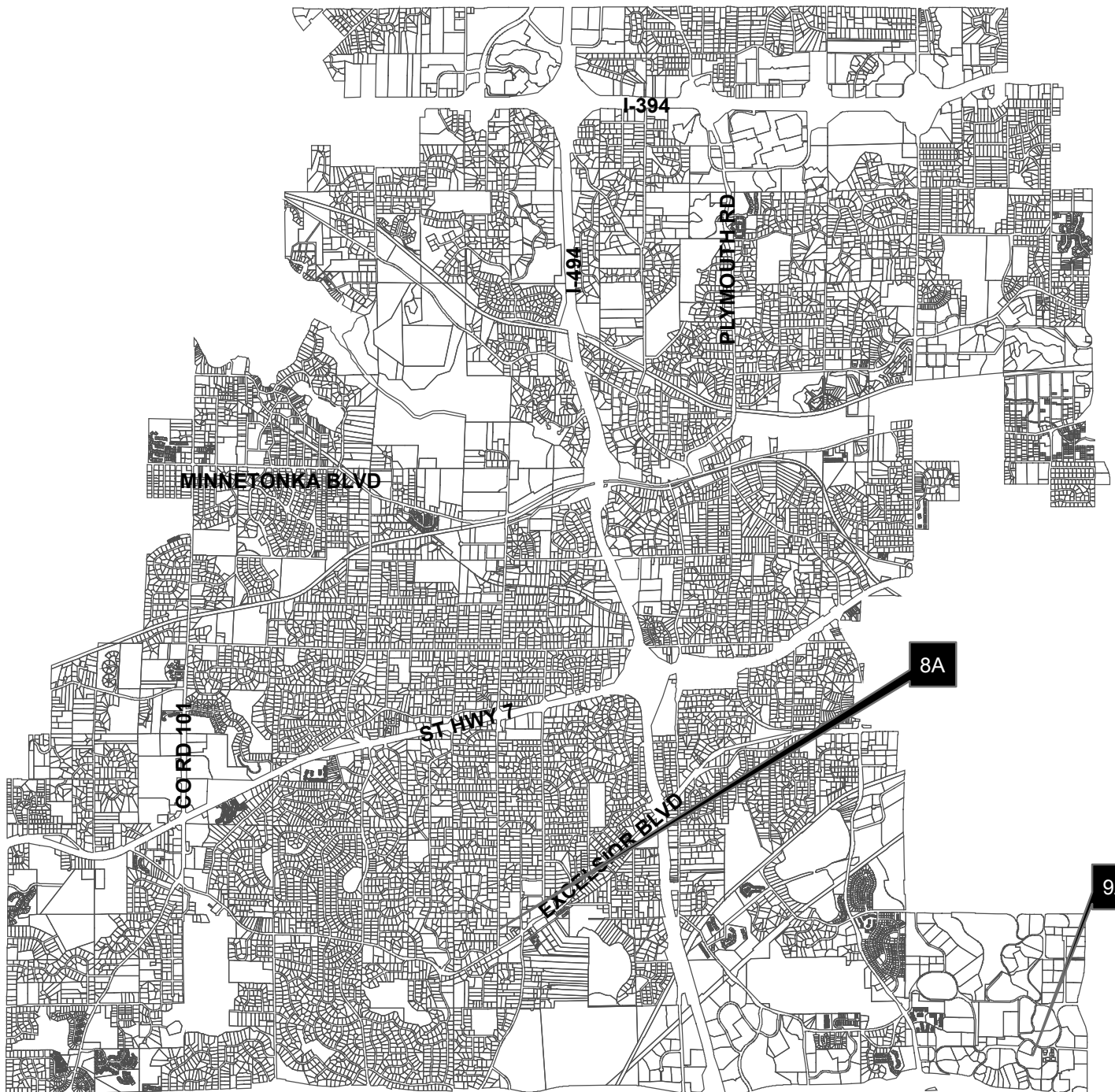




**CITY OF MINNETONKA
PLANNING COMMISSION
FEBRUARY 18, 2016**

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





Planning Commission Agenda

February 18, 2016—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: February 4, 2016
5. Report from Staff
6. Report from Planning Commission Members
7. Public Hearings: Consent Agenda

None

8. Public Hearings: Non-Consent Agenda Items

- A. Items concerning Williston Woods West, a five-lot subdivision at 5431 and 5436 Williston Road:

Recommendation: Recommend the city council adopt the ordinance (4 votes)

- Recommendation to City Council (Tentative Date: March 14, 2016)
- Project Planner: Susan Thomas

9. Other Business

- A. Concept plan review for a 350-unit apartment building at 10101 Bren Road East:

Recommendation: No formal action. Discuss project and provide feedback.

- Recommendation to City Council (Tentative Date: March 14, 2016)
- Project Planner: Susan Thomas

10. Adjournment

Notices

1. Please call the planning division at (952) 939-8274 to confirm meeting dates as they are tentative and subject to change.
2. Applications and items scheduled for the March 3, 2016 Planning Commission meeting:

Project Description: The applicant is proposing to construct a second story addition over a portion of the existing house at 2513 Bantas Point Rd. The proposed addition would not encroach further into the required setbacks than the existing home. The proposal requires an expansion permit to allow the expansion of a non-conforming structure.

Project No.: 05029.16a

Staff: Ashley Cauley

Ward/Council Member: 3—Brad Wiersum

Section: 8

Project Description: The property owners are proposing exterior changes to the existing garage at 16560 Grays Bay Boulevard. The proposal includes the removal of the lean-to on the east side of the garage and replacement of the exterior stairs, siding and roof. The proposal requires an expansion permit to increase the roof pitch on a non-conforming structure.

Project No.: 05056.16a

Staff: Ashley Cauley

Ward/Council Member: 3—Brad Wiersum

Section: 08

Glen Lake Study

Staff: Julie Wischnack

Planning Commission Training

WELCOME TO THE MINNETONKA PLANNING COMMISSION MEETING

This outline has been prepared to help you understand the public meeting process. The review of an item usually takes the following form:

1. The chairperson of the meeting will announce the item to be reviewed and ask for the staff report on the subject.
2. Staff presents their report on the item.
3. The Commission will then ask City staff questions about the proposal.
4. The chairperson will then ask if the applicant wishes to comment.
5. The chairperson will open the public hearing to give an opportunity to anyone present to comment on the proposal.
6. This is the time for the public to make comments or ask questions about the proposal. Please step up to the podium, speak clearly, first giving your name (spelling your last name) and address and then your comments.
7. At larger public hearings, the chair will encourage speakers, including the applicant, to limit their time at the podium to about 8 minutes so everyone has time to speak at least once. Neighborhood representatives will be given more time. Once everyone has spoken, the chair may allow speakers to return for additional comments.
8. After everyone in the audience wishing to speak has given his or her comments, the chairperson will close the public hearing portion of the meeting.
9. The Commission will then discuss the proposal. No further public comments are allowed.
10. The Commission will then make its recommendation or decision.
11. Final decisions by the Planning Commission may be appealed to the City Council. Appeals must be written and filed with the Planning Department within 10 days of the Planning Commission meeting.

It is possible that a quorum of members of the City Council may be present. However, no meeting of the City Council will be convened and no action will be taken by the City Council.

**Unapproved
Minnetonka Planning Commission
Minutes**

February 4, 2016

1. Call to Order

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

2. Roll Call

Commissioners Calvert, Hanson, Knight, O'Connell, Powers, and Odland were present. Kirk was absent.

Staff members present: City Planner Loren Gordon and Principal Planner Susan Thomas.

3. Approval of Agenda: The agenda was approved as submitted.

4. Approval of Minutes: January 21, 2016

Knight moved, second by O'Connell, to approve the January 21, 2016 meeting minutes as submitted.

Calvert, Hanson, Knight, O'Connell, Powers, and Odland voted yes. Kirk was absent. Motion carried.

5. Report from Staff

Gordon briefed the commission on land use applications considered by the city council at its meeting of January 25, 2016:

- Adopted a resolution approving a 12-month extension for a conditional use permit for Bauer's Custom Hitches.
- Introduced ordinance amendments to the zoning definitions and R-1A lot width.

Gordon welcomed Kevin Hanson to the planning commission.

6. Report from Planning Commission Members: None

7. Public Hearings: Consent Agenda

No item was removed from the consent agenda for discussion or separate action.

Knight moved, second by Powers, to approve the item listed on the consent agenda as recommended in the respective staff report as follows:

- A. Twelve-month extension of previously approved variance for an addition to Lakewinds Food Cooperative at 17501 Minnetonka Boulevard.**

Approve the extension to a new deadline of December 31, 2016.

Calvert, Hanson, Knight, O'Connell, Powers, and Odland voted yes. Kirk was absent. Motion carried and the item on the consent agenda was approved as submitted.

8. Public Hearings

- A. Ordinance amending City Code 300.37 regarding lot width in the R-1A zoning district.**

Acting Chair Odland 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.

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

Powers moved, second by Hanson, to recommend that the city council adopt the ordinance on pages A1-A2 of the staff report.

Calvert, Hanson, Knight, O'Connell, Powers, and Odland voted yes. Kirk was absent. Motion carried.

- B. Ordinance amending City Code Section 300.02 regarding zoning ordinance definitions.**

Acting Chair Odland 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.

Calvert asked why the term "electro-magnetic field" was removed. Thomas explained that the terms removed do not appear anywhere in the zoning

ordinance. The definitions that were made longer were changed to provide consistency with legal documents or statutes.

In response to Calvert's question, Thomas agreed that the retaining wall definition could be changed to state that a retaining wall separates and retains two areas of earth that have different elevations.

Calvert was concerned that the simplified definitions lost some of their meaning and made it easier to build in certain areas. Gordon explained that a great deal of time was spent considering the natural resources definitions because they are tailored according to how the zoning code is administered. Density is calculated based on the usable lot area.

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

Knight moved, second by Powers, to recommend that the city council adopt the ordinance on pages A1-A23 of the staff report.

Calvert, Hanson, Knight, O'Connell, Powers, and Odland voted yes. Kirk was absent. Motion carried.

9. Adjournment

Calvert moved, second by O'Connell, to adjourn the meeting at 7:11 p.m. Motion carried unanimously.

By: _____
Lois T. Mason
Planning Secretary

Minnetonka Planning Commission Meeting

February 18, 2016

Agenda Item 7

Public Hearing: Consent Agenda

(No Items)

Minnetonka Planning Commission Meeting

February 18, 2016

Agenda Item 8

Public Hearing: Non-Consent Agenda

MINNETONKA PLANNING COMMISSION
February 18, 2016

Brief Description	Items concerning Williston Woods West, a five-lot subdivision at 5431 and 5436 Williston Road: <ol style="list-style-type: none">1) Ordinance rezoning the properties from R-1 to PUD;2) Master development plan;3) Preliminary plat; and4) Final site and building plan.
Recommendation	Recommend the city council adopt the ordinance and resolutions approving the proposal.

Background

July 2015. Lakewest Development presented a concept plan for redevelopment of two residential properties at 5431 and 5439 Williston Road. The plan contemplated construction of six new homes accessed via a looped, private drive. While generally expressing that such a development may provide a good transition between the commercial area to the south and east and the single-family residences to the north and west, the commission and council expressed concern that: (1) the development would result in significant and undesirable impact to the site's existing topography and trees; (2) the number of units may be too high based on the site's physical characteristics; (3) adequate parking would not be provided; (4) the public benefit required by the planned unit development (PUD) ordinance be met. (See pages A1–A6.)

August 2015. Lakewest Development submitted formal applications and plans for the redevelopment of the two properties. The plans essentially reflected the previously submitted concept plan.

September 2015. The city council introduced an ordinance rezoning the properties from R-1 to PUD. During the introduction, councilmembers raised questions and concerns similar to those expressed during concept plan review. During subsequent conversations with the applicant, city staff indicated that it would not support the six lot plan. (See pages A7–A10.)

November 2015. Lakewest Development submitted a revised proposal for redevelopment of 5431 Williston Road, the larger of the two properties. Under this proposal, four new homes would be constructed.

January 2016. Staff recommended approval of the four-lot proposal with a variety of conditions, including a maximum floor area ratio (FAR). The planning commission considered the proposal and recommended the city council approve the redevelopment.

However, the applicant had reservations regarding the FAR condition of approval and requested that the proposal not proceed to the council. (See pages A12–A16.)

February 2016. Lakewest Development submitted the current proposal, which again incorporates both the properties at 5431 and 5439 Williston Road. As proposed, the existing structures would be removed and five new homes would be constructed. (See pages A18–A27.)

Proposal Summary

The following information is intended to summarize the applicant's current proposal. Additional information associated with the proposal can be found in the "Supporting Information" section of this report.

- **Existing Site Conditions.** The subject properties have a combined site area of 1.6 acres. The highest point of the site is located in the southeast corner. From this point, the site slopes downward in all directions; there is a twenty foot change in elevation from highest to lowest points. In addition to noticeable topography, the site contains many mature trees of primarily oak, basswood, and pine varieties. (See page A20.)
- **Proposed Use.** As currently proposed, the two existing properties would be divided into five, single-family lots. The lots would range in size from roughly 11,850 square feet to 15,030 square feet. While the southerly lot would have an individual driveway, the other four lots would be accessed via two shared driveways. (See pages A22.)
- **Site Impacts.** Grading and associated tree removal would be necessary to accommodate the five home sites, driveways, and required stormwater facilities. Generally, fill would be added to east (or rear) of the northerly two lots. Excavation would occur at the west (or front) of the homes, as well as on the east (or rear) of the southerly three lots. Grading activity would result in removal or significant impact to 29 percent of the site's high priority trees. (See page A23.)

Primary Questions and Analysis

- **Is the use of PUD zoning appropriate?**

Yes. By city code, PUD zoning may be considered when it would result in a public benefit. Staff finds that the proposed development would result in two benefits:

1. PUD zoning would allow the city to establish a maximum floor area ratio (FAR) for new homes built on the site. FAR restriction can be accomplished only under PUD and R-1A zoning or in cases of a lot variance. In setting a maximum FAR, the city may ensure provision of a desirable housing type, namely smaller new-construction homes.

2. PUD zoning would allow for smaller, single-family residential lots. Such lots would provide for a smooth, or less significant, land use transition between commercial uses to the south and east and single-family homes to the north and west.

• **Is the proposed density appropriate for this site?**

Yes. The combined site is designated for low density development in the 2030 Comprehensive Guide Plan. Low density is defined as development occurring at 0 to 4 dwelling units per acre. The proposed development would have a density of 3.1 dwellings per acre.

• **Are the proposed site impacts reasonable?**

Yes. While the proposal would result in noticeable grading and tree removal on the west half of the combined site, staff does not believe this level of impact is specifically related to the proposed number of lots. Rather, it is based on existing topography. Under the current zoning classification, the combined site could reasonably be divided into three single-family lots. Given topography, the grading and associated tree removal likely required to accommodate three single-family homes would be similar to that proposed for five homes. (See pages A29–A30 and the “Supporting Information” section of this report for more discussion.)

• **What FAR is appropriate for the proposed lots?**

Staff finds that it would be appropriate to establish a maximum FAR for two reasons:

1. An FAR restriction would limit the size of homes consistent with the suggested PUD public benefit of providing a housing type desirable to the city, namely smaller new-construction homes.
2. An FAR restriction would be consistent with the city’s previous practice of setting maximum FAR for lots within PUDs, for lots within the R-1A zoning district, and for lots requiring lot size or width variances.

As a condition of approval, staff suggests a maximum FAR of 0.26 on lots 1 through 4. This FAR would allow for construction of homes similar to those recently built in the Lone Lake Highlands development; homes/garages could have an above ground/partially exposed area ranging from approximately 3,600 to 3,900 square feet. (See pages A31–A36.)

Though all of the proposed lots would be similar in width, Lot 5 would have less depth, resulting in a significantly smaller total area. Staff suggests a higher

maximum FAR of 0.3 for Lot 5. This would allow homes of similar sizes to be constructed on all of the lots, promoting a consistent development pattern.

Summary Comments

Over the last decade, the city has reviewed numerous concept plans and formal development plans for the subject properties. From staff's perspective, the current proposal is a good plan. It would: (1) allow for redevelopment of long vacant, or partially vacant, properties; (2) provide smooth land use transition between existing commercial properties and single-family homes; and (3) ensure provision of a desirable housing type, through application of a maximum FAR.

Staff Recommendation

Recommend that the city council adopt the following:

- 1) Ordinance rezoning the property from R-1, low-density residential, to PUD, planned unit development, and adopting a master development plan for WILLISTON WOODS WEST. (See pages A38–A41.)
- 2) Resolution approving a preliminary plat of WILLISTON WOODS WEST. (See pages A42–A46.)
- 3) Resolution approving final site and building plans for WILLISTON WOODS WEST. (See pages A47–A57.)

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

Supporting Information

Surrounding Land Uses

Northerly: Single-family homes
Easterly: Commercial uses and a senior housing development
Southerly: Commercial uses
Westerly: Williston Road and single-family homes beyond

Planning & Zoning

Guide Plan designation: Low Density Residential (LDR)
Current Zoning: R-1, low density residential

Larger Redevelopment Plans

Together with the vacant Kraemer's building, the subject properties were previously part of a larger redevelopment concept plan. The concept contemplated construction of a multi-family residential apartment building at the northeast corner of the Williston Road/Excelsior Boulevard intersection. This larger redevelopment concept is no longer being considered by either the Kraemer's ownership or Lakewest Development.

Development Under Current Zoning

The combined site could be divided into two lots meeting all minimum R-1 zoning standards. However, with a 5-foot lot width at setback variance for just one lot, the site could be divided into three, R-1 lots. From staff's perspective, given this variety of lot sizes, widths, and configurations – including several lots-behind-lots – in the area, such variance would not be unreasonable. (See page A1 and A29.)

Proposal Requirements

The proposal requires the following applications:

- Rezoning from R-1 to PUD: The subject properties are currently zoned R-1 (low density residential). The applicant requests that the combined site be rezoned to PUD. The planning commission makes a recommendation to the city council, who has final authority to approve or deny the rezoning request.
- Master Development Plan: By city code, applications for PUD rezoning must be accompanied by an application for a Master Development Plan. The planning commission makes a recommendation to the city council, who has final authority to approve or deny the master development plan request.

- Preliminary Plat: The applicant is proposing to divide the combined site into five lots. The planning commission makes a recommendation to the city council, who has final authority to approve or deny the plat request.
- Site Building Plan Review: By city code, final site and building plans must be reviewed and approved in conjunction with a PUD rezoning and master development plan. Future construction must be in substantial compliance with these approved plans. The planning commission makes a recommendation to the city council, who has final authority to approve or deny the final site and building plans.

Phasing

The applicant has suggested that, if the proposal is approved, a final plat application would be submitted in the near future for the northerly lots. A second final plat would be submitted sometime after for the southerly lots. This phased final platting would allow time to resolve a “gap” issue between the existing 5431 and 5439 sites. Phased final platting is allowed by city code.

Proposed Lots

The PUD zoning district has no specific lot standards. The following outlines the proposed lot sizes and dimensions:

Lot	Area		Width		Depth
	Lot*	Buildable	ROW	Setback	
1	15,034 SF	3,600 SF	67 FT	67 FT	224 FT
2	14,361 SF	3,700 SF	64 FT	64 FT	224 FT
3	14,361 SF	4,650 SF	64 FT	64 FT	224 FT
4	13,886 SF	4,650 SF	64 FT	64 FT	224 FT
5	11,849 SF	3,415 SF	66.5 FT	67 FT	174 FT

* based on lots dimensions shown on the preliminary plat

Natural Resources:

Grading and associated tree removal and impact would be necessary to accommodate construction of the proposed homes and driveways and installation of stormwater facilities.

Grading. One to four feet of fill would be added to the northerly two lots. Two to twelve feet of excavation would occur on the east – or rear – of the southerly three lots. This fill and excavation would allow for walkout style homes on the northerly lots and look-out and full basement homes on the southerly lots.

The grading plan makes use of retaining walls at various locations. While most are appropriate, staff is concerned about the awkward location and future maintenance of a retaining wall illustrated between Lots 4 and 5. (See page A23.) As a condition of approval, the grading plan must be revised for these lots. The plan should illustrate a general lowering of grade on Lot 4. One larger, shared wall should be incorporated into the rear yard of Lots 4 and 5, rather than walls essentially surrounding lot 5. This revision may require that shared driveway locations change – with Lot 3 having an individual driveway and Lots 4 and 5 sharing a drive.

Trees. Grading activity would result in removal or significant impact to trees as follows:

	Existing	Proposed Removal*	% Removal
High Priority Trees	48	14	29%
Significant Trees	71	47	62%

* a tree is considered removed if either: (1) physically removed; or (2) 30% of its critical root zone is impacted

The proposal would meet the tree protection ordinance, which allows for up to 35% of a site's high priority trees to be removed during the development process. Though the amount of proposed tree removal/impact is allowed, mitigation is also required. Under the ordinance, trees located within 10 feet of a driveway or 20 feet of a home may be removed without mitigation. However, mitigation is required for trees removed or significantly impacted beyond these 10 and 20 foot perimeters. Based on the general home footprints and proposed grading plan, six high priority trees – totaling 161 inches – and five significant trees would be removed outside the driveway and home perimeters. To meet mitigation requirements, 86 two-inch trees must be planted.

Stormwater

As proposed, stormwater management would occur through construction of infiltration areas. Under the current plans just one basin would be constructed in the northwest corner of the site. This would capture runoff from the rear of the northerly lots. Prior to construction, revised plans must be submitted for review and approval of the city engineer. These plans must include additional stormwater practices to accommodate runoff from the front of the homes and the rear of the southerly lots. These plans must clearly indicate that the standards of the city's Water Resources Management Plan. These standards pertain to runoff rate control, runoff volume control, and water quality treatment are met. The site is located within the Nine-Mile Creek Watershed District. As such, in addition to meeting city regulations, the development must comply with Nine Mile Creek standards and appropriate permits must be applied for and received.

Utilities

Public utilities are available in Williston Road. However, accessing the utilities will impact the recently paved roadway. As a condition of approval, the road must be patched upon completion of services connections to each home. Once all homes have been completed,

the city's public works department will perform a full width mill and overlay of Williston Road in the area of disturbance. The cost of this will be borne by the developer and must be paid prior to issuance of a grading permit.

Interestingly, the site is located at the boundary of two separate water pressure zones. Pressure pumps may be required for the home on Lot 5. This would be evaluated by the building official during building permit review.

Access and Parking

As previously indicated, under the current zoning classification the site could reasonably be divided into three lots accessed by three separate driveways. Though the proposed plan would increase the total number of lots to five, the number of driveways would remain at three. The city engineer would evaluate specific driveway locations during the building permit review process.

Under the proposed plan, each home would be set back a minimum of 35 feet from the front property line, accommodating at least two cars within the proposed driveways without blocking adjacent driveways. Front yard setbacks along Williston Road vary significantly from roughly 30 feet to well over 140 feet. The proposed setback and available parking situation would not be dissimilar from others along the arterial roadway.

Motion Options

The planning commission has two options:

1. Concur with staff's recommendation. In this case a motion should be made to approve the proposal based on the findings outlined in the staff-drafted ordinance and resolutions.
2. Disagree with staff's recommendation. In this case a motion should be made recommending denial of the proposal. The motion should include findings for denial.

Neighborhood Comments

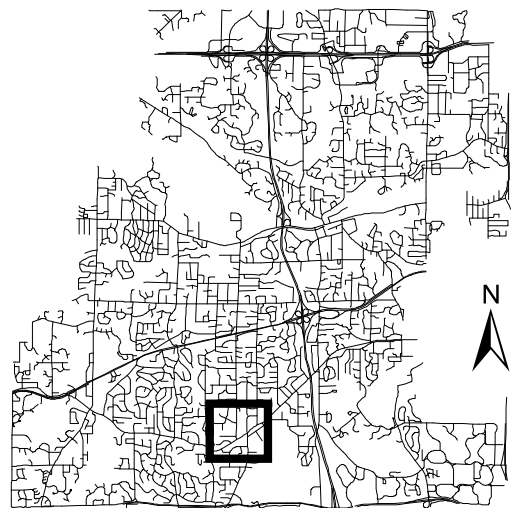
The city sent notices to 532 area property owners and received no comments.

Deadline for **March 14, 2016**
Decision:



Location Map

Project: Williston Woods West
 Applicant: Lakewest Development
 Address: 5431 & 5439 Williston Rd
 (15028.15a)



This map is for illustrative purposes only.

Williston Woods West

5431 Williston Road

#15028.15b

PREVIOUS CONCEPTS AND PROPOSALS

WILLISTON WOODS WEST
MINNETONKA, MN



SITE ANALYSIS

PUD ZONING

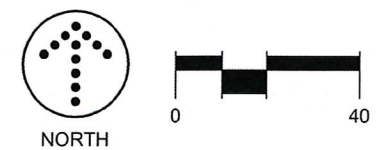
OF LOTS/UNITS = 6

- LOT 1: 14,735 SF
- LOT 2: 11,547 SF
- LOT 3: 13,507 SF
- LOT 4: 12,195 SF
- LOT 5: 10,580 SF
- LOT 6: 12,875 SF

- FRONT SETBACK = 30 FT
- PERIPHERAL SIDE SETBACK = 20 FT
- INTERIOR SIDE SETBACK = 5 FT
- REAR SETBACK = 40 FT

LEGEND

- = GREEN SPACE (LANDSCAPE AREA)
- = TREE PRESERVATION
- = PROPOSED TREE
- = 42'W X 64'D
- = 36'W X 66'D



LANDFORM
From Site to Finish

CONCEPT 2.1
P.U.D.

06.03.15
Williston Woods West
5431 Williston Road
#15028.15b

B. Concept plan review for Williston Woods West at 5431 and 5439 Williston Road

Thomas provided the staff presentation.

Allendorf asked for more information about how the site plan would work topographically. Thomas said there was a significant drop along Williston Road going to the south. She said staff had not seen any topography or grading plans at this point. Allendorf said he wondered conceptually how the driveway would work because of the topography change.

Wiersum agreed with Allendorf's comments about the topography. Generally he liked the plan given the Kraemer's building would remain commercial, and the buffer would not be too dense. The most challenging issue would be the topography change and the design of the access road to the units. It may be better to have just one access point.

Bergstedt said that not only was there a steep decline on Williston Road, but also there was a severe slope on the site where the units were being proposed. If the Kraemer's building was going to be redeveloped, he liked the detached villa idea. He thought that would function as a nice transition from commercial to mostly single family homes up and down Williston. As he walked the site he was amazed the developer thought they could get six homes on the property. He wasn't sure six was the right number. With any private drive the city was always concerned about off street parking, snow storage, etc. He said as far as being developed under a planned unit development, the city would have to look at what the public benefit was. One argument being made as a public benefit was tree preservation and preserving the berm in the back. He viewed it more that if the berm wasn't there the view would be of the back of the post office parking lot. No matter what, the berm was going to stay or even be enhanced. He didn't necessarily see this as a public benefit but more a benefit to the developer and homeowners. He acknowledged because of the size of the lots, it would likely need to be a planned unit development.

Acomb asked since this was a private drive, if it could be developed as an R1-A property. Thomas said the planning commission asked the same question. The lots, as proposed, are under 15,000 square feet and therefore would be under the R1-A minimum. Acomb asked if it could be developed as an R1-A if there were fewer lots. Thomas said staff would have to look at the surrounding neighborhood but potentially R1-A could be considered if there were fewer lots. Acomb said even though it was acting as a transition from commercial to residential she would be more in favor of it being R1-A zoning rather than a planned unit development. She said there were at least one too many villas on the property given the

small setbacks. She was concerned about parking with some of the homes looking like they might not have enough room for two cars. She would prefer to see fewer units.

Wiersum said the detached townhome concept was one Lake West brought before the council on Minnetonka Boulevard and it was approved. Subsequently the plan did not move forward, but another plan came forward with the number of detached townhomes reduced by one. This development was under construction. He said a comparison between what was approved for that development and this plan was relevant to give a sense of scale.

Ellingson said Allendorf raised a good point about the grade changes. He thought this layout was very impractical given the grade changes. He agreed with Acomb that there were too many units.

Schneider said given the fairly heavy commercial and multi-family housing adjacent to the south and the east he thought the density and type of homes would be a great transition if it were on a relatively flat site. The challenge how to accommodate the number of units and type of design and make the transition. He didn't think there were too many units but it would be difficult to get that many units on a site with that much grade change.

Wiersum said this plan was reminiscent of the Sanctuary, a development that was ultimately built. He has heard from constituents that parking has been and remains a big problem. The city had to be mindful that parking and access were big issues particularly in transition areas.

Allendorf said he wasn't sure there were too many units but it depended on the size of the units and the topography. If the units were more modest and the topography taken into account, it might work. He agreed with Wiersum's comments about parking at the Sanctuary. He thought the concept would be a great transition.

Reid Schulz, Landform Professional Services, 105 S 5th Avenue, Minneapolis, said a lot of things had developed during the time with what was happening with Kraemer's and this site. He said some of the council's feedback was the same as the comments from the neighborhood meeting. The topography has been looked at to determine the layout. Generally the site was going off on three different drainage directions. Lots one and two provide a nice walkout layout and the drainage heads northeast. Walking around to lots three and four is where the high point of the topography is on the site. Units four, five, and six drain off to the southwest. He said the road was placed based on the topography of the site. Williston Road going

to the north goes up hill. The northern entrance actually sits at the high point on the site. The exit point is where the current driveway is located. The access points are mimicking the two driveway points on the site. The neighbors had concerns about traffic and congestion and that was why there were two access points to give people a variety of ways to enter and exit on to the site. The idea for a planned unit development was based on preservation of trees and natural resources. A recent tree study showed a lot of the trees on the southeast part of the lot were high priority or large significant trees as well as some of the trees along Williston Road. The plan tries to preserve as many of those trees as possible.

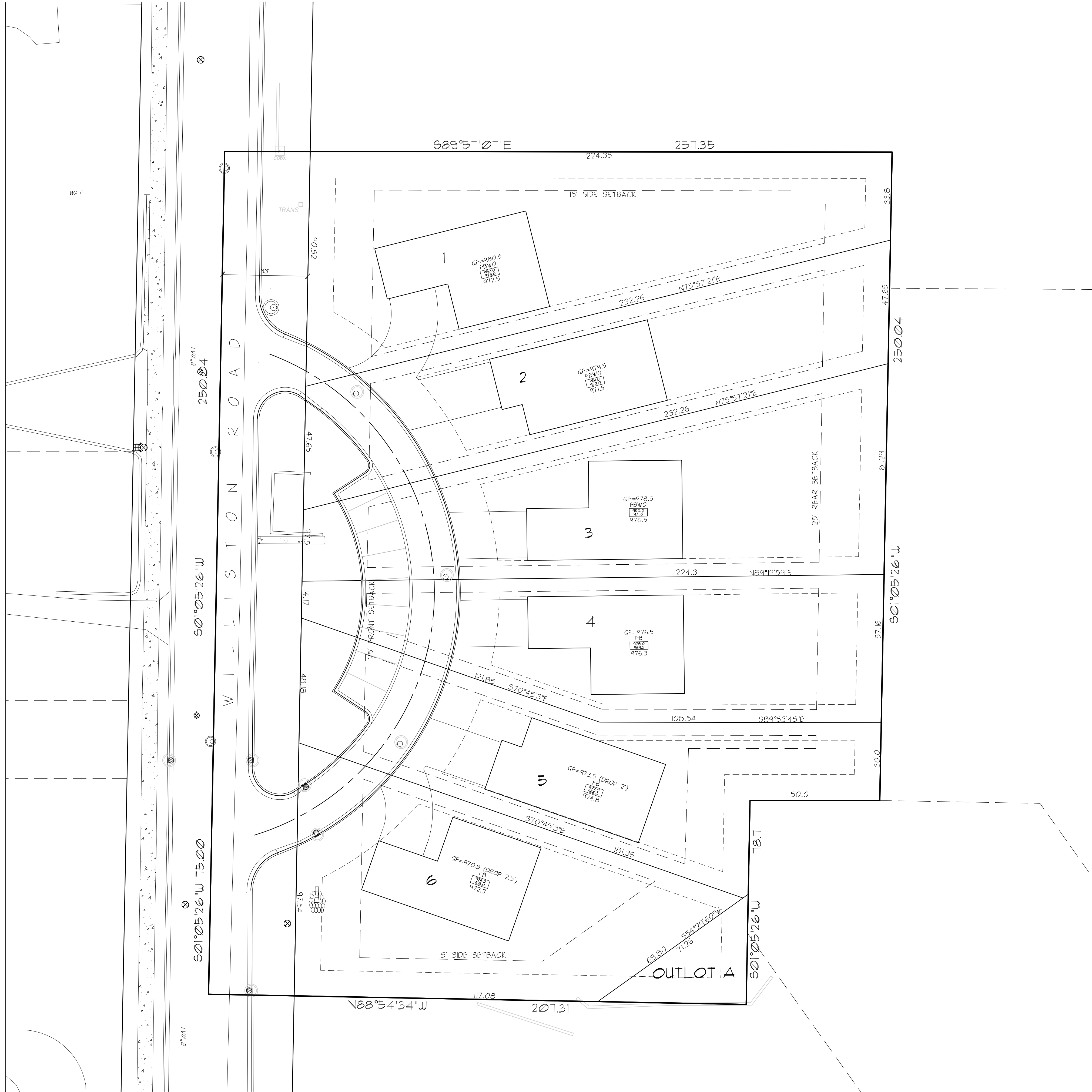
Schulz said other uses have been looked at including three twin homes. This would require another access point on to Williston and potentially other tree impacts. R1 and R1-A zoning also were looked at. What drove them to this plan was a couple of potential builders indicating they liked the high quality villas that sell well and would be a great transition. A single builder could come in build all the units at all at once and minimize construction time. He said not only would the development be a transitional use from the residential to the north to the commercial to the south, it would also be a transitional type of use with the single family detached. Off street parking was a concern the neighbors, staff and the planning commission raised. The plan included six off street parking spots. Each unit would have at least a double garage with at least two spaces on the driveways.

Allendorf asked for information about the redevelopment of the Kraemer's building. Jon Fletcher, Lake West Development, 14525 Highway 7, said a conditional use permit application had been submitted the previous Friday for a licensed child care facility, Prestige Preschools, for the site. A complete renovation of the hardware store would be done. He said Lake West was excited about the potential for the Williston Woods West development. It would provide a great transition on a lot of levels including from a density standpoint as well as a lifestyle standpoint. The topography would bring some variety to the site. He said the same concerns the council had were the concerns of Lake West primarily from a market driven standpoint.

C. Sign plan amendment for Ridgedale Center

Thomas gave the staff report.

Acomb said she supported increasing the height to 42 inches and agreed with the staff that the second sign was not appropriate. She thought expectations were important so having the sign on the tenant space was important. It might look nicer in the drawings to have the signs be in a



SITE PLAN NOTES

- OBTAIN ALL NECESSARY PERMITS FOR CONSTRUCTION WITHIN, OR USE OF, PUBLIC RIGHT-OF-WAY.
- THE DIGITAL FILE CAN BE OBTAINED FROM THE ENGINEER, SHALL BE USED FOR STAKING. DISCREPANCIES BETWEEN THE DRAWINGS AND THE DIGITAL FILE SHALL BE REPORTED TO THE ENGINEER. THE BUILDING FOOTPRINT, AS SHOWN ON THESE DRAWINGS, AND THE DIGITAL FILE, SHALL BE COMPARED TO THE STRUCTURAL DRAWINGS PRIOR TO STAKING.
- DIMENSIONS SHOWN ARE TO FACE OF CURB AND EXTERIOR FACE OF BUILDING FOUNDATION UNLESS NOTED OTHERWISE.

AREA SUMMARY

TOTAL GROSS AREA = 1.85 AC
 ROW DEDICATION = .25 AC
 NET AREA = 1.6 AC
 TOTAL SINGLE FAMILY LOTS = 6 UNITS
 NET DENSITY = 3.75 UNITS/AC

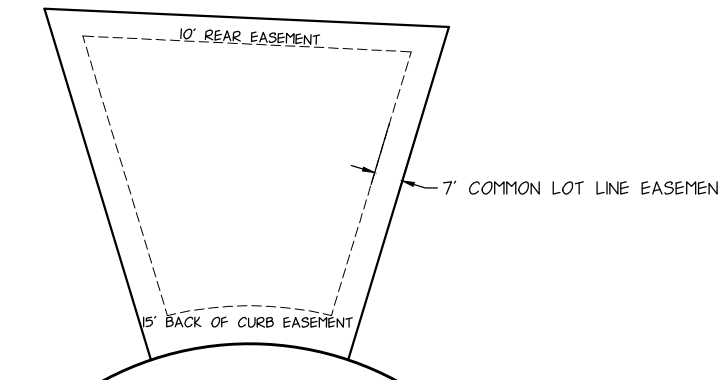
LOT SUMMARY

PARCEL ID:	PARCEL SIZE:
LOT 1	13,958.9 S.F.
LOT 2	10,689.0 S.F.
LOT 3	12,201.5 S.F.
LOT 4	10,168.7 S.F.
LOT 5	10,484.2 S.F.
LOT 6	10,804.9 S.F.
OUTLOT A	1,215.5 S.F.
ROW DEDICATION	10,890 S.F.

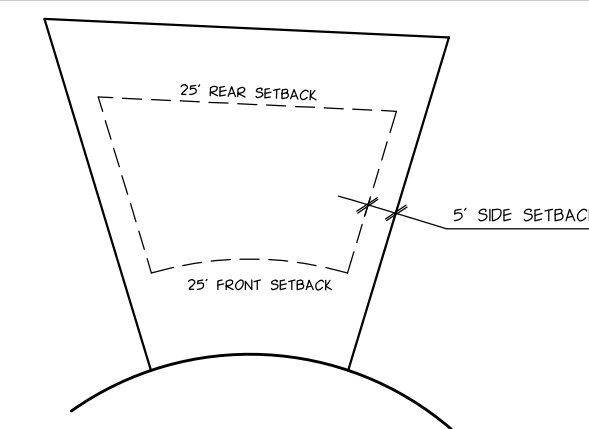
ZONING SUMMARY

THE PROPERTY IS CURRENTLY ZONED (R-1) LOW DENSITY RESIDENTIAL.
 THE PROPERTY IS PROPOSED TO BEING REZONED TO PUD
 BUILDING SETBACK INFORMATION IS AS FOLLOWS
 FRONT YARD = 25 FT.
 REAR = 25 FT.
 SIDE = 5 FT.
 PERIPHERAL SIDE = 15 FT.

TYPICAL EASEMENTS



TYPICAL LOT LAYOUT



DEVELOPER

LAKE WEST DEVELOPMENT CO., LLC.
 15400 HIGHWAY 7
 MINNETONKA, MN 55345
 TEL: (952)930-3000

MUNICIPALITY



PROJECT

WILLISTON WOODS
WEST
 MINNETONKA, MN

SHEET INDEX

SHEET	TITLE
C0.1	CIVIL TITLE SHEET
C0.2	PRELIMINARY PLAT
C1.1	EXISTING CONDITIONS
C1.2	DEMOLITION
C2.1	SITE PLAN
C3.1	GRADING, DRAINAGE, & EROSION CONTROL
C3.2	SWPPP SHEET
C4.1	UTILITIES
C7.1	CIVIL CONSTRUCTION DETAILS
C7.2	CIVIL CONSTRUCTION DETAILS
C7.3	CIVIL CONSTRUCTION DETAILS
L1.1	TREE PRESERVATION PLAN
L2.1	LANDSCAPE PLAN

REVISION HISTORY

DATE	REVISION	REVIEW
15 JUN 2015	CONCEPTUAL SITE PLAN SUBMITTAL	CNC
31 JUL 2015	PRELIMINARY PLAT SUBMITTAL	CNC

PROJECT MANAGER REVIEW

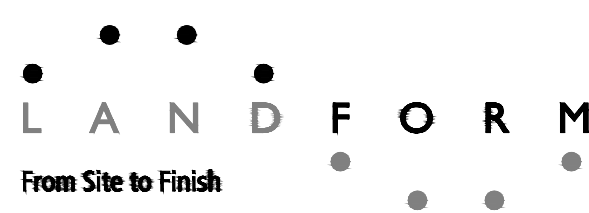
BY RTS DATE 03-22-15

CERTIFICATION

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PRELIMINARY PLAT SUBMITTAL
 07-31-15



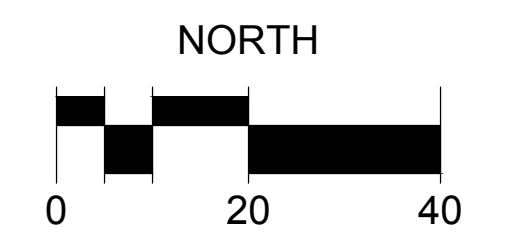
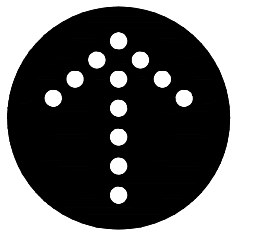
105 South Fifth Avenue Tel: 612-252-9070
 Suite 513 Fax: 612-252-9077
 Minneapolis, MN 55401 Web: landform.net

FILE NAME C002LWD15010.DWG
 PROJECT NO. LWD15010

PRELIMINARY
 PLAT
C0.2



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Allendorf moved, Acomb seconded a motion to adopt resolution 2015-076 approving the preliminary and final plat of MEETING RIDGE, a two-lot subdivision at 2360 Meeting Street. All voted "yes." Motion carried.

B. Resolution approving the final plat of BUCKMANN ADDITION at 15700 Highwood Drive

Allendorf moved, Acomb seconded a motion to adopt resolution 2015-077 approving the final plat of BUCKMAN ADDITION at 15700 Highwood Drive. All voted "yes." Motion carried.

11. Consent Agenda – Items requiring Five Votes: None

12. Introduction of Ordinances:

A. Items concerning Williston Woods West, at 5431 and 5439 Williston Road:

- 1) Ordinance rezoning properties from R-1 to PUD;**
- 2) Master development plan;**
- 3) Site and building plan review;**
- 4) Preliminary plat**

Acting City Planner Susan Thomas gave the staff report.

Jon Fletcher, Lake West Development, 14730 Highway 7, said the request was for a planned unit development (PUD) to create six detached homes served by a private drive off Williston Road. The site was an important transitional link to the neighborhood, community shopping center, grocery store and restaurant. The proposal was for a higher density use that still was appropriate with a single family feel. A number of concepts were considered for the site. He said the project met five of the public benefits listed in the PUD ordinance. In particular there was a greater preservation of natural resources, specifically tree preservation. The site lays out well from a topographical standpoint. The proposal would bring a mix of housing types desirable to the city. The PUD requirement for a mix of land use types was also being met and the development was compatible with existing and surrounding development types. Several other benefits recognized in the comprehensive plan were also being met including adding stability in existing areas; increasing vitality; adding connectivity to improve mobility; and the incorporation of sidewalk and trail improvements. He noted parking was brought up as a concern for the site. The current design allows for 33 parking spaces or 5.5 stalls per house.

Allendorf asked how the topographical differences on the site were being handled. Fletcher said there would be grading improvements done to the

site. Improved home pads would be developed to support the homes. Schneider said his major concern had been the topography and he took a detailed look at the grading plan. He was impressed by the plan.

Bergstedt said the plan for detached villa homes was very appropriate as a transition between the commercial and single family homes. He had concerns with the proposed density. Until the final plan was submitted the impacts would not be known. He said a PUD simply for tree preservation seemed to be a bit of a stretch. He thought the best way to preserve trees was to have lower density. The berm on the east side was protecting the view of the parking lot and the post office. If there was not adequate parking once the development was built, there weren't many good options to resolve issues. He said he would take a close look at the proposed parking when the final plans are submitted. The access points on to Williston Road were also very important.

Wiersum said Bergstedt had identified the key issues for the planning commission to look at. The primary issues were density and parking. If the public good for a PUD was tree preservation he thought a critical look at a less dense plan was something the planning commission should look at.

Acomb asked the planning commission to evaluate if a PUD was the appropriate zoning.

Wagner noted the site was challenging and the council had looked at a number of proposals. He said the reality was this proposal was one of the better ones he had seen. He asked staff and the planning commission to look at the proposed public benefit.

Acomb asked if an area could be zoned R1-A with a private street. Thomas said the ordinance requires a public street.

Schneider said many people are looking for a detached townhome. The question was if the overall look, feel, and impact work right. If it did he didn't think the council should get too hung up on if the zoning was R1-A, PUD or R-2. Solving the problem of the transitional use was a pretty good public benefit. The bottom line was determining if the proposal fit the site and if the density was reasonable.

Wiersum agreed but said the issue was making sure there was adequate parking. Density and parking went hand in hand.

Allendorf asked the planning commission and staff to look at an objective engineering criteria for the number of parking spaces per unit.

Wagner moved, Wiersum seconded a motion to introduce the ordinance and refer it to the planning commission. All voted "yes." Motion carried.

13. Public Hearings:

- A. Resolution approving a vacation of right-of-way easements and final plat for SAVILLE WEST, a 12-lot subdivision at 5290 and 5300 Spring Lane, 5325 County Road 101, 53101 and 5311 Tracy Lynn Terrace, and an unassigned address**

Thomas gave the staff report.

Schneider opened the public hearing at 7:00 p.m. No one spoke. He closed the public hearing at 7:00 p.m.

Bergstedt moved, Allendorf seconded a motion to adopt resolution 2015-078 approving the vacations of right-of-way and easements and resolution 2015-079 approving the final plat of SAVILLE WEST. All voted "yes." Motion carried.

- B. On-sale wine and on-sale 3.2 percent malt beverage liquor licenses for Cheers Pablo Twenty Three Holdings LLC (Cheers Pablo), 13207 Ridgedale Drive**

Barone gave the staff report.

Rich Bedard from Cheers Pablo said this would be the sixth store, four in the metro area. The business hosts a lot of bachelorette and corporate parties. There was good music and food. There are a lot of kids' parties during the day.

Schneider closed the public hearing at 7:02 p.m.

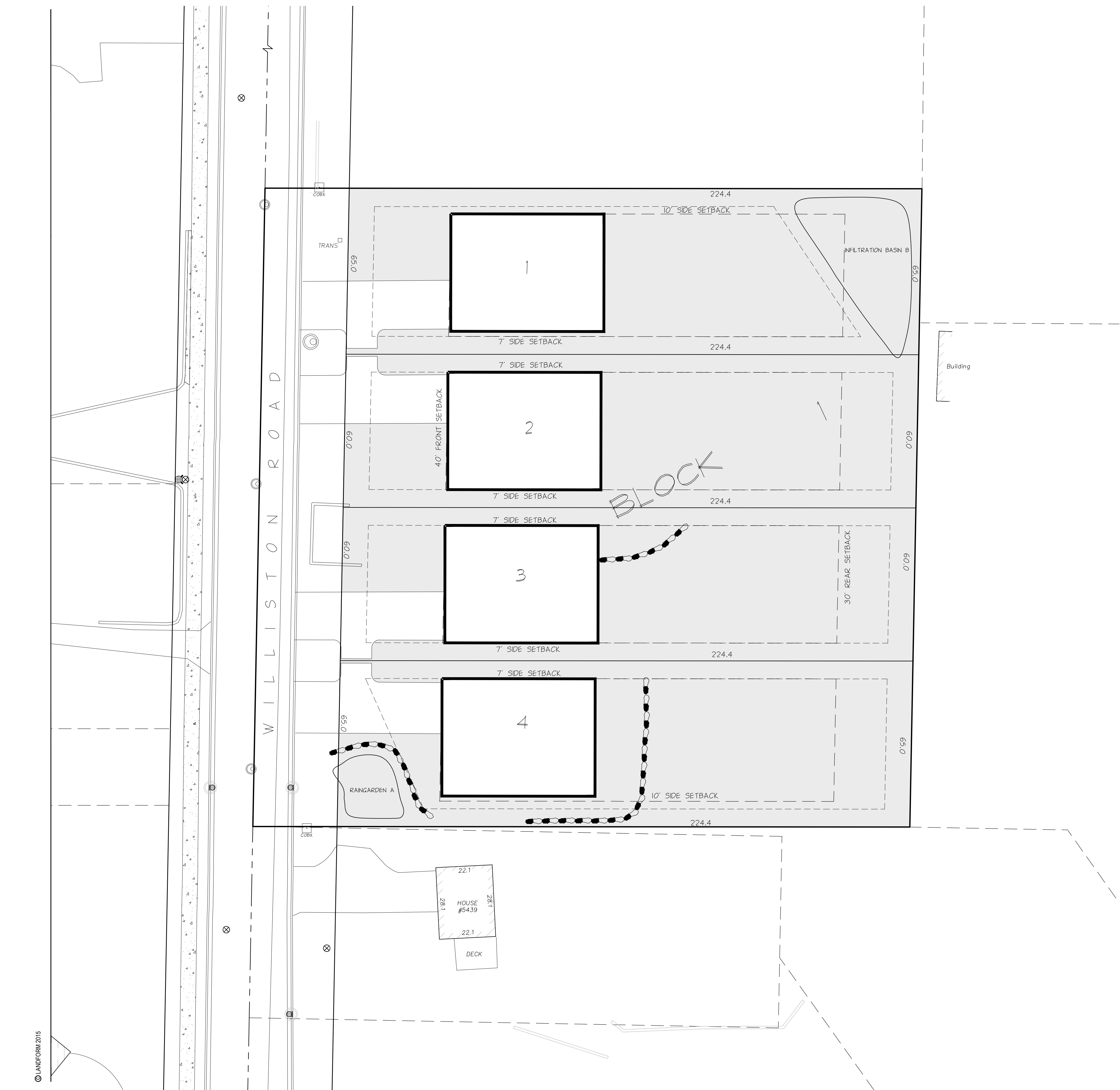
Wiersum moved, Wagner seconded a motion to grant the license. All voted "yes." Motion carried.

- C. On-sale liquor licenses for Three Amigos Minnetonka, LLC (Salsa A La Salsa)**

Barone gave the staff report.

Wiersum asked the when the restaurant would open.

Keyven Talebi, one of the owners, said the plan was to open the early part of December.



SITE PLAN NOTES

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GREEN SPACE (LANDSCAPE AREA)

AREA SUMMARY

TOTAL GROSS AREA = 148 AC
 ROW DEDICATION = 0.19 AC
 NET AREA = 129 AC

TOTAL SINGLE FAMILY LOTS = 4 UNITS
 NET DENSITY = 3.1 UNITS/AC

LOT SUMMARY

PARCEL ID:	PARCEL SIZE:
LOT 1	4,595 S.F.
LOT 2	13,460 S.F.
LOT 3	13,460 S.F.
LOT 4	4,595 S.F.

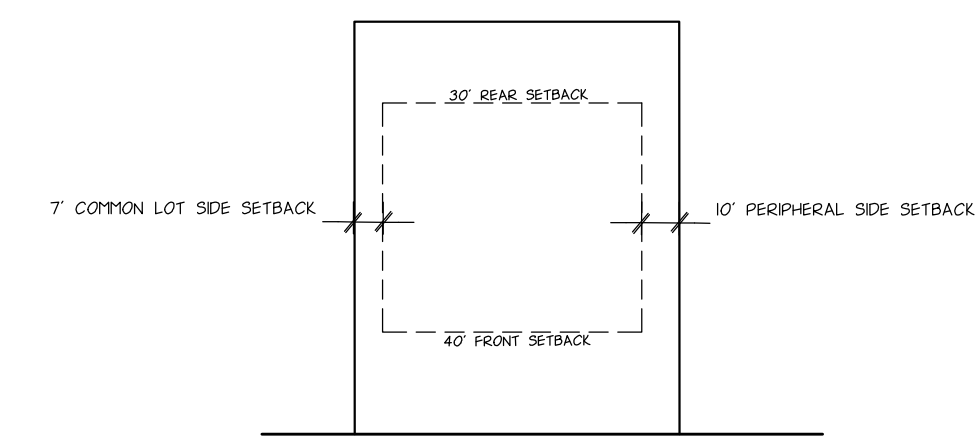
ZONING SUMMARY

THE PROPERTY IS CURRENTLY ZONED (R-1) LOW DENSITY RESIDENTIAL.

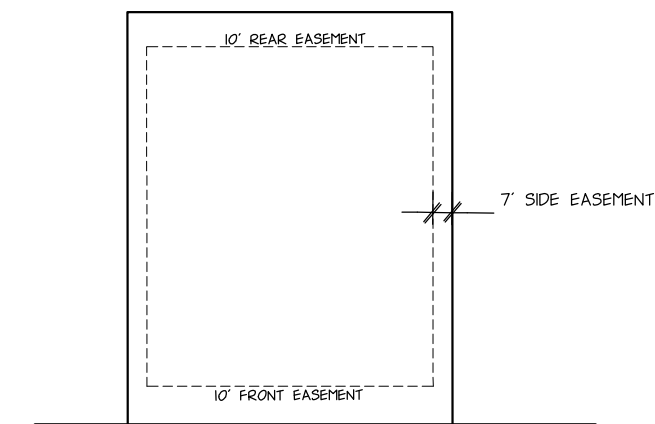
THE PROPERTY IS PROPOSED TO BE REZONED TO PUD

BUILDING SETBACK INFORMATION IS AS FOLLOWS
 FRONT YARD = 40 FT.
 REAR = 30 FT.
 SIDE = 7 FT.
 PERIPHERAL SIDE = 10 FT.

TYPICAL BUILDING SETBACKS



TYPICAL EASEMENTS



DEVELOPER

LAKE WEST DEVELOPMENT CO., LLC.
 15400 HIGHWAY 7
 MINNETONKA, MN 55345
 TEL: (952)930-3000

MUNICIPALITY

City of
minnetonka

PROJECT

**WILLISTON WOODS WEST
 MINNETONKA, MN**

SHEET INDEX

SHEET	TITLE
C0.1	CIVIL TITLE SHEET
C0.2	PRELIMINARY PLAT
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C1.2	DEMOLITION
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C3.1	GRADING, DRAINAGE, & EROSION CONTROL
C3.2	SWPPP SHEET
C4.1	UTILITIES
C7.1	CIVIL CONSTRUCTION DETAILS
C7.2	CIVIL CONSTRUCTION DETAILS
L1.1	TREE PRESERVATION PLAN

REVISION HISTORY

DATE	REVISION	REVIEW
25 NOV. 2015	PRELIMINARY PLAT	CNC

PROJECT MANAGER REVIEW

BY/RS	DATE
	09-28-15

CERTIFICATION

**PRELIMINARY
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 CONSTRUCTION**

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**PRELIMINARY PLAT
 11-25-2015**

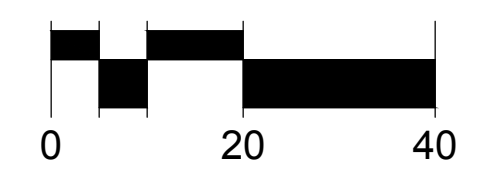
LANDFORM
 From Site to Finish

105 South Fifth Avenue Tel: 612-252-9070
 Suite 513 Fax: 612-252-9077
 Minneapolis, MN 55401 Web: landform.net

FILE NAME C201LWD15010.DWG
 PROJECT NO. LWD15010



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6. **Reports from Planning Commission Members:** None
7. **Public Hearings: Consent Agenda:** None
8. **Public Hearings**
 - A. **Items concerning Williston Woods West, a four-lot subdivision, at 5431 Williston Road.**

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

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

Powers asked if the proposal includes a significant reduction in the number of parking stalls. The current proposal has been reduced to 4 single lots which would each be able to accommodate 4 vehicles. Miller stated that the Sanctuary project commissioners had previously referenced had 23 units and the driveway lengths were shorter. Powers noted that the Sanctuary is not on a main road. Thomas added that parking was a concern for the Sanctuary lots due to their odd-shaped driveways. The current proposal's lots function as single-family lots which would each have a standard-size driveway.

Miller stated that Parcel B could be used for a single-family residence.

A resident stated that she was told that parking is not allowed on Williston Road.

Calvert asked if there had been an investigation regarding the safety of accessing the proposed driveways from the busy road. Miller was unaware of a traffic study. Chair Kirk noted that a driveway with a turnaround might be advisable. Calvert noted that it might be possible for a driver to back into a neighbor's driveway in order to exit the proposed residences.

Chair Kirk asked staff to explain why the site was rezoned PUD instead of R-1A. Wischnack explained that the applicant proposed rezoning the site to a PUD. During the concept plan review, criteria to establish a public benefit was identified. Providing smaller houses on smaller-than-typical lots would be a public benefit. R-1A zoning would require each lot area to be 15,000 square feet.

When asked what the difference would be between floor area ratios (FAR) of .24 and .35, Miller stated that the proposed houses would be 4,400 square feet in

size. For the proposed properties to reach an FAR of .24, the square footage of the houses would have to be reduced by roughly 1,000.

Chair Kirk noted that creation of the water retention pond would require removal of trees in the northeast corner. Colleran confirmed that three significant trees and two high-priority trees located in that area would be removed.

Chair Kirk asked if new trees could be planted in the area graded for the water retention pond. Colleran said that there would be an opportunity for planting shrubs or non-woody vegetation on the edges. A landscape plan would be required to comply with tree mitigation standards.

Calvert asked if she understood correctly that PUD zoning adds an opportunity for tree preservation through the use of conservation easements. Colleran explained that the proposal would meet R-1 tree preservation ordinance standards. Less than 35 percent of the high-priority trees would be removed and mitigation would be done for certain trees. A PUD requires a proposal to have an additional public benefit. This site does not have a woodland preservation area, so the city has not requested that it be placed in a conservation easement.

Miller clarified that a condition of approval would require the shared driveways for Lots 1 and 2 to be changed to match the shared driveways for Lots 3 and 4 and there would be a condition requiring a turnaround.

Powers asked how much of the 1.48 acres would become hard surface. Chair Kirk noted that the stormwater calculations would take that into account.

Powers said that his driveway and front lawn flood after every rain and it increased after new houses were built on Rainbow Drive. He was concerned that the intersection would be turned into a flood basin. Thomas answered that engineering staff have reviewed the proposal for consistency with stormwater management rules. The two infiltration areas would manage the site's stormwater to meet the city's rules.

Calvert questioned why a conservation easement would not be required. Colleran explained that conservation easements are used to protect high-valued woodland areas, high-valued trees, and wetland buffers. The existing trees are planted too close together and are not healthy enough for the city to put the resources into monitoring the area as a conservation easement.

Curt Fretham, of Lakewest Development, applicant, stated that:

- He was happy to answer questions.
- If the site would be zoned R-1A, then a street with a cul-de-sac would be needed which would increase the amount of hard surface coverage and tree loss dramatically.
- The driveway on the north two lots was designed in response to a request to keep the driveway as far to the north as possible because of sight lines. He is open to moving it to the south.
- The original proposal included an additional lot. It was a good plan. Staff requested the removal of one lot and circular drive lane.
- He has not had a chance to evaluate the FAR request. The 4,400 square feet figure includes 500 square feet of garage and the basement. It would take away the opportunity for the buyer to have a 3-car garage. He was sure something reasonable would be figured out. He was not sure what FAR would be needed by the builders.

Knight asked for Mr. Fretham's thoughts on the smallest parcel. Mr. Fretham stated that it was not included in the application because there have been a number of options being considered including an apartment building, daycare, or another residence. It was left out to keep its options flexible. The house is occupied right now and the north one is vacant.

The public hearing was opened.

Charles Swanson, 5436 Williston Road, stated that:

- He is glad the proposal has moved to this point. The proposed site is currently deteriorating and not looking good.
- He asked for the distance between two houses and the price of the houses.

Ellen Swanson, 5436 Williston Road, stated that:

- It is difficult to back onto Williston Road. There is a hill north of the proposed site. A builder should consider creating a turn around. It could be very dangerous.
- She asked for the distances between each house and from each house to the curb.

No additional testimony was submitted and the hearing was closed.

Miller explained that each house would be required to have 7-foot side yard setbacks, so there would be a minimum of 14 feet between houses. The minimum front setback would be 40 feet from the house to the front property line. Chair Kirk noted that the proposed setbacks are not uncommon. Miller clarified that the front setback would be larger than what is required by R-1 and R-1A zoning.

Mr. Fretham estimated that the properties would sell from \$400,000 to \$600,000. Chair Kirk agreed that would be accurate for new construction even with .24 FAR.

Mr. Fretham identified a tree close to the street that was preserved when the street was improved. There is a large, block retaining wall around it. He thought it looked odd and suggested it be looked at and cleaned up at this time.

Knight likes this proposal the best of the various proposals for the site. He likes the driveway configuration the best. It would be a nice addition to the neighborhood.

Magney concurred with Knight. It would be a nice-looking development. He asked what would happen if the applicant could not make .24 FAR work. Thomas answered that the condition would prevent a residence with a FAR larger than .24 to be built without a change to the condition by the city council. Magney suggested that staff and the applicant work together on that condition and resolve it prior to the city council's review of the application. In general, the planning commission can support staff's recommendation to try to reach .24 FAR.

Powers had environmental concerns with water runoff and the increase in hard-surface coverage. Attention should be paid to how safe it would be to access Williston Road from a driveway.

Odland noted the location of an existing runoff, ponding area that is fairly sizable for the area.

Chair Kirk stated that Minnetonka lacks new single-family housing. This is one of the best proposals to date for this parcel. Requiring turnarounds should be a condition of approval. Wischnack clarified that it is a condition of approval.

Odland moved, second by O'Connell, to recommend that the city council adopt the following:

1. ***Ordinance rezoning the property from R-1, low-density residential, to PUD, planned unit development, and adopting a master development plan for the Williston Woods West housing development (see pages A26-A29 of the staff report).***
2. ***Resolution approving a preliminary plat for the Williston Woods West housing development (see pages A30-A34 of the staff report).***
3. ***Resolution approving a final site and building plan for the Williston Woods West housing development (see pages A35-A45 of the staff report).***

O'Connell, Odland, Powers, Calvert, Knight, Magney, and Kirk voted yes. Motion carried.

Chair Kirk stated that an appeal of the planning commission's decision must be made in writing to the planning division within 10 days.

9. Adjournment

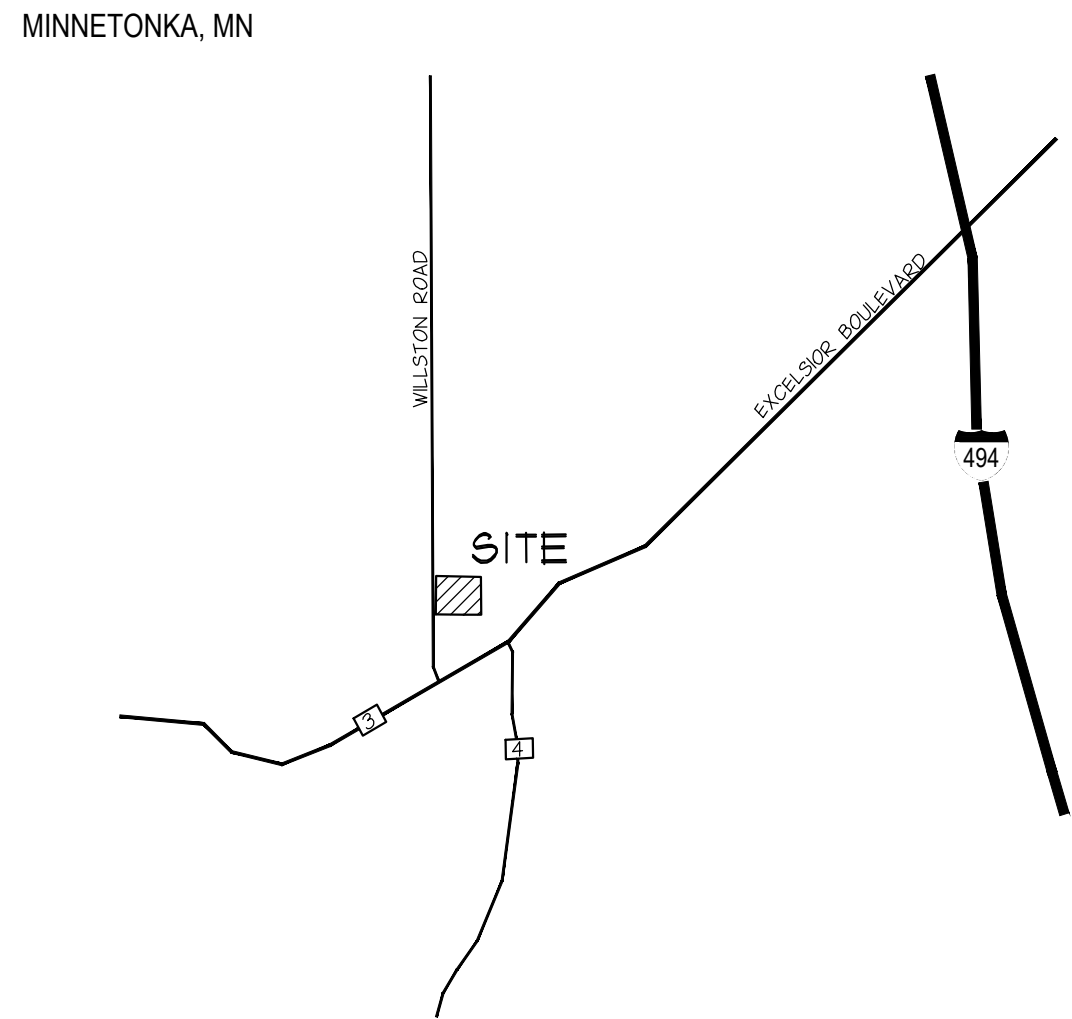
Odland moved, second by Knight, to adjourn the meeting at 7:34 p.m. Motion carried unanimously.

By: _____
Lois T. Mason
Planning Secretary

CURRENT PROPOSAL

Table with 2 columns: SHEET, TITLE. Lists sheets C0.1 through L2.1 with their respective titles like CIVIL TITLE SHEET, PRELIMINARY PLAT, etc.

AREA LOCATION MAP



WILLISTON WOODS WEST
MINNETONKA, MN

ABBREVIATIONS

Large table of abbreviations and their meanings, organized in columns. Includes terms like 'Angle', '100 Year Flood Elevation', 'L.F. Lineal Feet', etc.

SYMBOLS

Table of symbols for existing and new construction. Columns include EXISTING, DESCRIPTION, NEW, and DESCRIPTION. Symbols include contour lines, buildings, paving blocks, storm sewer lines, etc.

EROSION CONTROL SYMBOLS

Table of erosion control symbols. Columns include SYMBOL and DESCRIPTION. Symbols include sediment control fence and inlet protection.

DRAWING SYMBOLS

Table of drawing symbols. Columns include SYMBOL and DESCRIPTION. Symbols include note reference, parking stall count, large sheet detail, coordinate point, and revised area.

LEGAL DESCRIPTION

PARCEL A: SOUTH 250 FEET OF THE NORTH 456.5 FEET OF THE WEST 257.31 FEET OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 33, TOWNSHIP 117, RANGE 22, HENNEPIN COUNTY, MINNESOTA.

BENCHMARK

TOP RING OF MANHOLE AS SHOWN. ELEVATION = 967.88 (PER CITY OF MINNETONKA)

OWNER

LAKE WEST DEVELOPMENT
15400 HIGHWAY 7
MINNETONKA, MN 55345
TEL: (952) 930-3000
CONTACT: JON FLETCHER

CIVIL / LANDSCAPE SHEET INDEX & REVISION MATRIX

Table with columns: SHEETS ISSUED BY ISSUE / REVISION DATE, SHEET NO., DESCRIPTION, and a grid for tracking revisions.

REVISION HISTORY

Table of revision history with columns: DATE, REVISION, and REVIEW. Lists revisions from 25 NOV. 2015 to 01 FEB. 2016.

PROJECT MANAGER REVIEW

BY: DATE: 09-28-15

CERTIFICATION

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CITY COMMENTS

02-01-2016

LANDFORM
From Site to Finish

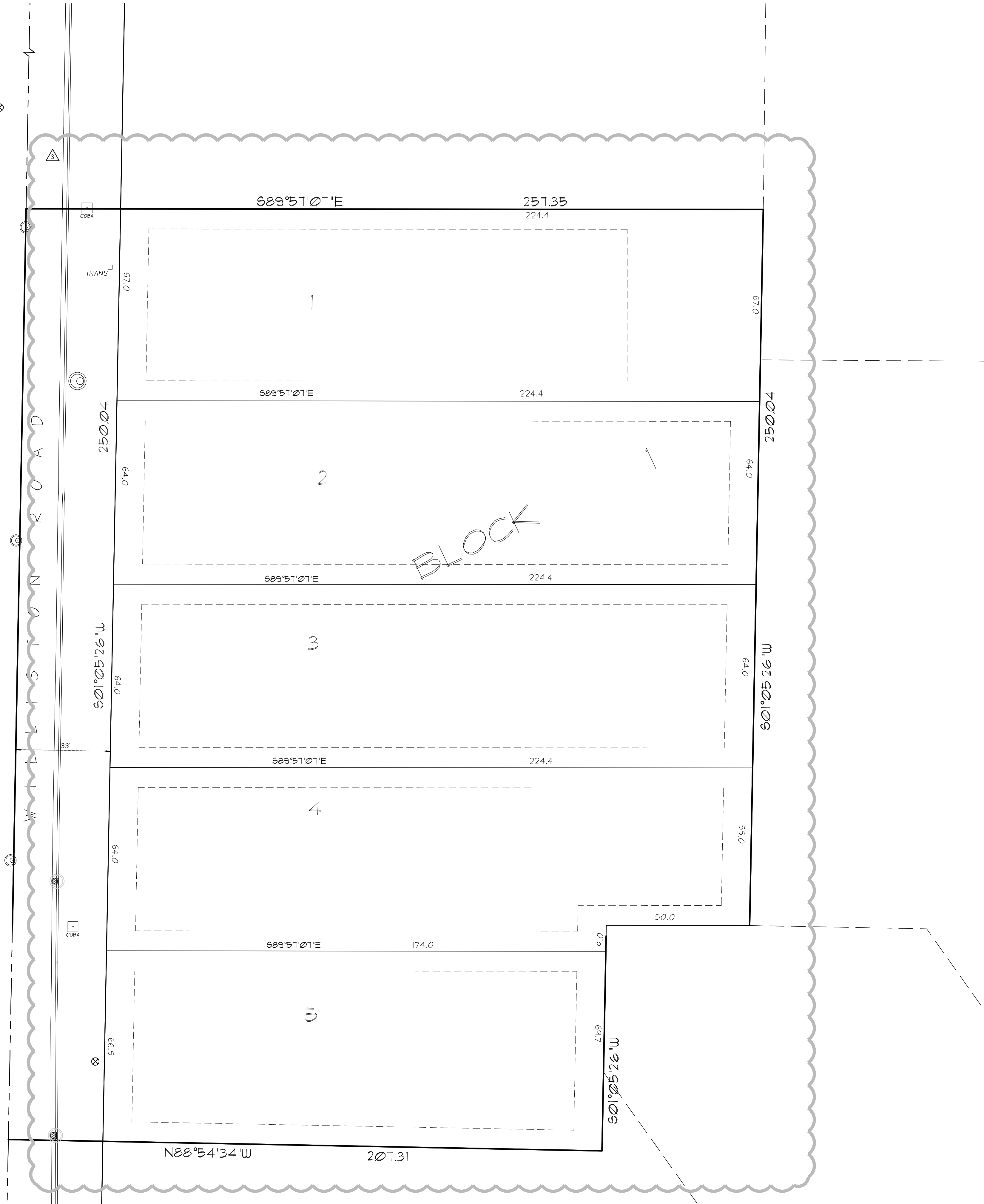
105 South Fifth Avenue Tel: 612-252-9070
Suite 513 Fax: 612-252-9077
Minneapolis, MN 55401 Web: landform.net

FILE NAME C001LWD15010.DWG

PROJECT NO. LWD15010

CIVIL TITLE SHEET

C0.1



LEGAL DESCRIPTION

PARCEL A:
SOUTH 250 FEET OF THE NORTH 456.5 FEET OF THE WEST 257.31 FEET OF THE NORTHEAST 1/4
OF THE NORTHEAST 1/4 OF SECTION 33, TOWNSHIP 117, RANGE 22, HENNEPIN COUNTY, MINNESOTA.

AREA SUMMARY

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ROW DEDICATION = 0.29 AC
NET AREA = 1.6 AC
TOTAL SINGLE FAMILY LOTS = 5 UNITS
NET DENSITY = 3.1 UNITS/AC

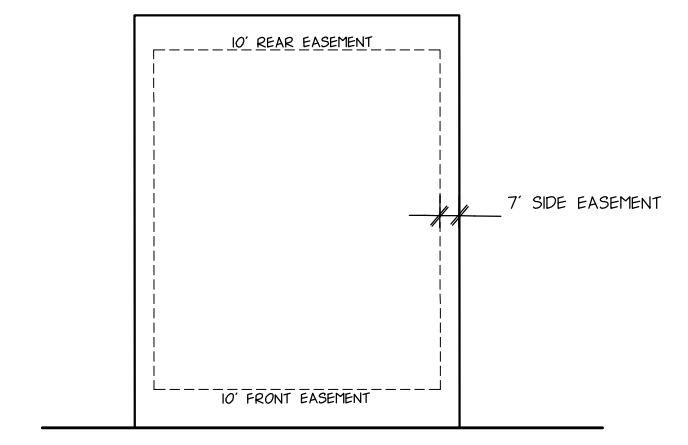
LOT SUMMARY

PARCEL ID:	PARCEL SIZE:
LOT 1	15,031 S.F.
LOT 2	14,358 S.F.
LOT 3	14,358 S.F.
LOT 4	13,908 S.F.
LOT 5	11,872 S.F.

ZONING SUMMARY

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THE PROPERTY IS PROPOSED TO BEING REZONED TO PUD
BUILDING SETBACK INFORMATION IS AS FOLLOWS
FRONT YARD = 35 FT.
REAR = 40 FT.
SIDE = 7 FT.
PERIPHERAL SIDE = 10 FT.

TYPICAL EASEMENTS



DEVELOPER

LAKE WEST DEVELOPMENT CO., LLC.
15400 HIGHWAY 7
MINNETONKA, MN 55345
TEL. (952)930-3000

MUNICIPALITY



PROJECT

**WILLISTON
WOODS WEST
MINNETONKA, MN**

SHEET INDEX

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C0.1	CIVIL TITLE SHEET
C0.2	PRELIMINARY PLAT
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C7.2	CIVIL CONSTRUCTION DETAILS
L1.1	TREE PRESERVATION PLAN
L2.1	LANDSCAPE PLAN

REVISION HISTORY

DATE	REVISION	REVIEW
25 NOV. 2015	PRELIMINARY PLAT	CNC
04 DEC. 2015	SHARED DRIVEWAYS	CNC
17 DEC. 2015	LANDSCAPE PLAN	CNC
01 FEB. 2016	ADDED 5TH LOT	CNC

PROJECT MANAGER REVIEW

BY RTS DATE 09-28-15

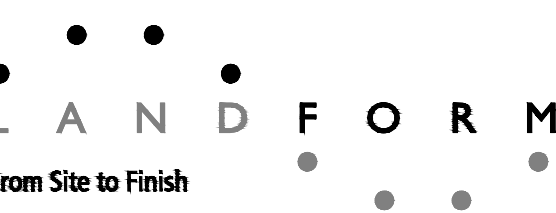
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CITY COMMENTS

02-01-2016

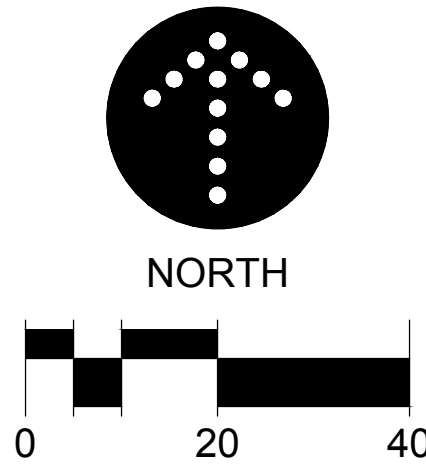


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Minneapolis, MN 55401 Web: landform.net

FILE NAME C002LWD15010.DWG

PROJECT NO. LWD15010

**PRELIMINARY
PLAT
C0.2**





GENERAL NOTES

1. FOR CONSTRUCTION STAKING AND SURVEYING SERVICES CONTACT LANDFORM PROFESSIONAL SERVICES AT 612.252.9070.

EXISTING NOTES

1. BACKGROUND INFORMATION SHOWN IS FROM SURVEY BY SCHOELL AND MADSON INC., MINNETONKA, MN EXPRESSLY FOR THIS PROJECT, CITY OF MINNETONKA, MINNESOTA RECORD DRAWINGS, AND UTILITY SERVICE PROVIDERS. LANDFORM OFFERS NO WARRANTY, EXPRESSED OR WRITTEN, FOR INFORMATION PROVIDED BY OTHERS. EXISTING PROJECT CONDITIONS SHALL BE VERIFIED PRIOR TO BEGINNING CONSTRUCTION. ERRORS, INCONSISTENCIES, OR OMISSIONS DISCOVERED SHALL BE REPORTED TO THE ARCHITECT/ENGINEER/OWNER IMMEDIATELY.

DEVELOPER

LAKE WEST DEVELOPMENT CO., LLC.
15400 HIGHWAY 7
MINNETONKA, MN 55345
TEL: (952) 930-3000

MUNICIPALITY

City of minnetonka

PROJECT

**WILLISTON WOODS WEST
MINNETONKA, MN**

SHEET INDEX

SHEET	TITLE
C0.1	CIVIL TITLE SHEET
C0.2	PRELIMINARY PLAT
C1.1	EXISTING CONDITIONS
C1.2	DEMOLITION
C1.3	SITE PLAN
C3.1	GRADING, DRAINAGE, & EROSION CONTROL
C3.2	SWPPP SHEET
C4.1	UTILITIES
C7.1	CIVIL CONSTRUCTION DETAILS
C7.2	CIVIL CONSTRUCTION DETAILS
L.1.1	TREE PRESERVATION PLAN
L.2.1	LANDSCAPE PLAN

REVISION HISTORY

CONTACT ENGINEERS FOR ANY PRIOR HISTORY

DATE	REVISION	REVIEW
25 NOV. 2015	PRELIMINARY PLAT	CNC
04 DEC. 2015	SHARED DRIVEWAYS	CNC
17 DEC. 2015	LANDSCAPE PLAN	CNC
01 FEB. 2016	ADDED 5TH LOT	CNC

PROJECT MANAGER REVIEW

BY RTS	DATE
	09-28-15

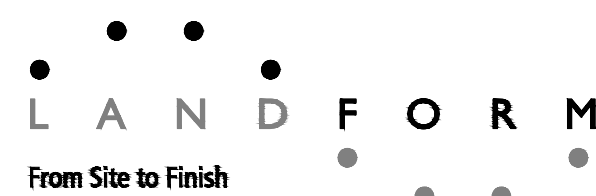
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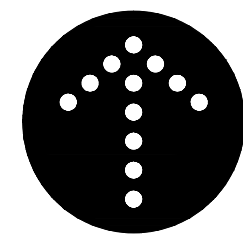
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PROJECT NO.: LWD15010

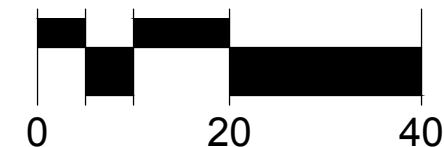
**EXISTING
CONDITIONS
C1.1**

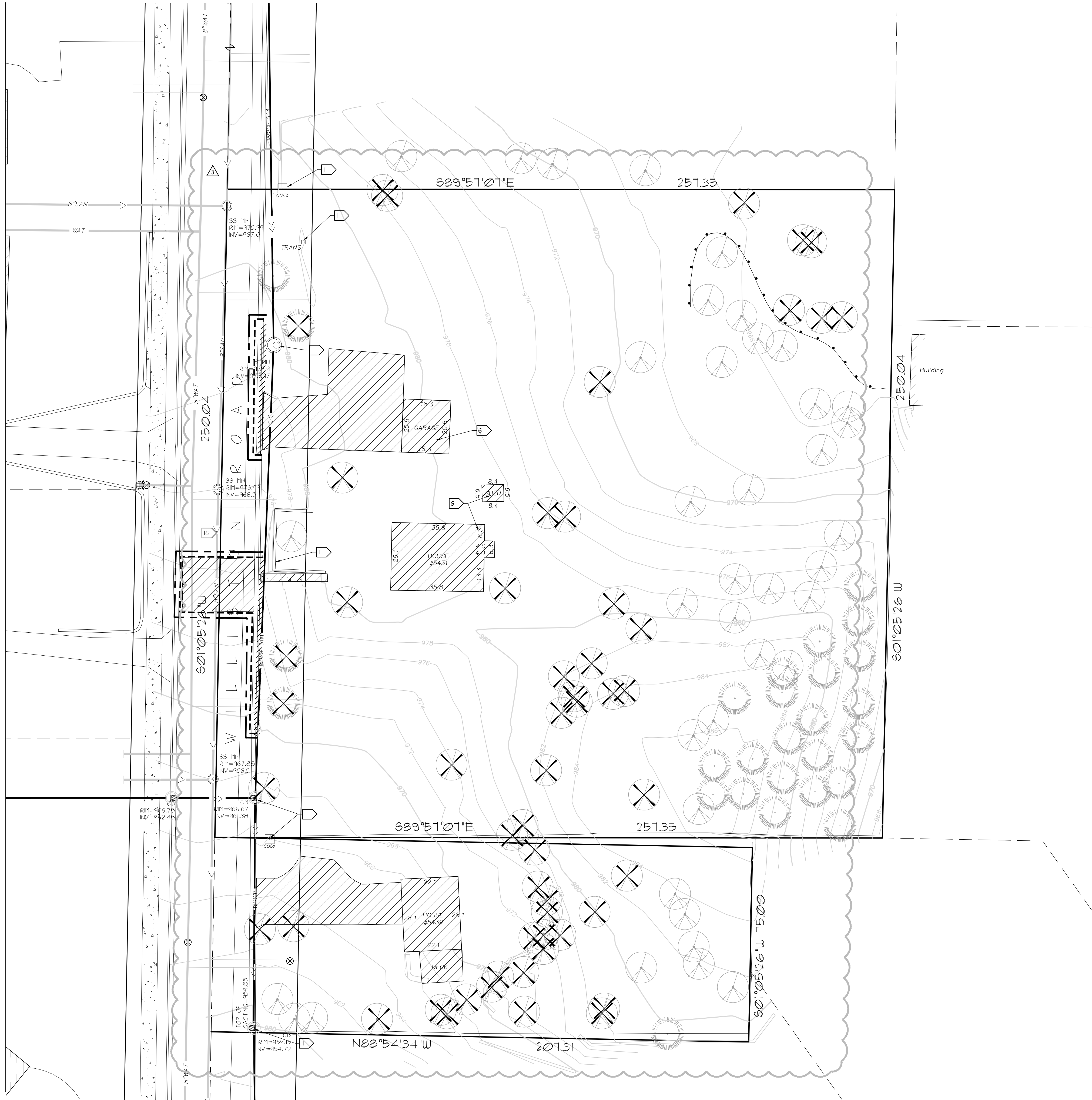


Know what's Below.
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NORTH





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DEMOLITION AND CLEARING NOTES

- OBTAIN PERMITS FOR DEMOLITION, CLEARING, AND DISPOSAL PRIOR TO BEGINNING.
- CONTACT UTILITY SERVICE PROVIDERS FOR FIELD LOCATION OF SERVICES 72 HOURS PRIOR TO BEGINNING DEMOLITION AND CLEARING.
- SEE SHEET C3.1 FOR EROSION PREVENTION AND SEDIMENT CONTROL MEASURES THAT MUST BE IN PLACE PRIOR TO DISTURBANCES TO SITE.
- BUILDING DEMOLITION: VERIFY WITH OWNER THAT BUILDING HAS BEEN CLEARED OF REGULATED MATERIALS REQUIRING SPECIAL HANDLING OR DISPOSAL. REMOVE STRUCTURE, COLUMNS, CANOPIES, FOOTINGS, FOUNDATIONS, AND ANY ASSOCIATED CONSTRUCTION IN ITS ENTIRETY.
- DIMENSIONS SHOWN FOR REMOVAL ARE APPROXIMATE. COORDINATE WITH NEW CONSTRUCTION TO ENSURE APPROPRIATE REMOVAL OF EXISTING FACILITIES.
- REFER TO DETAILS FOR PAVEMENT SAWCUT. REMOVE CONCRETE WALKS AND CURBING TO THE NEAREST EXISTING JOINT BEYOND CONSTRUCTION LIMITS.
- COMPLETE DEMOLITION WITH MINIMAL DISRUPTION OF TRAFFIC. COORDINATE LANE CLOSURES WITH THE REGULATORY AUTHORITY AND PROVIDE ADVANCE NOTIFICATION TO AFFECTED EMERGENCY RESPONSE PROVIDERS.
- PROVIDE BARRICADES, LIGHTS, SIGNS, TRAFFIC CONTROL, AND OTHER MEASURES NECESSARY FOR PROTECTION AND SAFETY OF THE PUBLIC AND MAINTAIN THROUGHOUT CONSTRUCTION.
- PROTECT STRUCTURES, UTILITIES, TREES, PLANT MATERIAL, SOIL, AND ADJACENT PROPERTY FROM DAMAGE DURING CONSTRUCTION UNLESS NOTED FOR REMOVAL. DAMAGE SHALL BE REPAIRED TO EQUAL OR BETTER CONDITION AT NO ADDITIONAL COST.
- ABANDON WELLS AND ON SITE SEWAGE FACILITIES PRIOR TO ANY OTHER DEMOLITION IN ACCORDANCE WITH REQUIREMENTS OF REGULATORY AUTHORITIES.
- REMOVE TREES NOTED, INCLUDING ROOT STRUCTURES, FROM THE SITE. COORDINATE WITH OWNER TO MARK TREES TO BE SAVED OR TRANSPLANTED PRIOR TO CLEARING.
- REMOVE EXISTING SITE FEATURES INCLUDING, BUT NOT LIMITED TO, UNDERGROUND UTILITIES, PAVING, CURBING, WALKWAYS, FENCING, RETAINING WALLS, SCREEN WALLS, APRONS, LIGHTING, RELATED FOUNDATIONS, SIGNAGE, BOLLARDS, LANDSCAPING, AND STAIRWAYS WITHIN THE CONSTRUCTION LIMITS UNLESS NOTED OTHERWISE.
- COORDINATE REMOVAL, RELOCATION, TERMINATION, AND RE-USE OF EXISTING PRIVATE UTILITY SERVICES AND APPURTENANCES WITH THE UTILITY COMPANIES. RESTORE ELECTRIC HANDHOLES, PULLBOXES, POWERPOLES, GUYLINES, AND STRUCTURES DISTURBED BY CONSTRUCTION IN ACCORDANCE WITH UTILITY OWNER REQUIREMENTS.
- EXISTING PIPING AND CONDUITS MAY BE ABANDONED IN-PLACE IF FILLED WITH SAND AND IF NOT IN LOCATION OF PROPOSED BUILDING OR IN CONFLICT WITH PROPOSED UTILITIES OR STRUCTURES. TERMINATE EXISTING SERVICES AT THE SUPPLY SIDE IN CONFORMANCE WITH PROVIDER'S STANDARDS.
- HAUL DEMOLITION DEBRIS OFF-SITE TO A FACILITY APPROVED BY REGULATORY AUTHORITIES FOR THE HANDLING OF DEMOLITION DEBRIS, UNLESS NOTED OTHERWISE.

LEGEND

- TREE REMOVAL
- STRUCTURE AND/OR PAVEMENT REMOVAL
- CONSTRUCTION LIMITS
- SAWCUT LINE
- CURB REMOVAL
- TREE PROTECTION FENCE

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MUNICIPALITY



PROJECT

WILLISTON WOODS WEST
MINNETONKA, MN

SHEET INDEX

SHEET	TITLE
C0.1	CIVIL TITLE SHEET
C0.2	PRELIMINARY PLAT
C1.1	EXISTING CONDITIONS
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C2.1	SITE PLAN
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BY RTS DATE 09-28-15

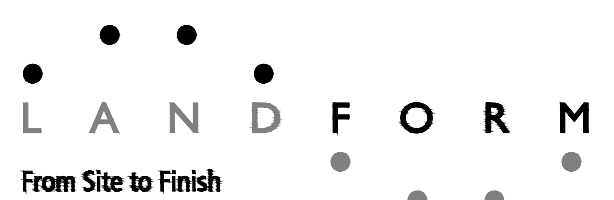
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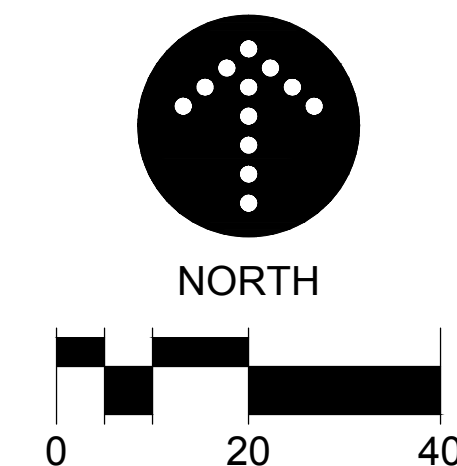
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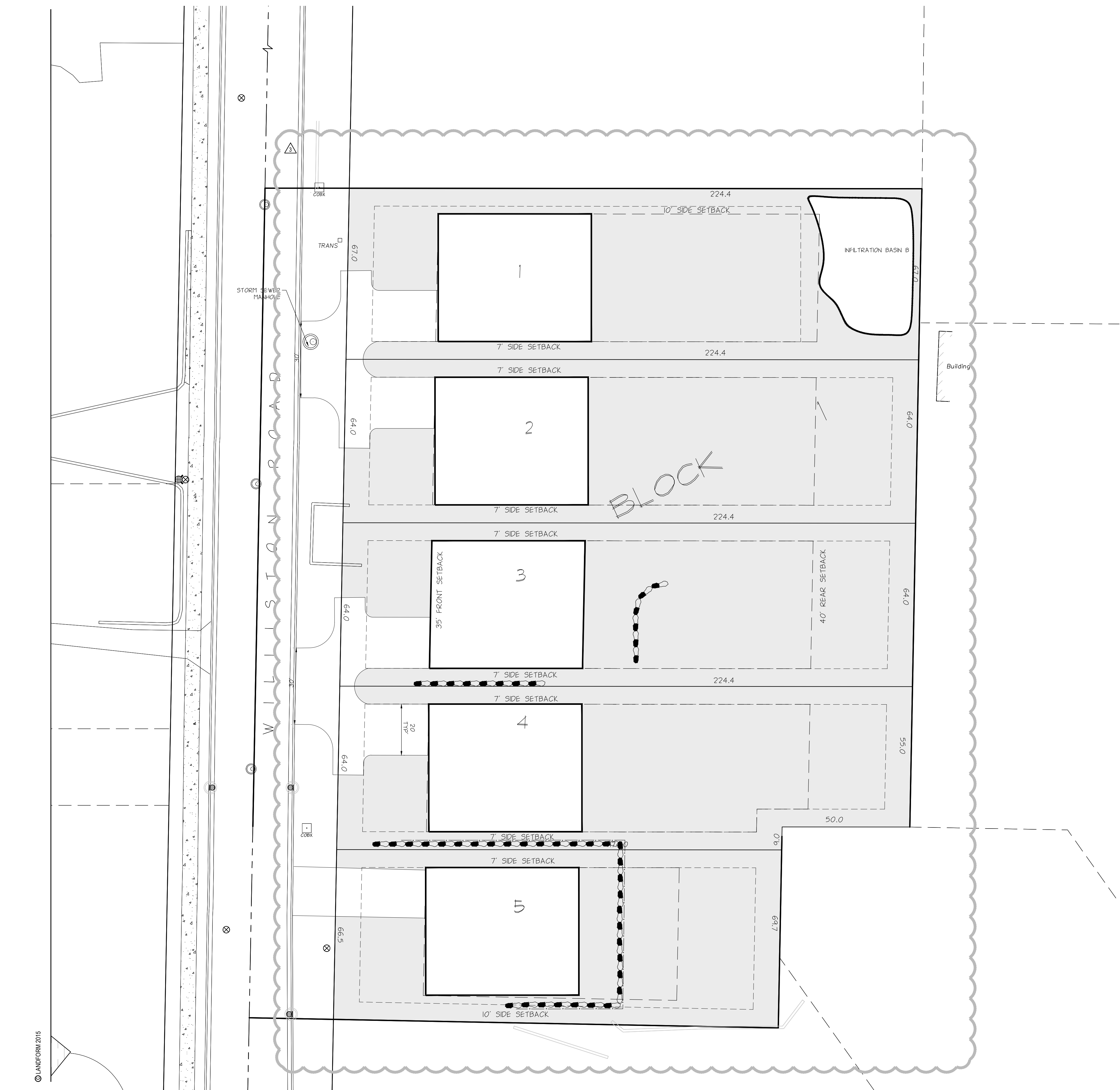
FILE NAME C102LWD15010.DWG

PROJECT NO. LWD15010

DEMOLITION

C1.2





SITE PLAN NOTES

- OBTAIN ALL NECESSARY PERMITS FOR CONSTRUCTION WITHIN, OR USE OF, PUBLIC RIGHT-OF-WAY.
- THE DIGITAL FILE CAN BE OBTAINED FROM THE ENGINEER, SHALL BE USED FOR STAKING. DISCREPANCIES BETWEEN THE DRAWINGS AND THE DIGITAL FILE SHALL BE REPORTED TO THE ENGINEER, THE BUILDING FOOTPRINT, AS SHOWN ON THESE DRAWINGS, AND THE DIGITAL FILE, SHALL BE COMPARED TO THE STRUCTURAL DRAWINGS PRIOR TO STAKING.
- DIMENSIONS SHOWN ARE TO BACK OF CURB AND EXTERIOR FACE OF BUILDING FOUNDATION UNLESS NOTED OTHERWISE.

GREEN SPACE (LANDSCAPE AREA)

AREA SUMMARY

TOTAL GROSS AREA = 1.85 AC
 ROW DEDICATION = 0.25 AC
 NET AREA = 1.6 AC

TOTAL SINGLE FAMILY LOTS = 5 UNITS
 NET DENSITY = 3.1 UNITS/AC

LOT SUMMARY

PARCEL ID:	PARCEL SIZE:
LOT 1	15,031 S.F.
LOT 2	14,358 S.F.
LOT 3	14,358 S.F.
LOT 4	13,908 S.F.
LOT 5	11,872 S.F.

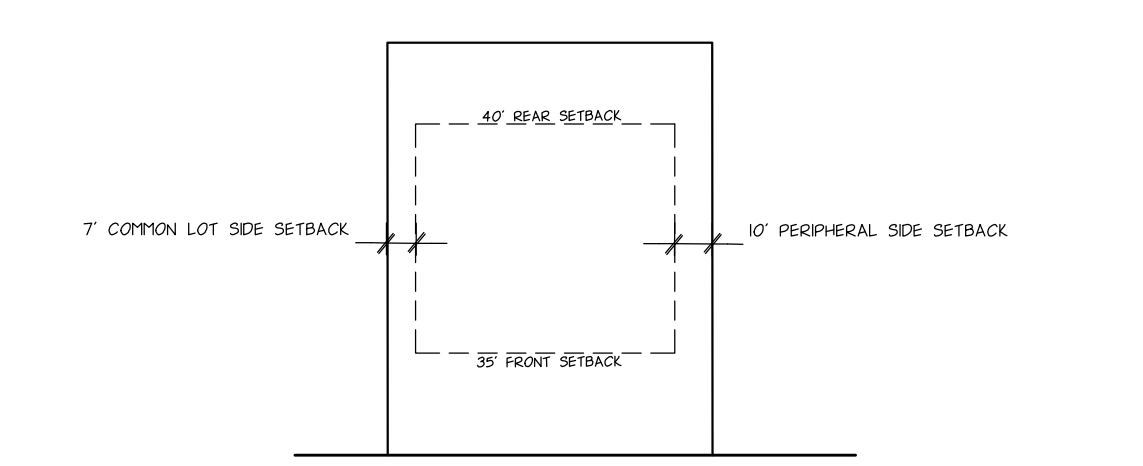
ZONING SUMMARY

THE PROPERTY IS CURRENTLY ZONED (R-1) LOW DENSITY RESIDENTIAL.

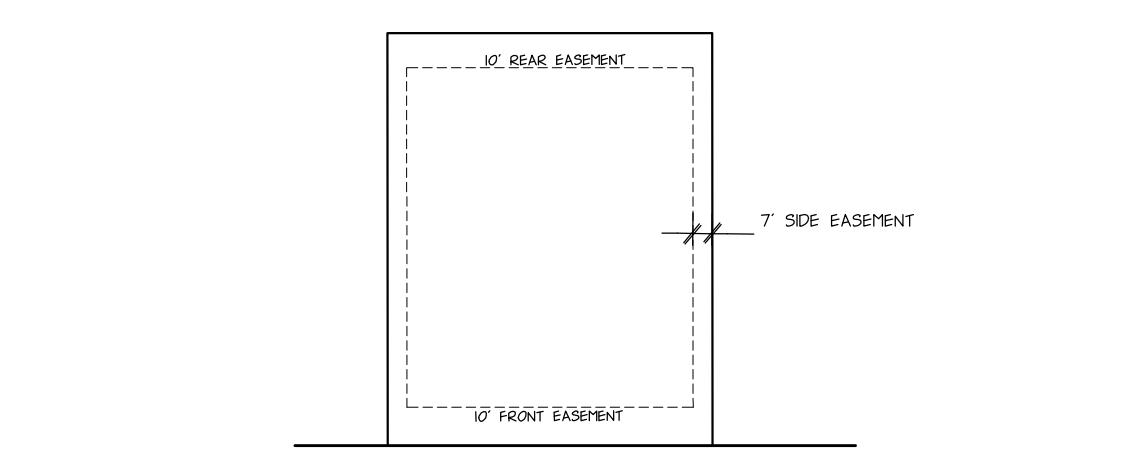
THE PROPERTY IS PROPOSED TO BE REZONED TO PUD

BUILDING SETBACK INFORMATION IS AS FOLLOWS
 FRONT YARD = 35 FT.
 REAR = 40 FT.
 SIDE = 7 FT.
 PERIPHERAL SIDE = 10 FT.

TYPICAL BUILDING SETBACKS



TYPICAL EASEMENTS



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PROJECT

WILLISTON WOODS WEST
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PROJECT MANAGER REVIEW

BY: [Signature] DATE: 09-28-15

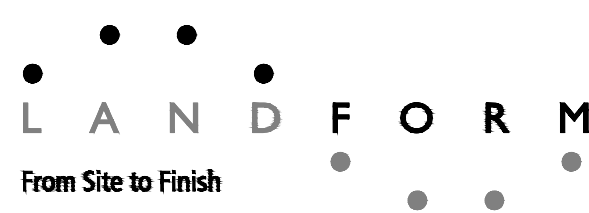
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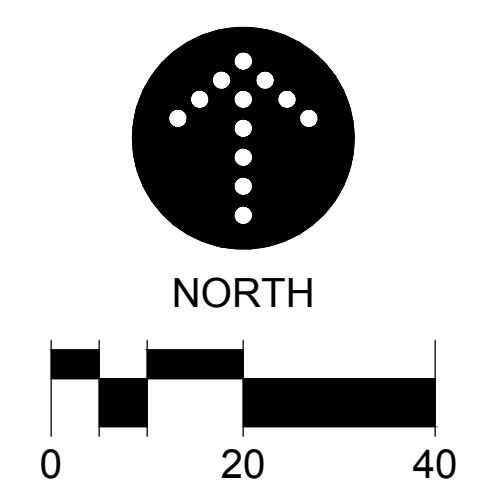


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FILE NAME C201LWD15010.DWG

PROJECT NO. LWD15010

SITE PLAN
C2.1
 SHEET NO. #15028.15b



SHEET	TITLE
C0.1	CIVIL TITLE SHEET
C0.2	PRELIMINARY PLAT
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C1.2	DEMOLITION
C2.1	SITE PLAN
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PROJECT MANAGER REVIEW

BY/RS	DATE
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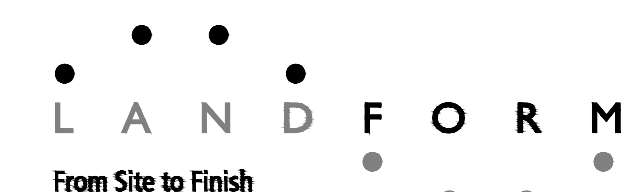
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FILE NAME C301LWD15010.DWG

PROJECT NO. LWD15010

GRADING, DRAINAGE
AND EROSION CONTROL

C3.1

SHEET NO. #15028.15b

GRADING NOTES

- CONTACT UTILITY SERVICE PROVIDERS FOR FIELD LOCATION OF SERVICES 72 HOURS PRIOR TO BEGINNING GRADING.
- REMOVE TOPSOIL FROM GRADING AREAS AND STOCKPILE SUFFICIENT QUANTITY FOR REUSE. MATERIALS MAY BE MINED FROM LANDSCAPE AREAS FOR USE ON SITE AND REPLACED WITH EXCESS ORGANIC MATERIAL WITH PRIOR OWNER APPROVAL.
- REMOVE SURFACE AND GROUND WATER FROM EXCAVATIONS. PROVIDE INITIAL LIFTS OF STABLE FOUNDATION MATERIAL IF EXPOSED SOILS ARE WET AND UNSTABLE.
- BUILDING PADS WILL BE CUSTOM GRADED BY BUILDER AT THE TIME OF HOME CONSTRUCTION. REFER TO DETAIL 1, SHEET C3.1. GRADES SHOWN ARE WHAT COULD BE DONE.
- AN INDEPENDENT TESTING FIRM SHALL VERIFY THE REMOVAL OF ORGANIC AND UNSUITABLE SOILS, SOIL CORRECTION, AND COMPACTION AND PROVIDE PERIODIC REPORTS TO THE OWNER.
- PLACE AND COMPACT FILL USING LIFT THICKNESSES MATCHED TO SOIL TYPE AND COMPACTION EQUIPMENT TO OBTAIN SPECIFIED COMPACTION THROUGHOUT THE LIFT.
- COMPACT MATERIAL IN PAVED AREAS TO 95% OF MAXIMUM DRY DENSITY, STANDARD PROCTOR (ASTM D698) EXCEPT THE TOP 3 FEET WHICH SHALL BE COMPACTED TO 100%. COMPACT TO 98% DENSITY WHERE FILL DEPTH EXCEEDS 10 FEET.
- AVOID SOIL COMPACTION OF INFILTRATION PRACTICES. ANY EQUIPMENT USED IN INFILTRATION AREAS SHOULD BE SMALL SCALED AND TRACKED.

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

- INSTALL PERIMETER SEDIMENT CONTROLS PRIOR TO BEGINNING WORK AND MAINTAIN FOR DURATION OF CONSTRUCTION. REMOVE CONTROLS AFTER AREAS CONTRIBUTING RUNOFF ARE PERMANENTLY STABILIZED AND DISPOSE OF OFF SITE.
- LIMIT SOIL DISTURBANCE TO THE GRADING LIMITS SHOWN. SCHEDULE OPERATIONS TO MINIMIZE LENGTH OF EXPOSURE OF DISTURBED AREAS.
- MANAGEMENT PRACTICES SHOWN ARE THE MINIMUM REQUIREMENT. INSTALL AND MAINTAIN ADDITIONAL CONTROLS AS WORK PROCEEDS TO PREVENT EROSION AND CONTROL SEDIMENT CARRIED BY WIND OR WATER.
- EXCAVATE PONDS EARLY IN THE CONSTRUCTION SEQUENCE. REMOVE SEDIMENT FROM PONDS PERIODICALLY AND AFTER AREAS CONTRIBUTING RUNOFF ARE PERMANENTLY STABILIZED.
- CONTRACTOR SHALL PREVENT SEDIMENT LADEN WATER FROM ENTERING THE INFILTRATION SYSTEM UNTIL THE SITE IS COMPLETELY STABILIZED.
- ALL EXPOSED SOIL AREAS MUST BE STABILIZED WITHIN 72 HOURS OF COMPLETION OF WORK IN EACH AREA. (IF WITHIN 1 MILE OF IMPAIRED WATER USE THE FOLLOWING NOTE INSTEAD) ALL EXPOSED SOILS AREAS SHALL BE STABILIZED IMMEDIATELY TO LIMIT SOIL EROSION IN THAT PORTION OF THE SITE WHERE CONSTRUCTION HAS TEMPORARILY OR PERMANENTLY CEASED.
- SEED, SOD, MULCH AND FERTILIZER SHALL MEET THE FOLLOWING SPECIFICATIONS, AS MODIFIED:

ITEM	SPECIFICATION NUMBER
SOD	MNDOT 3878
SEED	MNDOT 3876

MN TYPE 22-III @ 30.5 LB/AC - TEMPORARY EROSION CONTROL
MN TYPE 25-151 @ 120 LB/AC - PERMANENT TURF
MULCH (MNDOT TYPE 1 @ 2 TON/AC, DISC ANCHORED) MNDOT 3882
FERTILIZER MNDOT 3881 MNDOT 2575
- SEE LANDSCAPE SHEETS FOR PERMANENT TURF AND LANDSCAPE ESTABLISHMENT.
- HYDRAULIC MULCHING AND OTHER PRACTICES MUST BE USED ON SLOPES OF 3:1 OR STEEPER TO PROVIDE ADEQUATE STABILIZATION.
- AT LEAST SIX INCHES OF TOPSOIL OR ORGANIC MATTER MUST BE SPREAD AND INCORPORATED INTO THE UNDERLYING SOIL DURING FINAL SITE TREATMENT WHEREVER TOPSOIL HAS BEEN REMOVED.
- THE CONTRACTOR MUST, AT A MINIMUM INSPECT, MAINTAIN, AND REPAIR ALL DISTURBED SURFACES AND ALL EROSION AND SEDIMENT CONTROL FACILITIES AND SOIL STABILIZATION MEASURES EVERY DAY WORK IS PERFORMED ON THE SITE AND AT LEAST WEEKLY UNTIL LAND-DISTURBING ACTIVITY HAS CEASED. THEREAFTER, THE CONTRACTOR MUST PERFORM THESE RESPONSIBILITIES AT LEAST WEEKLY UNTIL VEGETATIVE COVER IS ESTABLISHED.

RETAINING WALL NOTES

- FIELD STONE/BOULDER RETAINING WALL. SEE DETAIL 5, SHEET 7.1
- INSTALL FENCE WHERE WALL EQUALS OR EXCEEDS 4 FEET IN HEIGHT

LEGEND

SYMBOL	DESCRIPTION	ESTIMATED QUANTITY:
(Tree symbol)	:TREE PROTECTION	
(Circle with cross)	:INLET PROTECTION	
(Dashed line)	:SILT FENCE	
(Dashed line with cross-hatch)	:VEHICLE TRACKING PAD	
(Dashed line)	:CONSTRUCTION LIMITS	
TW XXX.XX	:TOP OF WALL	
BW XXX.XX	:BOTTOM OF WALL	
(Dashed line with cross-hatch)	:BOULDER RETAINING WALL	
(Circle with cross)	:TREE PROTECTION FENCING	

BUILDING TYPE	GF = XXX.X	: FRONT GARAGE ELEVATION
FB = FULL BASEMENT	FBWO / FB	: WALKOUT UNIT / FULL BASEMENT UNIT
WALK OUT	XXXX.X	: MINIMUM BASEMENT ELEVATION
FBLO = FULL BASEMENT		: REAR ELEVATION
LOOK OUT		

NOTES:
1. GARAGE LOCATION INDICATED BY DRIVEWAY.

NPDES AREA SUMMARY

	EXISTING	PROPOSED
PERVIOUS	1.50 ACRES	1.16 ACRES
IMPERVIOUS	.10 ACRES	0.44 ACRES
TOTAL	1.6 ACRES	1.6 ACRES

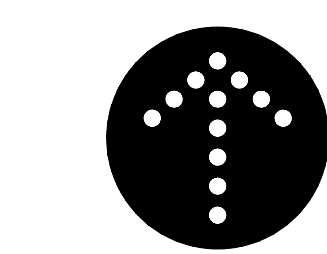
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PAD DETAIL

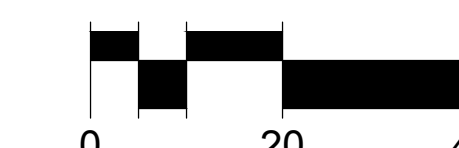
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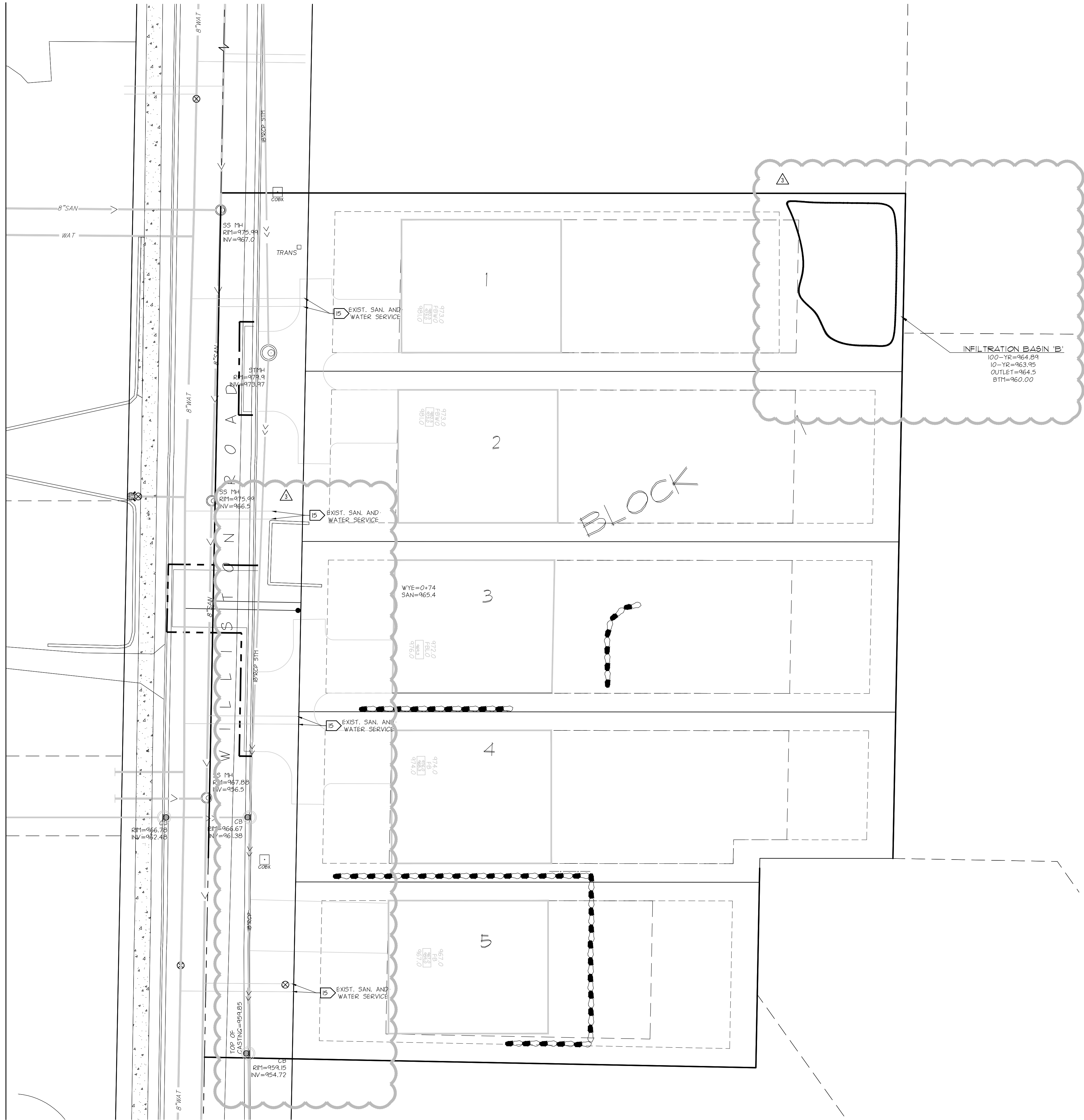


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UTILITY NOTES

- PIPE MATERIALS
 WATER SERVICE 1.5 COPPER PIPE
 SAN. SEWER SERVICE 4\"/>
 - CONTACT UTILITY SERVICE PROVIDERS FOR FIELD LOCATION OF SERVICES 72 HOURS PRIOR TO BEGINNING.
 - COORDINATE WITH PRIVATE UTILITIES TO PROVIDE ELECTRIC, NATURAL GAS, AND COMMUNICATIONS SERVICES TO LOTS.
 - PROVIDE MEANS AND MEASURES TO PROTECT ADJACENT PROPERTY FROM DAMAGE DURING UTILITY INSTALLATION.
 - PIPE LENGTHS SHOWN ARE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE OR END OF END SECTION.
 - ADJUST STRUCTURES TO FINAL GRADE WHERE DISTURBED. COMPLY WITH REQUIREMENTS OF UTILITY. MEET REQUIREMENTS FOR TRAFFIC LOADING IN PAVED AREAS.
 - INSTALL TRACER WIRE WITH ALL NON-CONDUCTIVE UTILITIES.
 - CONNECT TO CITY UTILITIES IN ACCORDANCE WITH CITY OF MINNETONKA STANDARDS.
 - CONTACT CITY OF MINNETONKA PUBLIC WORKS AT 952-988-8400 FOR WET TAP INSPECTION.
 - MAINTAIN 7.5 FEET OF COVER ON WATER.
 - DEFLECT WATER TO MAINTAIN 18-INCH MINIMUM OUTSIDE SEPARATION AT SEWER CROSSINGS. CENTER PIPE LENGTHS TO PROVIDE GREATEST SEPARATION BETWEEN JOINTS.
 - CENTER POINT ENERGY WILL FURNISH AND INSTALL GAS SERVICE PIPING FROM THE MAINLINE TO THE METER AND THE METER. GAS SERVICE FROM THE METER SHALL BE INSTALLED BY THE MECHANICAL CONTRACTOR.
 - CONTRACTOR TO POTHOLE ALL UTILITY CROSSINGS PRIOR TO CONSTRUCTION OF NEW UTILITIES TO VERIFY DEPTHS OF EXISTING LINES. CONTACT ENGINEER IMMEDIATELY IF ANY CONFLICTS ARE DISCOVERED.
 - ASBULTS PROVIDED BY THE CITY OF MINNETONKA.
 - EXISTING SAN AND WATER SERVICES OFF OF WILLISTON ROAD ARE PROPOSED TO BE USED FOR LOTS 1, 2 AND 4. CONTRACTOR TO FIELD VERIFY EXISTING WATER AND SAN SERVICE LOCATIONS AND ELEVATIONS TO DETERMINE IF THEY ARE SUFFICIENT FOR USE. SANITARY SEWER INVERTS NEED TO BE AT LEAST FOUR FEET BELOW LOW FLOOR ELEVATION.
- CONTACT ENGINEER IF ELEVATIONS ARE INEQUATE

DEVELOPER

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PROJECT

WILLISTON WOODS WEST
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C0.2	PRELIMINARY PLAT
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C7.2	CIVIL CONSTRUCTION DETAILS
L1.1	TREE PRESERVATION PLAN
L2.1	LANDSCAPE PLAN

REVISION HISTORY

DATE	REVISION	REVIEW
25 NOV. 2015	PRELIMINARY PLAT	CNC
04 DEC. 2015	SHARED DRIVEWAYS	CNC
17 DEC. 2015	LANDSCAPE PLAN	CNC
01 FEB. 2016	ADDED 5TH LOT	CNC

PROJECT MANAGER REVIEW

BY RTS DATE 09-28-15

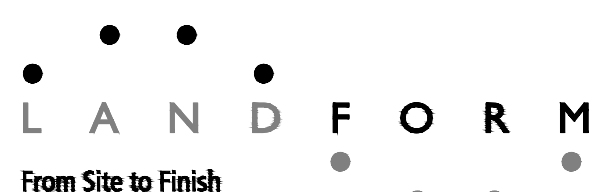
CERTIFICATION

**PRELIMINARY
 NOT FOR
 CONSTRUCTION**

IF THE SIGNATURE, SEAL OR FOUR LINES DIRECTLY ABOVE ARE NOT VISIBLE, THIS SHEET HAS BEEN REPRODUCED BEYOND INTENDED READABILITY AND IS NO LONGER A VALID DOCUMENT. PLEASE CONTACT THE ENGINEER TO REQUEST ADDITIONAL DOCUMENTS.

CITY COMMENTS

02-01-2016



105 South Fifth Avenue Tel: 612-252-9070
 Suite 513 Fax: 612-252-9077
 Minneapolis, MN 55401 Web: landform.net

FILE NAME C401LWD15010.DWG

PROJECT NO. LWD15010

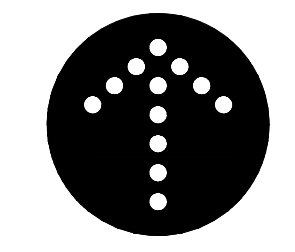
UTILITIES

C4.1

SHEET NO. #15028.15b



Know what's Below.
 Call before you dig.



NORTH



SHEET	TITLE
C0.1	CIVIL TITLE SHEET
C0.2	PRELIMINARY PLAT
C1.1	EXISTING CONDITIONS
C1.2	DEMOLITION
C2.1	SITE PLAN
C3.1	GRADING, DRAINAGE, & EROSION CONTROL
C3.2	SWPPP SHEET
C4.1	UTILITIES
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L1.1	TREE PRESERVATION PLAN
L2.1	LANDSCAPE PLAN

REVISION HISTORY

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25 NOV. 2015	PRELIMINARY PLAT	CNC
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17 DEC. 2015	LANDSCAPE PLAN	△ CNC
01 FEB. 2016	ADDED 5TH LOT	△ CNC

PROJECT MANAGER REVIEW

BY RTS DATE 09-28-15

CERTIFICATION

**PRELIMINARY
NOT FOR
CONSTRUCTION**

CITY COMMENTS

02-01-2016



105 South Fifth Avenue Tel: 612-252-9070
Suite 513 Fax: 612-252-9077
Minneapolis, MN 55401 Web: landform.net

FILE NAME L101LWD15010.DWG

PROJECT NO. LWD15010

TREE PRESERVATION
PLAN

L1.1

SHEET NO. #15028.15B

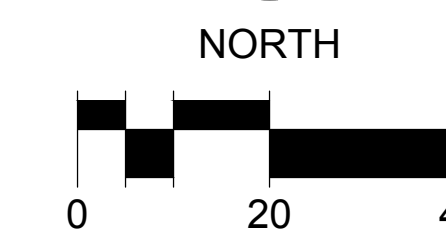
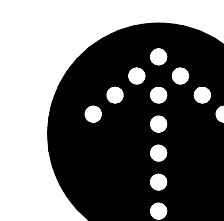
TREE PRESERVATION TABLE

Tag #	Campion #	Species	DBH	Condition	Sig.	High Prior.	Stems	Removed	Tag #	Campion #	Species	DBH	Condition	Sig.	High Prior.	Stems	Removed
101	6010	Spruce, blue	12.0	Fair		X	1	1	159	New	Pine, Scots	14.0	Good	X	X	1	1
102	6011	Spruce, blue	10.0	Good		X	1	1	160	6058	Pine, Scots	12.0	Good	X	X	1	1
103	6102	Boxelder	11.0	Fair	X		1	X	161	6057	Pine, Scots	12.0	Good	X	X	1	1
104	N/A	Ash, green	15.0	Good		X	1	X	162	6064	Pine, Scots	8.5	Good	X	X	1	1
105	6098	Oak, red	20.0	Fair		X	1	1	163	6065	Pine, Scots	7.5	Good	X	X	1	1
106*	6097	Walnut, black	22.5	Good	X		2	X	164	6079	Oak, red	35.5	Fair	X	X	2	2
107	New	Basswood	10.0	Good	X		1	X	165	6080	Oak, red	13.0	Good	X	X	1	1
108	6096	Walnut, black	18.0	Good		X	1	X	166	6056	Pine, Scots	8.0	Fair	X	X	1	1
109	6095	Basswood	12.0	Fair	X		1	X	167	6055	Pine, Scots	8.0	Fair	X	X	1	1
110	6094	Basswood	10.5	Good	X		1	X	168	6054	Aspen	11.0	Good	X	X	1	1
111	New	Basswood	8.5	Good	X		1	X	169	New	Aspen	8.0	Good	X	X	1	1
112	New	Basswood	10.5	Good	X		1	1	170	New	Aspen	8.0	Good	X	X	1	1
113	New	Basswood	17.0	Fair		X	2	2	171	New	Aspen	8.5	Good	X	X	1	X
114	New	Oak, red	11.0	Good	X		1	1	172	New	Aspen	9.5	Good	X	X	1	X
115	New	Oak, red	10.5	Good	X		1	1	173	New	Aspen	8.0	Good	X	X	1	X
116	New	Oak, red	10.5	Good	X		1	1	174	6034	Oak, bur	19.0	Good	X	X	1	X
117	New	Basswood	10.0	Good	X		1	1	175	6033	Oak, bur	22.0	Good	X	X	1	X
118	New	Basswood	16.5	Fair		X	2	2	176	New	Spruce, blue	8.0	Good	X	X	1	X
119	6091	Ash, green	12.5	Fair	X		1	1	177	New	Oak, red	10.0	Good	X	X	1	X
120	6093	Basswood	22.0	Good		X	2	2	178	6005	Spruce, blue	10.0	Good	X	X	1	X
121	6092	Basswood	30.0	Fair		X	2	2	179	6006	Basswood	27.0	Good	X	X	1	X
122	New	Boxelder	8.0	Good	X		1	1	180	6008	Ash, green	23.5	Fair	X	X	1	1
123	6090	Oak, red	62.0	Good		X	3	3	181	6007	Ash, green	27.0	Good	X	X	1	X
124	6089	Elm, American	10.5	Good	X		1	1	182	6017	Elm, Siberia	28.0	Fair	X	X	1	X
125	6088	Oak, red	68.0	Fair		X	3	3	183	6018	Boxelder	32.0	Fair	X	X	1	1
126	6029	Ash, green	13.0	Good	X		1	X	184	6019	Elm, Americ	17.0	Good	X	X	1	1
127	6030	Oak, red	32.5	Fair		X	1	X	185	6020	Elm, Americ	16.5	Good	X	X	1	1
128	6031	Oak, bur	27.5	Good	X		1	X	186	6044	Aspen	12.5	Fair	X	X	1	X
129	6036	Oak, red	19.0	Good	X		1	X	187	New	Elm, Americ	8.5	Good	X	X	1	X
130	6081	Oak, red	18.5	Fair		X	1	X	188	6043	Aspen	12.5	Good	X	X	1	X
131	6083	Oak, red	22.5	Good	X		1	1	189	6046	Aspen	18.0	Fair	X	X	1	X
132	6087	Oak, bur	26.0	Good	X		1	1	190	6047	Aspen	14.0	Good	X	X	1	1
133	6086	Oak, bur	18.0	Good		X	1	1	191	6048	Aspen	11.0	Good	X	X	1	1
134	New	Oak, red	8.5	Good	X		1	1	192	6050	Aspen	12.5	Good	X	X	1	1
135	New	Walnut, black	11.0	Good	X		1	1	193	6051	Aspen	14.0	Good	X	X	1	1
136	6075	Pine, Scots	14.0	Fair		X	1	1	194	6053	Oak, red	12.0	Good	X	X	1	1
137	6074	Pine, Scots	14.0	Fair		X	1	1	195	6052	Pine, white	25.5	Fair	X	X	1	1
138	6073	Pine, Scots	8.5	Fair		X	1	1	196	New	Walnut, blak	18.0	Good	X	X	2	2
139	6076	Pine, Scots	10.5	Good	X		1	1	197	New	Oak, red	9.0	Good	X	X	1	X
140	6077	Basswood	10.5	Good	X		1	1	198	New	Aspen	9.0	Good	X	X	1	X
141	6085	Basswood	9.5	Good	X		1	1	199	6045	Aspen	14.0	Fair	X	X	1	X
142	6084	Oak, red	26.0	Fair		X	1	1	200	6042	Aspen	17.0	Fair	X	X	1	X
143	New	Aspen	11.0	Good	X		1	X	201	6041	Aspen	9.5	Good	X	X	1	X
144	New	Aspen	8.0	Good	X		1	1	202	6039	Aspen	9.5	Good	X	X	1	X
145	New	Aspen	9.0	Good	X		1	1	203	6038	Aspen	10.0	Good	X	X	1	X
146	6066	Oak, red	12.0	Good		X	1	1	204	6040	Aspen	11.0	Good	X	X	1	X
147	6067	Pine, Scots	8.5	Good	X		1	1	205	6037	Basswood	10.0	Good	X	X	1	X
148	6078	Pine, Scots	9.0	Good	X		1	1	206	New	Elm, Americ	9.5	Fair	X	X	1	X
149	6069	Pine, Scots	12.0	Good	X		1	1	207	6028	Oak, bur	28.0	Good	X	X	1	X
150	6072	Pine, Scots	18.0	Good	X		1	1	208	6027	Cherry, blac	9.5	Good	X	X	1	X
151	6071	Pine, Scots	10.5	Good	X		1	1	209	6026	Oak, red	10.0	Fair	X	X	1	X
152	6061	Pine, Scots	12.5	Good	X		1	1	210	6025	Ash, green	10.0	Fair	X	X	1	X
153	6060	Pine, Scots	14.0	Good	X		1	1	211	6024	Basswood	18.0	Fair	X	X	2	X
154	6059	Pine, Scots	13.0	Good	X		1	1	212	6023	Walnut, blak	9.0	Good	X	X	1	X
155	6062	Pine, Scots	14.0	Good	X		1	1	213	6022	Walnut, blak	10.5	Fair	X	X	1	X
156	6070	Pine, Scots	13.0	Good	X		1	1	214	6021	Boxelder	11.0	Good	X	X	1	X
157	6088	Pine, Scots	11.5	Good	X		1	1	215	New	Locust, blad	8.0	Good	X	X	1	X
158	6063	Pine, Scots	13.5	Good		X	1	1									

* Old Survey Denotes Elm Tree

LEGEND

- HIGH PRIORITY DECIDUOUS
- HIGH PRIORITY CONIFEROUS
- SIGNIFICANT TREE
- PROPOSED DEMOLITION





**WILLISTON WOODS WEST
MINNETONKA, MN**

SHEET	TITLE
C0.1	CIVIL TITLE SHEET
C0.2	PRELIMINARY PLAT
C1.1	EXISTING CONDITIONS
C1.2	DEMOLITION
C2.1	SITE PLAN
C3.1	GRADING, DRAINAGE, & EROSION CONTROL
C3.2	SWPPP SHEET
C4.1	UTILITIES
CT.1	CIVIL CONSTRUCTION DETAILS
CT.2	CIVIL CONSTRUCTION DETAILS
L1.1	TREE PRESERVATION PLAN
L2.1	LANDSCAPE PLAN

REVISION HISTORY

DATE	REVISION	REVIEW
25 NOV. 2015	PRELIMINARY PLAT	CNC
04 DEC. 2015	SHARED DRIVEWAYS	△ CNC
17 DEC. 2015	LANDSCAPE PLAN	△ CNC
01 FEB. 2016	ADDED 5TH LOT	△ CNC

PROJECT MANAGER REVIEW

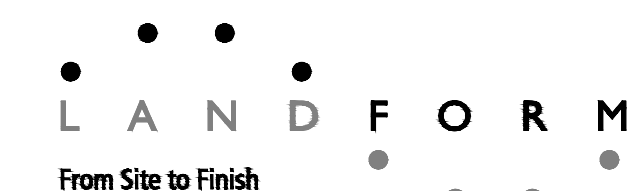
BY RTS DATE 09-28-15

CERTIFICATION

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CITY COMMENTS
02-01-2016



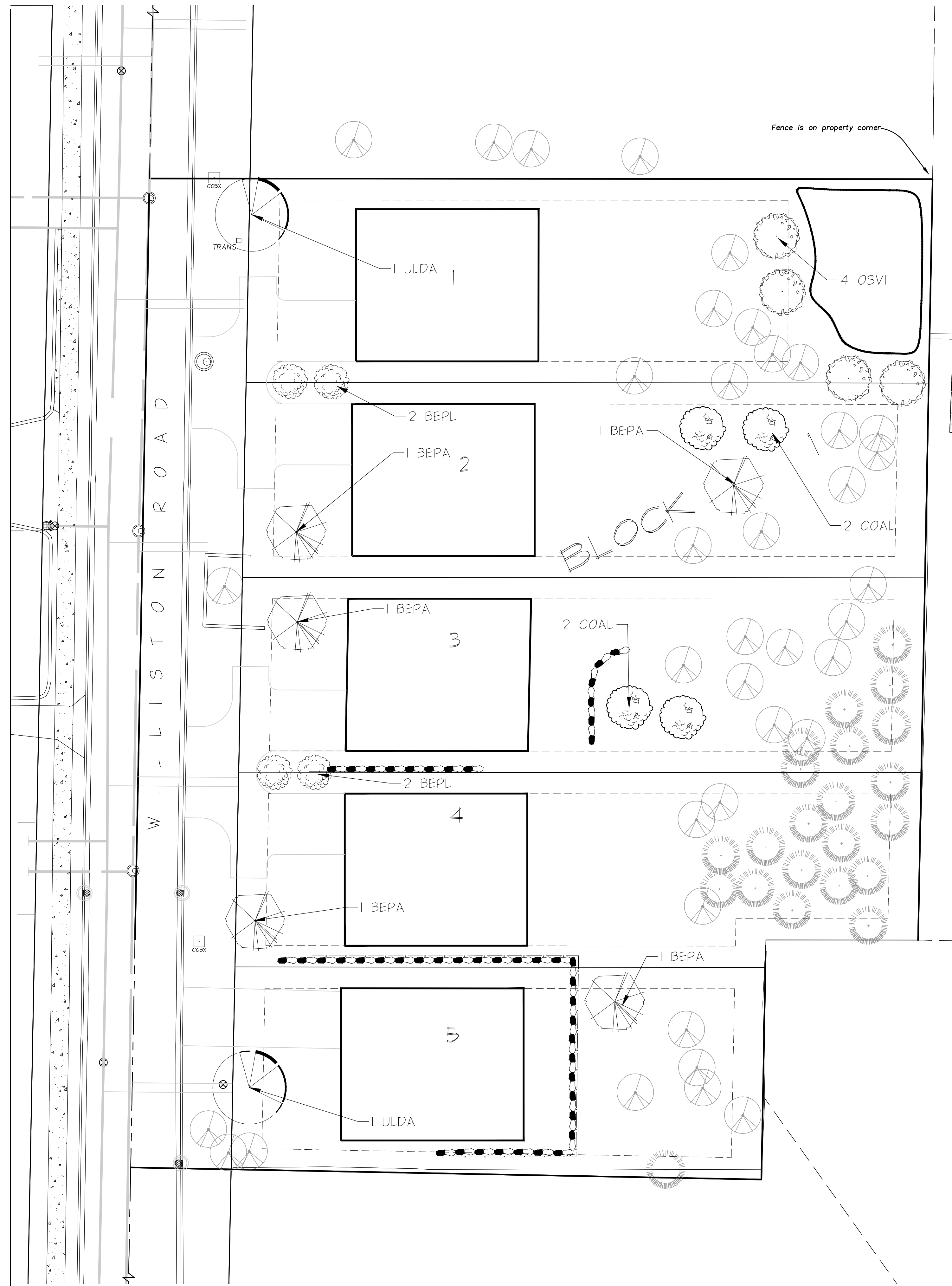
105 South Fifth Avenue Tel: 612-252-9070
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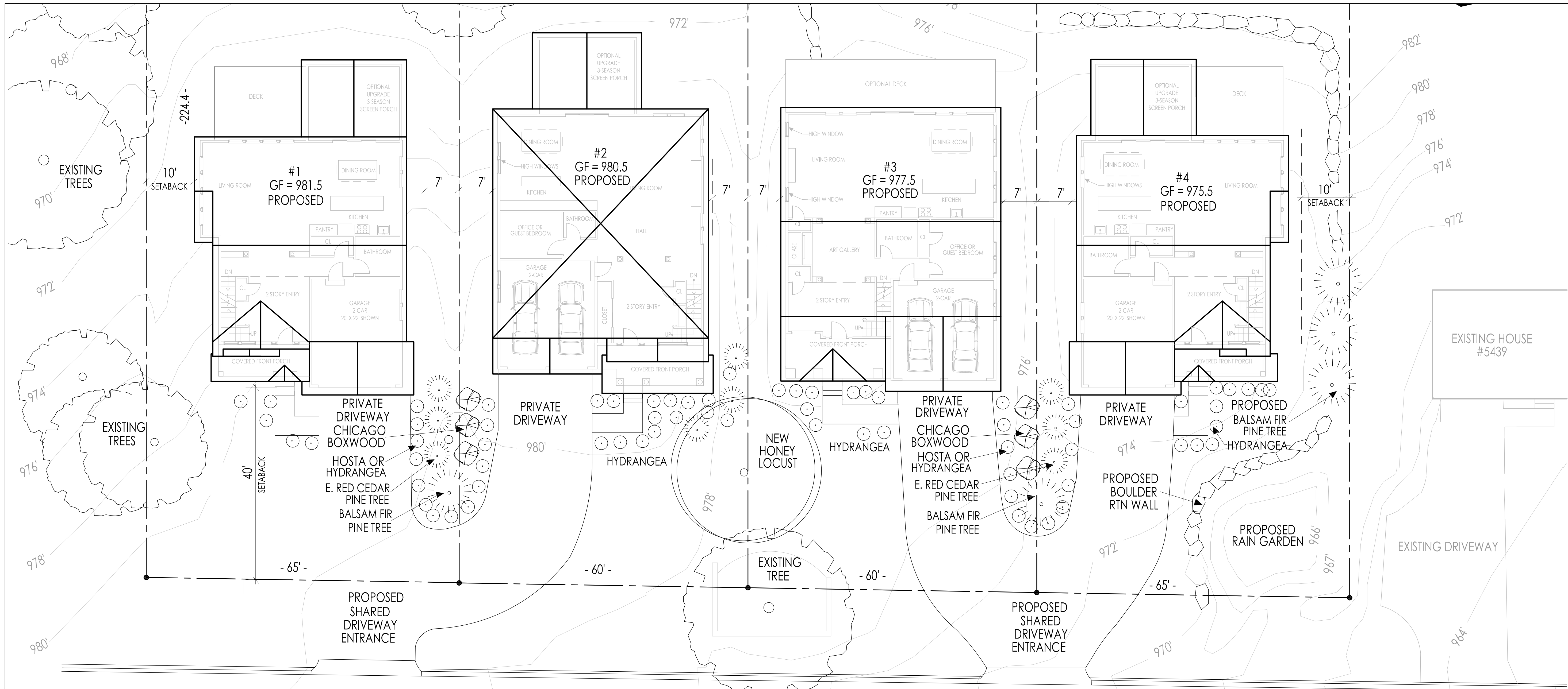
FILE NAME L2011WD15010.DWG

PROJECT NO. LWD15010

LANDSCAPE
PLAN
L2.1

KEY	COUNT	SCIENTIFIC NAME	COMMON NAME	MATURE SIZE	PLANTING SIZE	ROOT COND.
BEPA	5	BETULA PAPYRIFERA	REFLECTION BIRCH	50'H x 30'W	2" CAL.	B&B
ULDA	2	ULMUS DAVIDIANA var. JAPONICA 'DISCOVERY'	DISCOVERY ELM	45'H x 40'W	2" CAL.	B&B
OSVI	4	OSTRYA VIRGINIANA	IRONWOOD	40'H x 25'W	2" CAL.	B&B
COAL	4	CORNUS ALTERNIFOLIA	PAGODA DOGWOOD	20'H x 25'W	2" CAL.	B&B
BEPL	4	BETULA PLATPHYLLA	DAKOTA BIRCH	30'H x 8'W	2" CAL.	B&B





WILLISTON ROAD (SLOPES DN)

ENLARGED SITE PLAN WITH FIRST FLOOR PLANS
SCALE: 3/32" = 1'-0" when printed on 22" x 34" paper



VIEW FROM WILLISTON ROAD

STREET ELEVATION - HOUSES FACING WILLISTON ROAD
SCALE: 3/32" = 1'-0" when printed on 22" x 34" paper

- FOR ZONING APPROVAL ONLY -

Lake West Development
15400 HIGHWAY 7
Minnetonka, MN 55345
952-930-3000

WELLS & COMPANY
ARCHITECTS
612-609-2052
PO BOX 8889
Minneapolis, MN 55408
www.WellsandCompanyArchitects.com

PROJECT TITLE:
WILLISTON WOODS
WEST
A NEW HOUSING DEVELOPMENT
MINNETONKA, MN

SHEET TITLE:
WILLISTON ROAD
SITE PLAN AND
TYP HOUSE ELEVATIONS
SCALE: 3/32" = 1'-0"

PROJECT #: 01-2015
DRAWN BY: WELLS
CHECKED BY: WELLS
ISSUE: DATE:

I hereby certify that this plan specification or report was prepared by me or under my direct supervision and that I am a duly registered architect under the law of the state of Minnesota.
Signed: *William M. Wells*
William M. Wells, Architect
date: 9-14-2015 reg. no. 49815

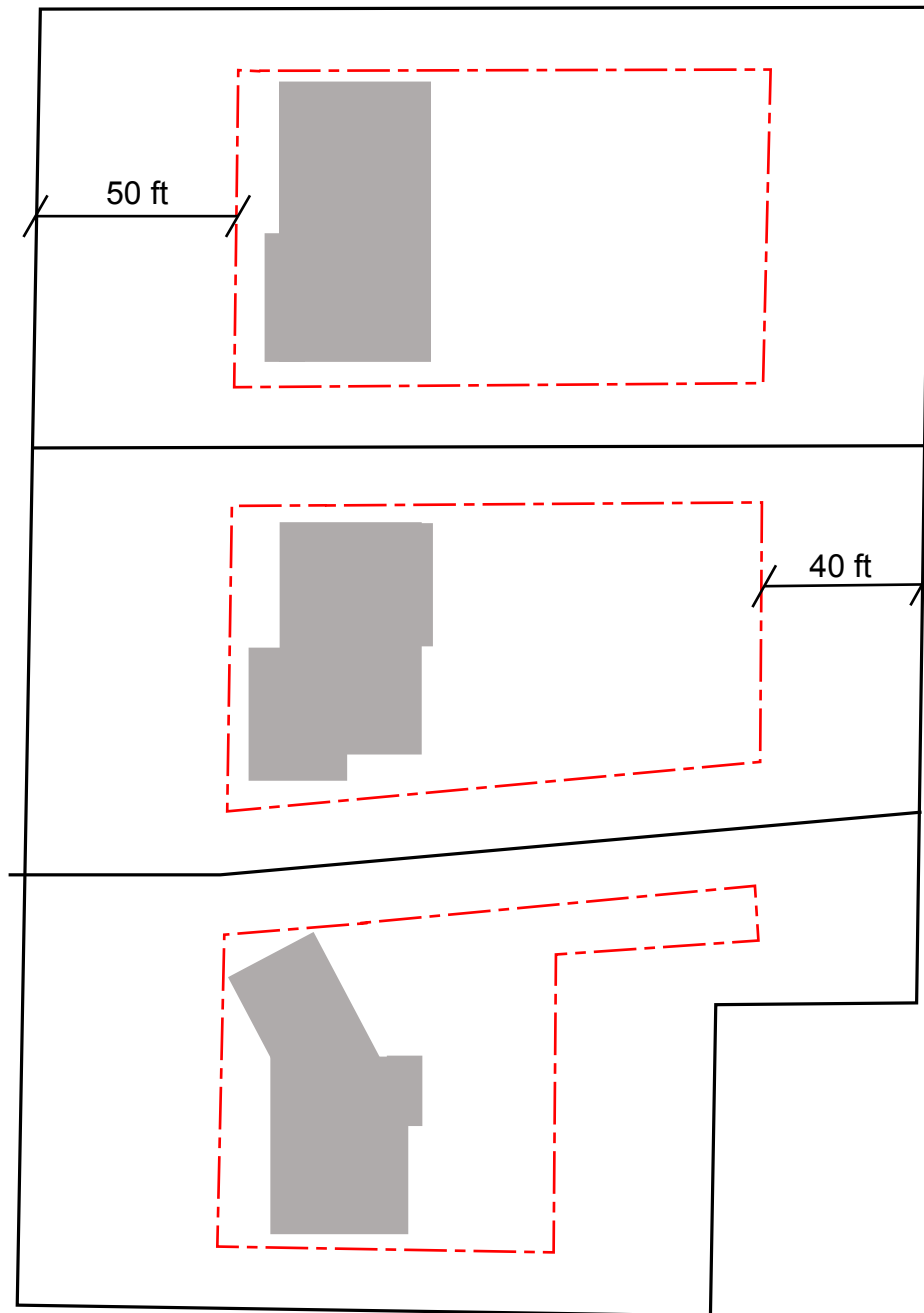
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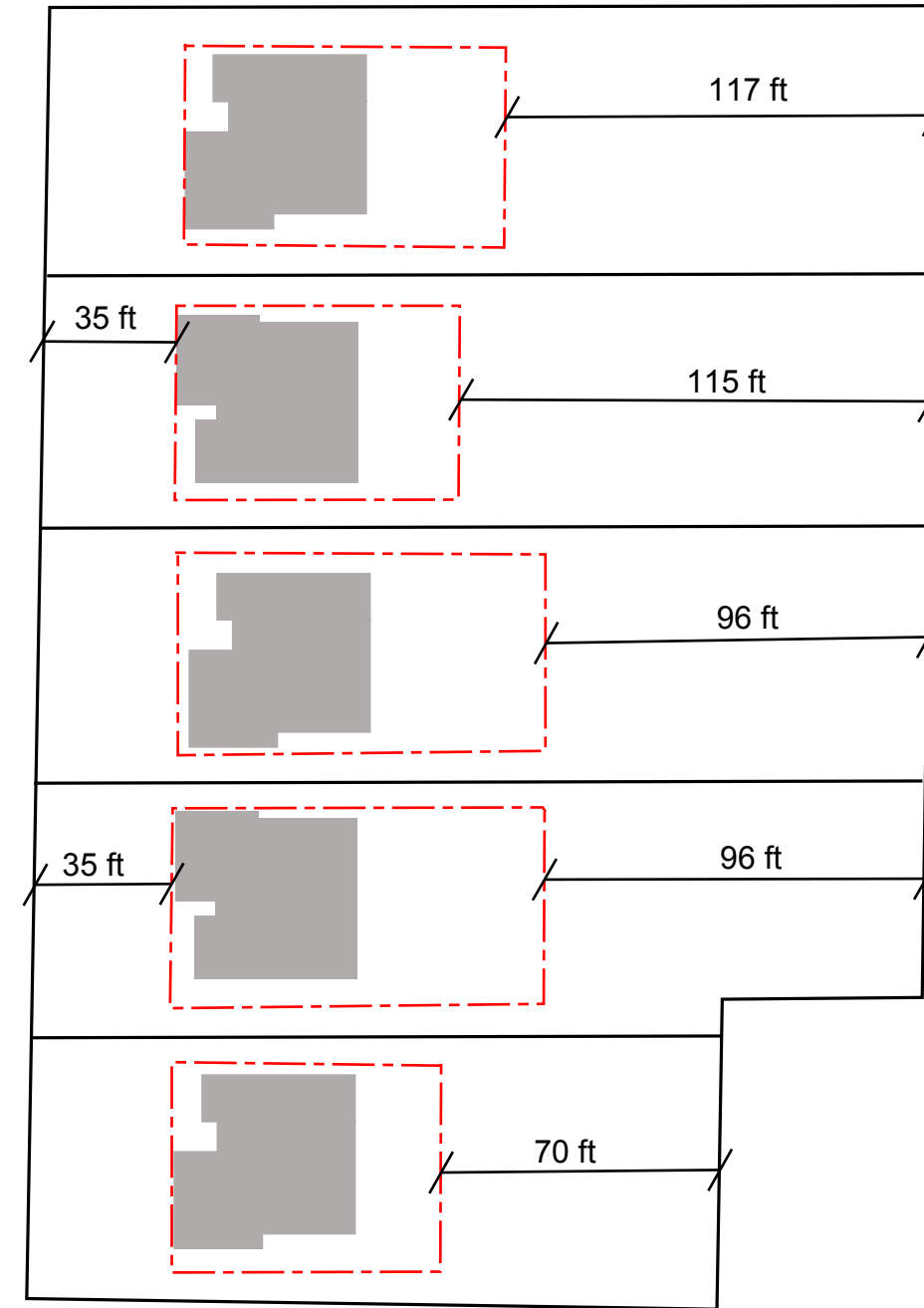
STAFF-DRAFTED DIAGRAMS AND CHARTS

BUILDABLE AREA AND SETBACKS

R-1



PUD

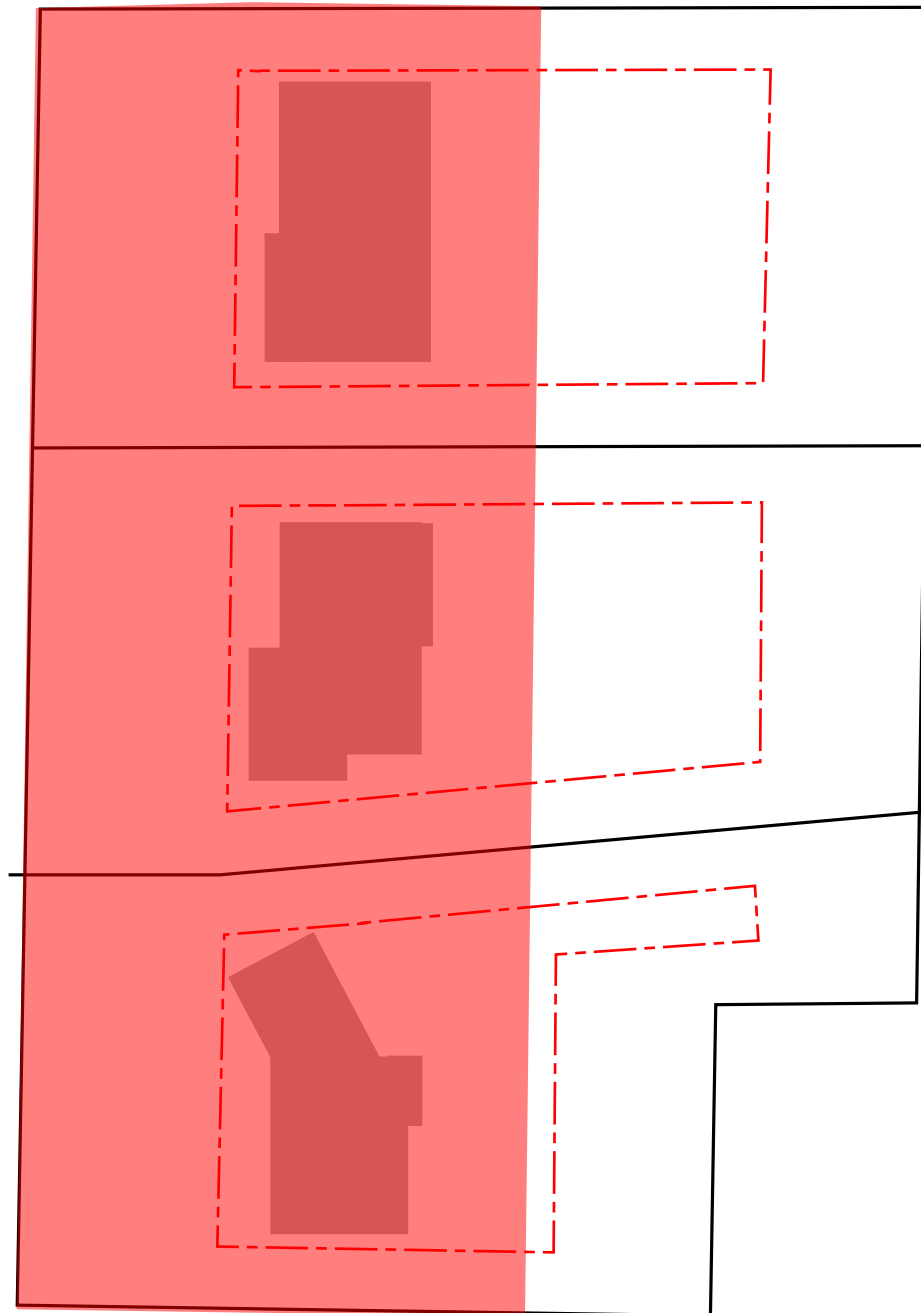


PLAN FOR ILLUSTRATION PURPOSES ONLY
R-1 FOOTPRINTS, BASED ON ACTUAL CONSTRUCTION ON FAIRVIEW COURT
PUD FOOTPRINTS, BASED ON ACTUAL CONSTRUCTION ON LONE LAKE LOOP.

Williston Woods West
5431 Williston Road
#15028.15b

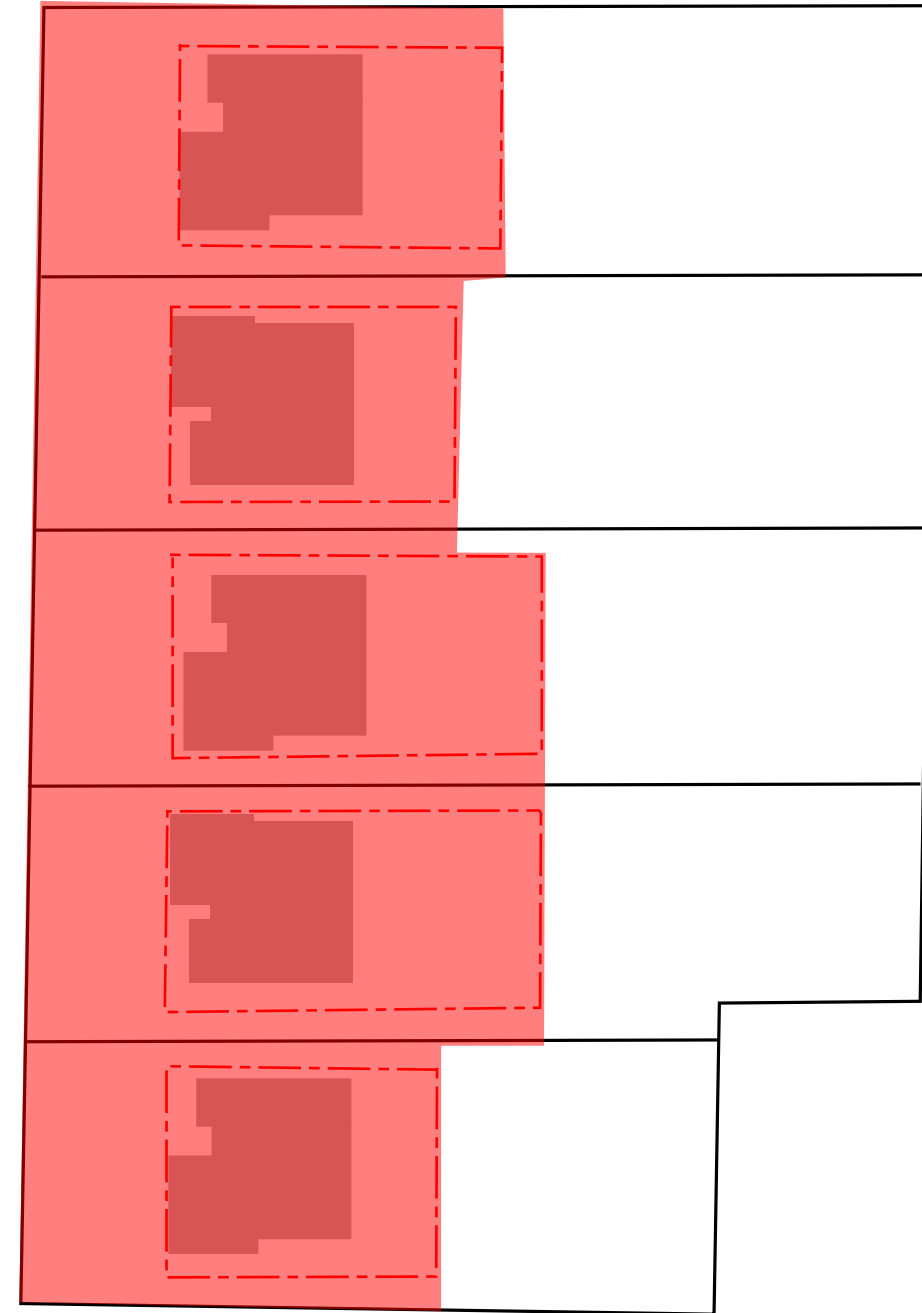
GRADING LIMITS

R-1



* minimum 20 ft perimeter

PUD



*based on conditions of approval

PLAN FOR ILLUSTRATION PURPOSES ONLY

R-1 FOOTPRINTS, BASED ON ACTUAL CONSTRUCTION ON FAIRVIEW COURT
PUD FOOTPRINTS, BASED ON ACTUAL CONSTRUCTION ON LONE LAKE RD.

Williston Woods West
5431 Williston Road
#152-00

LONE LAKE HIGHLAND EXAMPLES



5948 Lone Lake Loop

- Two-Story Walkout
- Total Area* = 4,240 sq.ft.
- Area for FAR Calculation = 3,662 sq.ft.



5954 Lone Lake Loop

- Two-Story Full Basement
- Total Area* = 4,155 sq.ft.
- Area for FAR Calculation = 3,004 sq.ft.



5945 Lone Lake Loop

- One-Story Walkout
- Total Area* = 3,592 sq.ft.
- Area for FAR Calculation = 3,098 sq.ft.

**LOT 1 EXAMPLE OPTIONS
0.26 FAR**

ONE-STORY – WALKOUT/LOOKOUT	2 STALL GARAGE	3 STALL GARAGE
GARAGE (2 stall)	576 sq.ft.	864 sq.ft.
MAIN FLOOR	2,221 sq.ft.	2,029 sq.ft.
WALKOUT	2,221 sq.ft.	2,029 sq.ft.
TOTAL AREA	5,018 sq.ft.	4,922 sq.ft.
TOTAL for FAR*	3,907.4 sq.ft.	3,907.5 sq.ft.
FAR	0.26	0.26
* enclosed porches and ½ lookout/walkout level included for purposes of calculating FAR		

TWO-STORY – WALKOUT/LOOKOUT	2 STALL GARAGE	3 STALL GARAGE
GARAGE (2 stall)	576 sq.ft.	864 sq.ft.
MAIN FLOOR	1,332 sq.ft.	1,217 sq.ft.
SECOND FLOOR	1,332 sq.ft.	1,217 sq.ft.
LOOKOUT/WALKOUT	1,332 sq.ft.	1,217 sq.ft.
TOTAL AREA	4,572 sq.ft.	4,515 sq.ft.
TOTAL for FAR*	3,906 sq.ft.	3,906.5 sq.ft.
FAR	0.26	0.26
* enclosed porches and ½ lookout/walkout level included for purposes of calculating FAR		

TWO-STORY – FULL BASEMENT	2 STALL GARAGE	3 STALL GARAGE
GARAGE (2 stall)	576 sq.ft.	864 sq.ft.
MAIN FLOOR	1,666 sq.ft.	1,522 sq.ft.
SECOND FLOOR	1,666 sq.ft.	1,522 sq.ft.
FULL BASEMENT	1,666 sq.ft.	1,522 sq.ft.
TOTAL AREA	5,574 sq.ft.	5,430 sq.ft.
TOTAL for FAR*	3,908 sq.ft.	3,908 sq.ft.
FAR	0.26	0.26
* enclosed porches included for purposes of calculating FAR full basement area <i>not</i> included for purposes of calculating FAR		

**LOT 2 EXAMPLE OPTIONS
0.26 FAR**

ONE-STORY – WALKOUT/LOOKOUT	2 STALL GARAGE	3 STALL GARAGE
GARAGE (2 stall)	576 sq.ft.	864 sq.ft.
MAIN FLOOR	2,104 sq.ft.	1,912 sq.ft.
WALKOUT	2,104 sq.ft.	1,912 sq.ft.
TOTAL AREA	4,784 sq.ft.	4,688 sq.ft.
TOTAL for FAR*	3,732 sq.ft.	3,732 sq.ft.
FAR	0.26	0.26

* enclosed porches and ½ lookout/walkout level included for purposes of calculating FAR

TWO-STORY – WALKOUT/LOOKOUT	2 STALL GARAGE	3 STALL GARAGE
GARAGE (2 stall)	576 sq.ft.	864 sq.ft.
MAIN FLOOR	1,262 sq.ft.	1,147 sq.ft.
SECOND FLOOR	1,262 sq.ft.	1,147 sq.ft.
LOOKOUT/WALKOUT	1,262 sq.ft.	1,147 sq.ft.
TOTAL AREA	4,362 sq.ft.	4,305 sq.ft.
TOTAL for FAR*	3,731 sq.ft.	3,731.5 sq.ft.
FAR	0.26	0.26

* enclosed porches and ½ lookout/walkout level included for purposes of calculating FAR

TWO-STORY – FULL BASEMENT	2 STALL GARAGE	3 STALL GARAGE
GARAGE (2 stall)	576 sq.ft.	864 sq.ft.
MAIN FLOOR	1,578 sq.ft.	1,434 sq.ft.
SECOND FLOOR	1,578 sq.ft.	1,434 sq.ft.
FULL BASEMENT	1,578 sq.ft.	1,434 sq.ft.
TOTAL AREA	5,310 sq.ft.	5,166 sq.ft.
TOTAL for FAR*	3,732 sq.ft.	3,732 sq.ft.
FAR	0.26	0.26

* enclosed porches included for purposes of calculating FAR
full basement area *not* included for purposes of calculating FAR

**LOT 3 EXAMPLE OPTIONS
0.26 FAR**

ONE-STORY – LOOKOUT	2 STALL GARAGE	3 STALL GARAGE
GARAGE (2 stall)	576 sq.ft.	864 sq.ft.
MAIN FLOOR	2,104 sq.ft.	1,912 sq.ft.
LOOKOUT	2,104 sq.ft.	1,912 sq.ft.
TOTAL AREA	4,784 sq.ft.	4,688 sq.ft.
TOTAL for FAR*	3,732 sq.ft.	3,732 sq.ft.
FAR	0.26	0.26
* enclosed porches and ½ lookout/walkout level included for purposes of calculating FAR		

TWO-STORY – LOOKOUT	2 STALL GARAGE	3 STALL GARAGE
GARAGE (2 stall)	576 sq.ft.	864 sq.ft.
MAIN FLOOR	1,262 sq.ft.	1,147 sq.ft.
SECOND FLOOR	1,262 sq.ft.	1,147 sq.ft.
LOOKOUT	1,262 sq.ft.	1,147 sq.ft.
TOTAL AREA	4,362 sq.ft.	4,305 sq.ft.
TOTAL for FAR*	3,731 sq.ft.	3,731.5 sq.ft.
FAR	0.26	0.26
* enclosed porches and ½ lookout/walkout level included for purposes of calculating FAR		

TWO-STORY – FULL BASEMENT	2 STALL GARAGE	3 STALL GARAGE
GARAGE (2 stall)	576 sq.ft.	864 sq.ft.
MAIN FLOOR	1,578 sq.ft.	1,434 sq.ft.
SECOND FLOOR	1,578 sq.ft.	1,434 sq.ft.
FULL BASEMENT	1,578 sq.ft.	1,434 sq.ft.
TOTAL AREA	5,310 sq.ft.	5,166 sq.ft.
TOTAL for FAR*	3,732 sq.ft.	3,732 sq.ft.
FAR	0.26	0.26
* enclosed porches included for purposes of calculating FAR full basement area <i>not</i> included for purposes of calculating FAR		

**LOT 4 EXAMPLE OPTIONS
0.26 FAR**

TWO-STORY – FULL BASEMENT	2 STALL GARAGE	3 STALL GARAGE
GARAGE (2 stall)	576 sq.ft.	864 sq.ft.
MAIN FLOOR	1,517 sq.ft.	1,373 sq.ft.
SECOND FLOOR	1,517 sq.ft.	1,373 sq.ft.
FULL BASEMENT	1,517 sq.ft.	1,373 sq.ft.
TOTAL AREA	5,172 sq.ft.	4,983 sq.ft.
TOTAL for FAR*	3,610 sq.ft.	3,610 sq.ft.
FAR	0.26	0.26
* enclosed porches included for purposes of calculating FAR full basement area <i>not</i> included for purposes of calculating FAR		

LOT 5 EXAMPLE OPTIONS
0.30 FAR

TWO-STORY – FULL BASEMENT	2 STALL GARAGE	3 STALL GARAGE
GARAGE (2 stall)	576 sq.ft.	864 sq.ft.
MAIN FLOOR	1,489 sq.ft.	1,345 sq.ft.
SECOND FLOOR	1,489 sq.ft.	1,345 sq.ft.
FULL BASEMENT	1,489 sq.ft.	1,345 sq.ft.
TOTAL AREA	5,043 sq.ft.	4,899 sq.ft.
TOTAL for FAR*	3,554 sq.ft.	3,554 sq.ft.
FAR	0.26	0.26
* enclosed porches included for purposes of calculating FAR full basement area <i>not</i> included for purposes of calculating FAR		

ORDINANCE AND RESOLUTIONS

Ordinance No. 2016-

Ordinance rezoning the existing properties at 5431 and 5439 Williston Road from R-1, low density residential, to PUD, planned unit development

The City Of Minnetonka Ordains:

Section 1.

- 1.01 The properties at 5431 and 5439 Williston Road are hereby rezoned from R-1, low density residential, to PUD, planned unit development.
- 1.02 The properties are legally described on EXHIBIT A of this ordinance.

Section 2.

- 2.01 This ordinance is based on the following findings:
1. The rezoning would provide a public benefit, as:
 - a) PUD zoning would allow the city to establish a maximum floor area ratio (FAR) for new homes built on the site. In setting a maximum FAR, the city may ensure provision of a desirable housing type, namely, smaller new-construction homes.
 - b) PUD zoning would allow for smaller, single-family residential lots. Such lots would provide for a smooth, or less significant, land use transition between existing commercial uses to the south and east and existing single-family homes to the north and west.
 2. The rezoning would advance the goals of the comprehensive guide plan, specifically as they pertain to supporting and accommodating new residential land uses and housing types that will appeal to a variety of residents.

3. Given its close proximity to commercial properties, the proposed PUD would be appropriately integrated into existing surrounding development.
4. The rezoning would be consistent with the public health, safety, and welfare.

Section 3.

3.01 Approval is subject to the following conditions:

1. The site must be developed and maintained in substantial conformance with the following plans:
 - Preliminary Plat, revised date February 1, 2016.
 - Site Plan, revised date February 1, 2016.
 - Grading, Drainage and Erosion Control Plan revised date February 1, 2016.
 - Stormwater Pollution Prevention Plan, revised date February 1, 2016
 - Utilities Plan, revised date February 1, 2016
 - Site Plan and Typical House Elevations dated September 14, 2015

The above plans are hereby adopted as the master development plan for WILLISTON WOODS WEST.

2. Development must further comply with all conditions as outlined in City Council Resolution Nos. 2016-xx and 2016-xx, adopted by the Minnetonka City Council on March 4, 2016.

Section 4. A violation of this ordinance is subject to the penalties and provisions of Chapter XIII of the city code.

Section 5. This ordinance is effective immediately.

Adopted by the city council of the City of Minnetonka, Minnesota, on March 14, 2016.

Terry Schneider, Mayor

Attest:

David E. Maeda, City Clerk

Action on this Ordinance:

Date of introduction:

Date of adoption:

Motion for adoption:

Seconded by:

Voted in favor of:

Voted against:

Abstained:

Absent:

Ordinance adopted.

Date of publication:

I certify that the foregoing is a correct copy of an ordinance adopted by the city council of the City of Minnetonka, Minnesota at a regular meeting held on March 14, 2016.

David E. Maeda, City Clerk

EXHIBIT AParcel A:

SOUTH 250 FEET OF THE NORTH 456.5 FEET OF THE WEST 257.31 FEET OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 33, TOWNSHIP 117, RANGE 22, HENNEPIN COUNTY, MINNESOTA.

Parcel B:

THE NORTH 75 FEET OF THAT PART OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER (NE 1/4 OF NE 1/4) OF SECTION THIRTY-THREE (33), TOWNSHIP ONE HUNDRED SEVENTEEN (117), RANGE TWENTY-TWO (22), WEST OF THE FIFTH PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON THE WEST LINE OF THE NORTHEAST QUARTER OF NORTHEAST QUARTER (NE 1/4 OF NE 1/4) OF SAID SECTION THIRTY-THREE (33) LOCATED 456 1/2 FEET SOUTH OF THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER OF NORTHEAST QUARTER (NE 1/4 OF NE 1/4) OF SAID SECTION; THENCE AT RIGHT ANGLES EAST 207.31 FEET; THENCE AT RIGHT ANGLES SOUTH 115.81 FEET TO A POINT IN A LINE PARALLEL WITH AND 207.31 FEET EAST OF SAID WEST LINE OF SAID NORTHEAST QUARTER OF NORTHEAST QUARTER (NE 1/4 OF NE 1/4); THENCE SOUTHEASTERLY ALONG A STRAIGHT LINE TO A POINT OF THE NORTHWESTERLY LINE OF EXCELSIOR ROAD 261.29 FEET NORTHEASTERLY FROM THE POINT OF INTERSECTION OF SAID WEST LINE OF SAID NORTHEAST QUARTER OF NORTHEAST QUARTER (NE 1/4 OF NE 1/4) WITH SAID NORTHWESTERLY LINE OF SAID EXCELSIOR ROAD; THENCE SOUTHWESTERLY ALONG SAID NORTHWESTERLY LINE OF SAID EXCELSIOR ROAD 261.29 FEET TO SAID POINT OF INTERSECTION OF SAID WEST LINE OF SAID NORTHEAST QUARTER OF NORTHEAST QUARTER (NE 1/4 OF NE 1/4) WITH SAID NORTHWESTERLY LINE OF EXCELSIOR ROAD; THENCE NORTH ALONG SAID WEST LINE OF SAID NORTHEAST QUARTER OF NORTHEAST QUARTER (NE 1/4 OF NE 1/4) 381.5 FEET TO THE POINT OF BEGINNING, .3 ACRES MORE OR LESS, ACCORDING TO THE GOVERNMENT SURVEY THEREOF.

Resolution No. 2016-

**Resolution approving the preliminary plat of
WILLISTON WOODS WEST at 5431 and 5439 Williston Road**

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

Section 1. Background.

- 1.01 Lakewest Development has requested preliminary plat approval of WILLISTON WOODS WEST, a five-lot subdivision.
- 1.02 The properties are located at 5431 and 5349 Williston Road. They are legally described on Exhibit A of this resolution.
- 1.03 On February 18, 2016, the planning commission held a hearing on the proposed plat. The applicant was provided the opportunity to present information to the commission. The commission considered all of the comments received and the staff report, which are incorporated by reference into this resolution. The commission recommended that the city council grant preliminary plat approval.

Section 2. General Standards.

- 2.01 City Code §400.030 outlines general design requirements for residential subdivisions. These standards are incorporated by reference into this resolution.

Section 3. Findings.

- 3.01 The preliminary plat would meet the design standards as outlined in City Code §400.030.

Section 4. Council Action.

- 4.01 The above-described preliminary plat is hereby approved, subject to the following conditions:
1. Final plat approval is required. A final plat will not be placed on a city council agenda until a complete final plat application is received. The following must be submitted for a final plat application to be considered complete:
 - a) A final plat drawing that clearly illustrates the following drainage and utility easements:
 1. A minimum 10-foot wide easement adjacent to the public right-of-way and minimum 7-foot wide easement along all side lot lines.
 2. Easement over all stormwater facilities as determined by the city engineer.
 3. Easement over the rear of Lots 1, 2, and 3 encompassing the drainage path to the infiltration basin at the northeast corner of the plat.
 - b) A utility exhibit illustrating existing and proposed utility connections to each lot.
 - c) The following documents for the review and approval of the city attorney:
 1. Private utility easements over any existing or proposed service lines that cross shared property lines.
 2. Private shared driveway easements as necessary. The easements must include a non-obstruction requirement in the actual shared portion of the driveways.
 1. Prior to final plat approval:
 - a) This resolution must be recorded with Hennepin County.
 - b) The documents outlined in section 4.01(1)(a)(3) above must be approved by the city attorney.
 2. Prior to release of the final plat for recording, submit the following:

- a) Two sets of mylars for city signatures.
 - b) An electronic CAD file of the plat in microstation or DXF.
 - c) Park dedication fee of \$15,000.
 - d) Title evidence that is current within thirty days before release of the final plat for review and approval of the city attorney.
3. This preliminary plat approval will be void on March 14, 2017 if: (1) a final plat application has not been received and approved; and (2) the city council has not received and approved a written application for a time extension.
4. The mayor and city manager are authorized to execute instruments and agreements as necessary to implement the approval granted by this resolution.

Adopted by the City Council of the City of Minnetonka, Minnesota, on March 14, 2016.

Terry Schneider, Mayor

Attest:

David E. Maeda, 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 City Council of the City of Minnetonka, Minnesota, at a duly authorized meeting held on March 14, 2016.

David E. Maeda, City Clerk

EXHIBIT A

Parcel A:

SOUTH 250 FEET OF THE NORTH 456.5 FEET OF THE WEST 257.31 FEET OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 33, TOWNSHIP 117, RANGE 22, HENNEPIN COUNTY, MINNESOTA.

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THE NORTH 75 FEET OF THAT PART OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER (NE 1/4 OF NE 1/4) OF SECTION THIRTY-THREE (33), TOWNSHIP ONE HUNDRED SEVENTEEN (117), RANGE TWENTY-TWO (22), WEST OF THE FIFTH PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON THE WEST LINE OF THE NORTHEAST QUARTER OF NORTHEAST QUARTER (NE 1/4 OF NE 1/4) OF SAID SECTION THIRTY-THREE (33) LOCATED 456 1/2 FEET SOUTH OF THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER OF NORTHEAST QUARTER (NE 1/4 OF NE 1/4) OF SAID SECTION; THENCE AT RIGHT ANGLES EAST 207.31 FEET; THENCE AT RIGHT ANGLES SOUTH 115.81 FEET TO A POINT IN A LINE PARALLEL WITH AND 207.31 FEET EAST OF SAID WEST LINE OF SAID NORTHEAST QUARTER OF NORTHEAST QUARTER (NE 1/4 OF NE 1/4); THENCE SOUTHEASTERLY ALONG A STRAIGHT LINE TO A POINT OF THE NORTHWESTERLY LINE OF EXCELSIOR ROAD 261.29 FEET NORTHEASTERLY FROM THE POINT OF INTERSECTION OF SAID WEST LINE OF SAID NORTHEAST QUARTER OF NORTHEAST QUARTER (NE 1/4 OF NE 1/4) WITH SAID NORTHWESTERLY LINE OF SAID EXCELSIOR ROAD; THENCE SOUTHWESTERLY ALONG SAID NORTHWESTERLY LINE OF SAID EXCELSIOR ROAD 261.29 FEET TO SAID POINT OF INTERSECTION OF SAID WEST LINE OF SAID NORTHEAST QUARTER OF NORTHEAST QUARTER (NE 1/4 OF NE 1/4) WITH SAID NORTHWESTERLY LINE OF EXCELSIOR ROAD; THENCE NORTH ALONG SAID WEST LINE OF SAID NORTHEAST QUARTER OF NORTHEAST QUARTER (NE 1/4 OF NE 1/4) 381.5 FEET TO THE POINT OF BEGINNING, .3 ACRES MORE OR LESS, ACCORDING TO THE GOVERNMENT SURVEY THEREOF.

Resolution No. 2016-

**Resolution approving final site and building plans
for WILLISTON WOODS WEST**

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

Section 1. Background.

- 1.01 Lakewest Development has requested approval of final site and building plans for WILLISTON WOODS WEST.
- 1.02 The properties are legally described as Lots 1, 2, 3, 4, and 5, Block 1, WILLISTON WOODS WEST.
- 1.03 On February 18, 2016, the planning commission held a hearing on the request. The applicant was provided the opportunity to present information to the commission. The commission considered all of the comments received and the staff report, which are incorporated by reference into this resolution. The commission recommended that the city council approve the final site and building plans.

Section 2. Site and Building Plan Standards and Findings.

- 2.01 City Code §300.27, Subd. 5, outlines several standards that must be considered in the evaluation of site and building plans. Those items are incorporated by reference into this resolution.
- 2.02 The proposal would meet site and building plan standards outlined in the City Code §300.27, Subd.5.
 - 1. The proposal would result in low density residential development consistent with the site's comprehensive guide plan designation. Further, the proposal has been reviewed by city planning, engineering, and natural resources staff and found to be generally consistent with the city's development guides, including the water

resources management plan.

2. The proposal would be consistent with zoning ordinance standards.
3. The proposal would alter the natural state of the site. However, it is likely a similar level of alteration would result from allowable R-1 redevelopment of the site.
4. The proposed redevelopment is located at the intersection of major collector and arterial roadways and directly north and west of commercially-zoned properties. Given this setting:
 - a) The proposal would result in an appropriate relationship of buildings to open space. New homes would be situated on the west half of the site, creating private, wooded backyards on the east.
 - b) The proposal represents functional and appropriate site design. More intense uses – homes and driveways – would be situated adjacent to a major collector road, while private open space would be available to the rear of the homes.
5. As new construction, the building code would require use of energy conservation features.
6. The proposal would physically and visually alter the subject properties. However, it is not anticipated to impact adjacent or neighboring properties to a greater extent than other types of allowable redevelopment.

Section 3. City Council Action.

3.01 The above-described site and building plans are hereby approved subject to the following conditions:

1. Subject to staff approval, WILLISTON WOODS WEST must be developed and maintained in substantial conformance with the following plans, except as modified by the conditions below:
 - Preliminary Plat, revised date February 1, 2016.
 - Site Plan, revised date February 1, 2016.
 - Grading, Drainage and Erosion Control Plan, revised date February 1, 2016.
 - Stormwater Pollution Prevention Plan, revised date February 1, 2016

- Utilities Plan, revised date February 1, 2016
 - Site Plan and Typical House Elevations, dated September 14, 2015
2. A grading permit is required. Unless authorized by appropriate staff, no site work may begin until a complete grading permit application has been submitted, reviewed by staff, and approved.
- a) The following must be submitted for the grading permit to be considered complete:
- 1) An electronic PDF copy of all required plans and specifications.
 - 2) Three full-size sets of construction drawings and project specifications.
 - 3) Final site, grading, stormwater management, utility, landscape and tree mitigation, and stormwater pollution prevention plans for staff approval.
 - a. The final site plan may be revised with regard to which lots are served by shared driveways. This revision should be based on the revised grading plan. In no case are more than three driveways to Williston Road allowed.
 - b. Final grading plan must be revised to:
 1. Clearly indicate the following, specific grading limits:
 - Lot 1: Grading may not occur within 117 feet of the east lot line unless otherwise approved by city staff. This condition does not prevent grading approved to install the drainage swale along the north property line and to install the infiltration basin. Grading machinery and equipment may access the infiltration basin area only along the northern 10-feet of Lot 1 so as to minimize impacts to tree #105.

- Lot 2: Grading may not occur within 115 feet of the east lot line unless otherwise approved by city staff.
 - Lot 3: Grading may not occur within 96 feet of the east lot line unless otherwise approved by city staff.
 - Lot 4: Grading may not occur within 96 feet of the east lot line unless otherwise approved by city staff.
 - Lot 5: Grading may not occur within 70 feet of the east lot line unless otherwise approved by city staff.
2. Revise grading between Lots 4 and 5. The revised plan should generally lower the grade on Lot 4 and incorporate one, shared wall along the rear yards of these lots rather than walls surrounding Lot 5 as illustrated on grading plan, revised dated February 1, 2016.
 3. Clearly indicate emergency overflow locations and elevations.
 4. Include a driveway turnaround on Lot 5.
 5. Include grading adjacent to Williston Road for future installation of a public sidewalk.
 6. Note that if compaction occurs within the infiltration basin or any rain gardens during site preparation and construction, decompaction must be completed prior to final grading of the site.
 7. Note that retaining walls on the site must be engineered and constructed by the developer in conjunction with mass grading of the site.

- c. Final stormwater management plan must meet Nine Mile Creek Watershed District rules and the requirements of city's Water Resources Management Plan, Appendix A. Design. The plan must include a narrative indicating conformance with watershed and city rules, impervious surface information, soil boring data, and modeling demonstrating quantity and rate control and water quality treatment. In addition to an infiltration basin in the northeast corner, the plan must include stormwater facilities for the west half of the site and for Lots 4 and 5, which are not served under the current plan.
- d. Final utility plan must:
 - 1. Show water services located outside of driveway pavement to the extent possible. Curb stops must not be located within paved areas.
 - 2. Include a traffic control/detour plan to be implemented during installation of sewer and water services.
 - 3. Note that the Williston Road will be patched by the developer/builder upon completion of services connections to each home. Upon the completion of home construction on all five lots, the city's public works department will perform a full width mill and overlay of Williston Road in the area of disturbance. The cost of this will be borne by the developer.
- e. Final landscape and tree mitigation must:
 - 1. Must be similar to the landscaping represented on Site Plan and Typical House Elevations plan dated September 14, 2015, extending over all five lots.
 - 2. Meet minimum landscaping and tree mitigation requirements outlined in city

- code. Based on current plans, 86, two-inch trees are required for mitigation. At the sole discretion of natural resources staff, mitigation may be adjusted based on site conditions.
3. Include an itemized plant material list to illustrate that landscape value will meet city code requirements.
 4. Include the final seed mix to be planted in the infiltration basin and any rain gardens.
 5. Include a combination of overstory deciduous trees, understory trees, evergreen trees, ornamental trees, shrubs, flowers, and ground cover materials.
 6. Illustrate that any deciduous trees will be planted at least 15 feet behind the edge curb and evergreen trees at least 20 feet behind the edge of curb.
- 4) The following documents for the review and approval of the city attorney:
- a. A stormwater maintenance agreement over all stormwater facilities, including the infiltration basin and any rain garden.
 - b. Encroachment agreements for all retaining walls within public easements.
 - c. Private maintenance agreement/plan for retaining walls. The agreement/plan must outline future cost and maintenance responsibilities.
- 5) A construction management plan. The plan must be in a city approved format and must outline minimum site management practices and penalties for non-compliance.

- 6) A copy of the approved Minnesota Pollution Control Agency NPEDS permit.
- 7) A copy of the approved Minnesota Pollution Control Agency permit for the additional service stub.
- 8) A copy of the approved permit from the Nine Mile Creek Watershed District.
- 9) Evidence of closure/capping of any existing wells, septic systems, and removal of any existing fuel oil tanks.
- 10) All required administration and engineering fees. This includes a fee, to be determined by the city engineer, for the rehabilitation of Williston Road. Upon the completion of home construction on all five lots, the city's public works department will perform a full width mill and overlay of Williston Road in the area of disturbance.
- 11) Evidence that an erosion control inspector has been hired to monitor the site through the course of grading and construction. This inspector must provide weekly reports to natural resource staff in a format acceptable to the city. At its sole discretion, the city may accept escrow dollars, in an amount to be determined by natural resources staff, to contract with an erosion control inspector to monitor the site throughout the course of grading and construction.
- 12) Individual letters of credit or cash escrow for 125% of a bid cost or 150% of an estimated cost to construct utility and stormwater improvements, comply with grading permit, tree mitigation requirements, landscaping requirements, and to restore the site. One itemized letter of credit is permissible, if approved by staff. The city will not fully release the letters of credit or cash escrow until:
 - A final grading and utility as-built survey has been submitted;
 - Vegetated ground cover has been established; and

- Required landscaping or vegetation has survived one full growing season.
- 13) Compliance cash escrow in an amount to be determined by city staff. This escrow must be accompanied by a document prepared by the city attorney and signed by the developer. Through this document the developer will acknowledge:
- The property will be brought into compliance within 48 hours of notification of a violation of the construction management plan, other conditions of approval, or city code standards; and
 - If compliance is not achieved, the city will use any or all of the escrow dollars to correct any erosion or grading problems.
- b) Prior to issuance of the grading permit:
- 1) Install a temporary rock driveway, erosion control, tree protection fencing, and any other measures identified on the SWPPP for staff inspection. These items must be maintained throughout the course of construction.
 - 2) Schedule and hold a pre-development meeting with engineering, planning, and natural resources staff.
- c) Tree removal on the site may not occur until issuance of a grading permit.
3. Prior to issuance of the first building permit in the development:
- a) Submit a letter from the surveyor stating that boundary and lot stakes have been installed as required by ordinance.
 - b) Submit proof of subdivision registration and transfer of NPDES permit.
4. Prior to issuance of any building permit:
- a) Submit a construction management plan. This plan must be in a city approved format and outline minimum site

management practices and penalties for non-compliance. If the builder is the same entity doing grading work on the site, the construction management plan submitted at the time of grading permit may fulfill this requirement.

- b) Submit cash escrow in an amount to be determined by city staff. This escrow must be accompanied by a document prepared by the city attorney and signed by the builder and property owner. Through this document the builder and property owner will acknowledge:
 - The property will be brought into compliance within 48 hours of notification of a violation of the construction management plan, other conditions of approval, or city code standards; and
 - If compliance is not achieved, the city will use any or all of the escrow dollars to correct any erosion and/or grading problems.

If the builder is the same entity doing grading work on the site, the cash escrow submitted at the time of grading permit may fulfill this requirement.

- c) Submit all required new hook-up fees and any outstanding hook-up fees.

5. All principal structures within the development are subject to the following requirements:

	Lot 1	Lot 2	Lot 3	Lot	Lot 5
Front Yard Setback	35 ft	35 ft	35 ft	35 ft	35 ft
Rear Yard Setback	As defined by grading limits				
Side Yard Setback	10 ft north 7 ft south	7 ft	7 ft	7 ft	10 ft south 7 ft north
FAR*	0.26	0.26	0.26	0.26	0.30
Allowed Home Design	Walkout, Lookout, or Full Basement	Walkout, Lookout, or Full Basement	Lookout or Full Basement	Full Basement	Full Basement

* floor area is defined as the sum of the following as measured from exterior walls: the fully exposed gross horizontal area of a building including attached garage space and enclosed porch areas and one-half the gross horizontal areas of any partially exposed level such as a walkout or lookout level.

If a floor has a height in excess of 15 feet an additional floor will be assumed for every full 15 feet of interior building height.

6. Prior to issuance of a certificate of occupancy for each home, the following must be submitted:
 - a) Record drawings/tie cards of the new services and the existing services in relation to the new house.
 - b) An as-built survey.
7. All lots within the development must meet all minimum access requirements as outlined in Minnesota State Fire Code Section 503. These access requirements include road dimension, surface, and grade standards. If access requirements are not met, houses must be protected with a 13D automatic fire sprinkler system or an approved alternative system.
8. During construction, streets must be kept free of debris and sediment.
9. Individual property owners are responsible for replacing any required landscaping that dies.
10. The mayor and city manager are authorized to execute instruments and agreements as necessary to implement the approval granted by this resolution.

Adopted by the City Council of the City of Minnetonka, Minnesota, on March 14, 2016.

Terry Schneider, Mayor

Attest:

David E. Maeda, 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 City Council of the City of Minnetonka, Minnesota, at a duly authorized meeting held on March 14, 2016.

David E. Maeda, City Clerk

Minnetonka Planning Commission Meeting

February 18, 2016

Agenda Item 9

Other Business

MINNETONKA PLANNING COMMISSION
February 18, 2016

Brief Description	Concept plan review for a 350-unit apartment building at 10101 Bren Road East
Action Requested	Provide comments, feedback, and direction.

Site

The property at 10101 Bren Road East is just under 8 acres in size. The east side of the property is improved with a vacant 98,000-square foot industrial building, the west side with a large surface parking lot. These improved spaces are bisected by a public trail and surrounding green space. While the property is currently zoned I-1, industrial, it has a mixed-use designation in the 2030 Comprehensive Guide Plan. (See page A1.)

Previous Concept

In 2015, Roers Investments submitted a concept plan for redevelopment of the property. The plan contemplated construction of a 274-unit, five-story apartment building. During review of the concept, the planning commission generally commented that the residential use would be appropriate, but expressed some concern regarding parking, stormwater, and building height. The council concurred that high-density residential would be a good land use. However, council members commented that the concept lacked an interesting design. They indicated they would like to see a taller building(s) with more “pizzazz” and a more exciting “vibe.” Roers is no longer pursuing the property. (See pages A1–A13.)

Current Concept

Lecesse Development Corp. has now submitted a concept plan for redevelopment of the site. This concept plan contemplates construction of a seven-story building, comprised of two levels of parking and five levels of luxury apartments. Conceptually, the 350-unit building would have a more “urban” than “suburban” design and would include both ground level and rooftop recreational amenities. (See pages A15–A16.)

Key Issues

City staff has identified the following considerations for any development of the subject property:

- **Land Use:** Evaluation of a residential use relative to existing uses, anticipated uses, and expected traffic generation will be important.

- **Access:** The site is currently accessed from two points: (1) a private access to Blue Circle Drive; and (2) a shared access to Bren Road East. A clear understanding of the shared access, including the rights conveyed by existing easements, will be necessary.
- **Site Design.** Utility access, tree preservation, grading and drainage must all be carefully evaluated. More information and analysis will be needed for a formal development application regarding the engineering and natural resource details.
- **Transformation.** The concept plan represents a significant conversion of industrial use to place for residential living. Introduction of residential uses at/near the Opus Station are consistent with comprehensive planning for Opus and station area planning principals. Successful transformation of property that was largely a place for employment to a place for living will require a much finer assessment of human scale relationships of the building, site, and surrounding area. Formal development submittals will need to address how this project can integrate with future evolution within Opus and the more immediate station area.

Information on Opus station area planning efforts conducted by the Hennepin County Southwest Corridor Community Works project is attached. (See pages A17–A38.)

Review Process

Staff has outlined the following review process for the concept. At this time, a formal application has not been submitted.

- **Neighborhood Meeting.** The developer will hold a neighborhood meeting on February 18 immediately prior to the planning commission meeting.
- **Planning Commission Concept Plan Review.** The planning commission Concept Plan Review is intended as a follow-up to the neighborhood meeting. The objective of this meeting is to identify major issues and challenges in order to inform the subsequent review and discussion. The meeting will include a presentation by the developer of conceptual sketches and ideas, but not detailed engineering or architectural drawings. No staff recommendations are provided, the public is invited to offer comments, and planning commissioners are afforded the opportunity to ask questions and provide feedback without any formal motions or votes.
- **City Council Concept Plan Review.** The city council Concept Plan Review is intended as a follow-up to the planning commission meeting and would follow the same format as the planning commission Concept Plan Review. No staff recommendations are provided, the public is invited to offer comments, and council

members are afforded the opportunity to ask questions and provide feedback without any formal motions or votes.

Staff Recommendation

Provide comments, feedback, and direction that may lead to the preparation of more detailed development plans.

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

ADDITIONAL INFORMATION

Next Steps

- **Formal Application.** If the developer chooses to file a formal application, notification of the application would be mailed to area property owners. Property owners are encouraged to view plans and provide feedback via the city's website. Through recent website updates: (1) staff can provide residents with ongoing project updates, (2) residents can "follow" projects they are particularly interested in by signing up for automatic notification of project updates; (3) residents may provide project feedback on project; and (4) and staff can review resident comments.
- **Neighborhood Meeting.** Prior to the planning commission meeting and official public hearing, an additional public meeting may be held with neighbors to discuss specific engineering, architectural and other details of the project, and to solicit feedback. This extends the timing that has historically been provided in advance of the planning commission review to allow more public consideration of the project specifics.
- **Council Introduction.** The proposal would be introduced at a city council meeting. At that time, the council would be provided another opportunity to review the issues identified during the initial concept plan review meeting, and to provide direction about any refinements or additional issues they wish to be researched, and for which staff recommendations should be prepared.
- **Planning Commission Review.** The planning commission would hold an official public hearing for the development review and would subsequently recommend action to the city council.
- **City Council Action.** Based on input from the planning commission, professional staff and general public, the city council would take final action.

Roles and Responsibilities

- **Applicants.** Applicants are responsible for providing clear, complete and timely information throughout the review process. They are expected to be accessible to both the city and to the public, and to respect the integrity of the public process.
- **Public.** Neighbors and the general public will be encouraged and enabled to participate in the review process to the extent they are interested. However, effective public participation involves shared responsibilities. While the city has an

obligation to provide information and feedback opportunities, interested residents are expected to accept the responsibility to educate themselves about the project and review process, to provide constructive, timely and germane feedback, and to stay informed and involved throughout the entire process.

- **Planning Commission.** The planning commission hosts the primary forum for public input and provides clear and definitive recommendations to the city council. To serve in that role, the commission identifies and attempts to resolve development issues and concerns prior to the council's consideration by carefully balancing the interests of applicants, neighbors, and the general public.
- **City Council.** As the ultimate decision maker, the city council must be in a position to equitably and consistently weigh all input from their staff, the general public, planning commissioners, applicants and other advisors. Accordingly, council members traditionally keep an open mind until all the facts are received. The council ensures that residents have an opportunity to effectively participate in the process.
- **City Staff.** City staff is neither an advocate for the public nor the applicant. Rather, staff provides professional advice and recommendations to all interested parties, including the city council, planning commission, applicant and residents. Staff advocates for its professional position, not a project. Staff recommendations consider neighborhood concerns, but necessarily reflect professional standards, legal requirements and broader community interests.

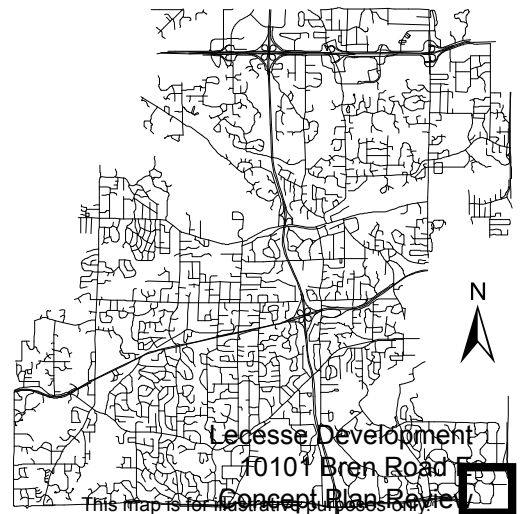


Location Map

Project: Lecesse Apartments
 Applicant: Lecesse Development
 Address: 10101 Bren Road E

City of
minnetonka
Where quality is our nature

A1



Lecesse Development
 10101 Bren Road E
 Concept Plan Packet

This map is for illustrative purposes only.

PREVIOUS CONCEPT PLAN



Roers / CPM - Minnetonka Apartments

MINNETONKA, MN | 08.07.2015 | 15-0550

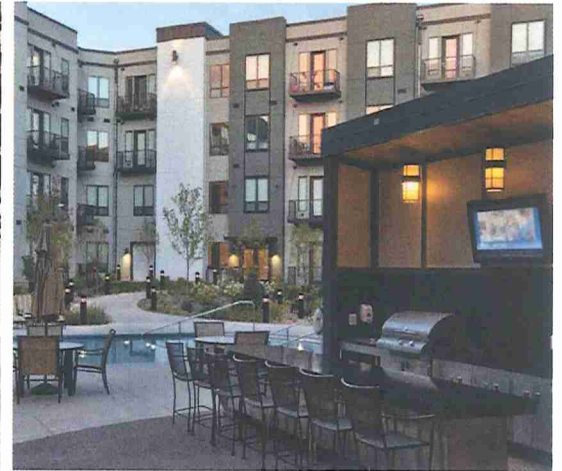
6

CONCEPT LEVEL 2 - 5

BE @ CALHOUN GREENWAY, UPTOWN



THE RESIDENCES @ THE COR, RAMSEY



Roers / CPM - Minnetonka Apartments

MINNETONKA, MN | 08.07.2015 | 15 0550

AMENITY
PRECEDENT IMAGES

Magney moved, second by Odland, to recommend that the city council adopt the resolution on pages A18-A24 of the staff report approving a conditional use permit and final site and building plans for a licensed daycare facility at 14730 Excelsior Boulevard.

Knight, Magney, O'Connell, Odland, Calvert, and Kirk voted yes. Motion carried.

The city council is tentatively scheduled to review this item at its meeting on September 14, 2015.

9. Other Business

A. Concept plan review for redevelopment of the property located at 10101 Bren Road East.

Staff recommends that commissioners provide feedback to assist the applicant with direction that may lead to the preparation of more detailed development plans.

Durbin reported.

David Higgins, vice president of development with Roers Investments, co-applicant with CPM Companies of Minneapolis, stated that:

- He appreciated the opportunity to address the commission and receive feedback.
- The project would consist of rental, market-rate apartments.
- This location has a high number of jobs in the area. The infrastructure improvements in the area would be validated by this type of use. There is a demand for new housing opportunities in the suburban market place in the west metro.
- The goal for the area is to diversify the uses and become a mixed-use park.
- The applicant would like to start construction in the spring. It would last approximately 14 to 18 months and open at the end of 2017.
- He was available for questions.

Calvert asked for the sizes of the 274 units. Mr. Higgins said that there would be a mix of 10 percent studio, 50 percent one-bedroom plus a den, and 35 percent two-bedroom apartments.

In response to O'Connell's question, Mr. Higgins stated that the applicant also owns the adjacent site that is being considered for a hotel use.

O'Connell asked if the applicant has a similar project already completed. Mr. Higgins stated that the CPM Group is well known for its work around uptown and the university. Roers Investment Group has done work in North Dakota. It has completed \$140 million worth of projects over 20 projects to date. In 2015, there will be \$150 million worth of projects in 4 states. He did not have visuals of the projects. The proposal is envisioned to be of similar quality to an uptown rental unit. There continues to be a significant number of renters who do not want to live downtown, but would like that quality of housing opportunity. There are a lot of empty nesters or early retirees who have had enough of mowing the lawn and would rather have a full-service experience. Lots of people who would buy a house 10 years ago would never qualify today.

Chair Kirk asked how much of the project has been driven by the location of the light rail station. Mr. Higgins stated that the project would be done without it, unquestionably, but that the opportunity for light rail would be a significant benefit to the proposal. It would be a walkable distance from the site to light rail.

Chair Kirk visited the site because he was concerned with traffic congestion. He asked how traffic would flow in and out of the site. Mr. Higgins anticipated the traffic would access Highway 169. More unique drivers would travel the Shady Oak Road route. A driver can get anywhere from this location.

Chair Kirk noted the amenities including the pool and outdoor patio that would be built on the site. Mr. Higgins said that the building would be configured to create a sense of place and an enveloped landscaped amenity area in the back to provide a level of privacy.

Chair Kirk asked about guest parking. Mr. Higgins stated that visitor parking on the surface level is a work in progress. The original number was 8 and has been updated to 14 stalls. There would be landscaped areas that could be made into parking areas if there would be a need. Balancing adequate parking to prevent poaching from surrounding uses with reducing surface runoff is the challenge. There is a shared maintenance and parking agreement with the property to the east. The area is predominantly a business-hour-type operation. Visitors to the apartments would happen on nights and weekends. In a downtown setting, not less than 2 percent of the units must have guest parking. That would be more than doubled with 14 stalls. He is committed to working with the neighbors and city staff to get the right number.

Chair Kirk invited Stout to address surface runoff. Stout stated that the city's and the Nine Mile Creek Watershed District's stormwater management requirements would apply. The surrounding infrastructure would be looked at to make sure that the discharge rate would not be increased.

Chair Kirk asked if Opus was developed prior to the adoption of stormwater management practices. Stout said that there are a number of regional ponds throughout the Opus area, however, they do not meet the current water quality treatment requirements. A specific amount of phosphorous removal would now be required.

Calvert noted that a forest on the north would be removed. She wondered why development had to go so far north. Mr. Higgins stated that the path does not get interrupted by the layout. The goal is to retain as much of the existing growth as possible. Looking at the entire site, the greatest concentration would be located where the existing improvements are located. The vegetation on the north has been determined more unfavorable. The area that buffers the trail would continue to be green space. The east-west trail would be untouched.

Calvert asked how the pending year-long closure of Highway 169 would impact the proposal. Mr. Higgins said that the proposal is planned for the long term. Calvert noted that it could impact marketability. Mr. Higgins explained that the quality of the project is not available in this area. He suggested driving down Blue Circle Drive on a Friday afternoon when everyone is commuting. It is completely silent. It is an unusually enclosed place near infrastructure that would get a driver to another place quickly. Defining when the improvements to Highway 169 would be done is a little uncertain. The applicant feels that it would not cause a major problem.

Calvert asked for the average rent. Mr. Higgins estimated \$2 a foot. An average 2-bedroom is 1,200 square feet. The proposal would provide a unique experience.

Chair Kirk noted that the proposal would be 5 stories. The adjacent hotel is 10 stories. The land use, access, and site design are focal points.

Chair Kirk invited residents to provide comments.

Jack Schuth, employee of Annex Medical which is part of the Opus II Condominium Association, 6018 Blue Circle Drive, stated that:

- Construction vehicles would travel on the shared driveway and create a serious concern for the business owners.
- The water table is 6 inches below the ground. Underground parking would be a concern or the building would be increased one story.
- The parking lot of the condominium business association would become the sneak through to get to Blue Circle Drive.
- Trespassing has been an issue with UHG employees coming over to smoke.
- The residents of the proposed apartment building would be living right up against the road.
- A promise was verbally made at the last meeting that there would be 8 visitor parking stalls and that there would be more in the future. It is a month later and he would like to see more serious proposals about where parking would be located.

Jim Burns, 10201 Bren Road East, asked if the change in use status or increase in the number of trips would cause an additional fee that would need to be paid by the landowner to help pay for the project. The bridge in front of his building to get to County Road 101 is going to be under construction in 2016 and 2017. It will be closed and cause massive rerouting of traffic. Interstate 169 would be shut down for one year. Traffic goes the wrong way all of the time over the bridge and around the corner. There needs to be some thought to make drivers aware that there is no left turn. He is concerned a little that the building would be five stories. He asked if it would require approval to exceed the number of people per square footage of space allowed by the city. UHG was proposed as a two-stage project, but phase two started right after phase one was completed. The guest parking is a big question mark. Downtown parking is not relevant. There is no street parking in Opus. It seems like a precarious space for an apartment building to be located in the middle of Opus. He thought something on the Shady Oak side or Smetana at the entrance would be easier to find.

Wischnack said that Mr. Burns was correct regarding trip generation. That would be studied once plans have been submitted. There is an allowance of the number of trips a site may generate without cost, but there may be a payment required to help fund the improvements to Highway 169.

Chair Kirk stated that more details would be provided at the next public hearing once plans and an application have been submitted.

Calvert did not see building up as a bad thing, necessarily. It would be a large building, but it would leave less of a footprint than the current building.

Odland was concerned with the water table level and what potential negative changes would occur to provide underground parking. A location closer to light rail might make more sense. There are issues that need to be looked at.

Magney felt multi-family housing would be a good choice for the location. A little smaller scale of three or four stories may be preferable. He was not concerned with the groundwater issue. The engineers would work out those details. It might impact the whole project, but the engineers would determine that. There should be more guest parking. In the big picture, multi-family housing would be just fine.

O'Connell concurred that the density of housing would be a good fit for the area with an office park so close to jobs. It fits the long-term vision of using existing infrastructure. The issues raised would have to be addressed. He supports the proposal.

Knight agrees with Magney and O'Connell. The proposal would be an appropriate use of the property. The area has a lot of employment. Right now, employees are driving in from outside the area. If some of the workers lived in the apartment building, then that would be a good thing. The area is not residential where neighbors would be concerned about what could be seen out the window. It would not bother him if a five-story building was constructed next to the building he works in. The size of the building does not bother him at all.

Chair Kirk recapped that more than five stories would be an issue for the commission. Transportation issues need to be addressed because of current problems, but the proposal is not being rejected. He would appreciate more of a clear, long-range vision in the comprehensive guide plan for the Opus area. He did not object to the proposal, but he was worried how the greater Opus area associations and trip counts fit in with each other. Wischnack stated that the city council will look at comprehensive guide plan studies done on the Opus area.

B. Concept plan review for Villa West on State Highway 7.

Staff recommends that commissioners provide feedback to assist the applicant with direction that may lead to the preparation of more detailed development plans.

Bob Schmidt, president of RTS Development, applicant, stated that:

- Thomson did a good job explaining the proposal.
- The property owner of the site used to fix his boat props. It was a unique piece of property located off a gravel road on Highway 7.

Bergstedt said he attended a neighborhood meeting at the beginning of the process. There were a lot of questions about the concept review process. He noted staff had not seen any type of detailed plans. The area had been planned for medium density since the 1970's so he didn't think anyone should be concerned with a medium density proposal. He said some of the neighbors inquired about the city purchasing the property for park land or open space. This would not happen and he thought the property should be developed but developed sensibly. Along with the existing Carlyle Place townhomes there were six single family parcels, four were under control. Whatever plan that comes forward involving the four parcels should be looked at more broadly to determine how the final two parcels would be integrated in an orderly way. He thought the detached villa townhomes would be very popular but looking at the plan it seemed to be very dense.

Pam Scherling, 4925 West End Lane, said the townhomes were not double the density of the proposed new development. The proposal was for six per acre and the townhomes were nine per acre. She said the proposal had one street while the townhomes had four. The four streets were curved so the townhomes looked like a neighborhood. Because of the amount of open space between the buildings there were mature trees that were able to thrive. This was also where guests parked. One of the association's challenges was the guest parking because many of the residents own boats and sometimes the boat takes up the entire garage space. She said the trees would have to be clear cut in order to get to the proposed density. She questioned who would move into the proposed houses given the pricing.

David Devins, 17100 Sandy Lane, said when he exits his driveway and enters Highway 7, traffic does not yield and he was concerned about an exit on the neighboring property with traffic going out at the same time. He said the density was way out of line. He noted there were serious water and drainage issues when Carlyle Place was built.

D. Concept plan review for redevelopment of the property located at 10101 Bren Road E

Thomas gave the staff report.

Wagner said as the council had discussed the area, the discussion was that it was going to change to a higher density. He thought there was agreement it would be a combination of businesses and residential. It was more logical that the Merchandise Mart area might have more residential, and he had argued for residential on the Datacard site as well but the

council decided otherwise. He said he was fine with the concept but it lacked pizzazz at this point. As the council discussed other recent developments it was clear that one big, long, five story, and unattractive apartment building was not something the council would look favorably upon. Some character was important. He noted that for the second phase with the hotel site, the area starved for more higher end hotels. With the area being a jobs center and only the Marriott in the area, he guaranteed every business would starve for the competition.

Acomb said the plan didn't have much of a neighborhood feel. She felt residential was appropriate but wanted it to feel at least a little welcoming. Earlier in the day she asked for information about where the parks and trails were within Opus. The map she was sent was helpful because it showed trails going right through this property.

Wagner said he thought about the multiple proposals that were looked for what now is Tonka on the Creek/Overlook. He said you can tell that development will have a good feel and vibe with the rooftop patio and green features. He encouraged the developers to be as creative with this development.

Schneider said a residential use within walking distance of the proposed light rail station made good sense. The challenge was the look was more what one would expect with a traditional sprawled out rental apartment building. If there was any place in the city that would allow a taller building this was the space. He would be a lot more excited with a plan for two six to eight story buildings with a lot of surrounding green space. He said it was a good use but wasn't very imaginative.

Wiersum said the term "vibe" sounded right. There were two very interesting apartment buildings being built in the city right now – the Overlook and the island property being done by Carlson. He wanted to approve something in Opus that would bring some excitement and drive further development of the sort that would take advantage of the existing amenities as well as light rail. An apartment building that looks like it belongs along I494 was not it. He thought there was an opportunity for mixed use residential with other components. Schneider said the caveat to getting that type of development was it usually required greater density.

Allendorf noted he worked in the Opus area for three years and he was having a difficult time envisioning what type of apartment building this would be in terms of who it might attract. On one side of Opus was the Marriott and on the other side was the budget hotel. He didn't know what type of hotel might fit on this property. It might be something in between a

budget hotel and an upper scale hotel, similar to a Hampton Inn. He was not adverse to residential but he wasn't sure how it would fit in the area.

Schneider said a portion of the 6,000-8,000 United Health employees might be a built in audience for the apartments.

Wagner said there were a lot of non-full service types of hotels with a bar and limited food service all in the lobby area, which have a good vibe. This might fit in the area. Allendorf said the Garden Inn in Eden Prairie was that type of hotel and it had a good feel to it. He said perhaps that was the type of hotel that could go on the site.

Wiersum said the challenge was the desire to build a building that is not for what's there now but what will be there in the future. This required envisioning what the future of the Opus area was and what would be appropriate on this site. There was the potential for millennials who wanted to live in the suburbs and could take the light rail to downtown for a ballgame without having to use a car.

Schneider said although he didn't think Minnetonka would ever do it, Bloomington had many areas that have a minimum density requirement. He said the council could encourage this for developments in certain areas.

- E. Items related to the 2016 preliminary tax levy:**
- 1) Resolution setting a preliminary tax levy, collectible in 2016, and preliminary 2016 budget**
 - 2) Resolution setting a preliminary tax levy, collectible in 2016, for the Bassett Creek Watershed Management Tax District**

Barone gave the presentation.

Wagner moved, Wiersum seconded a motion to:

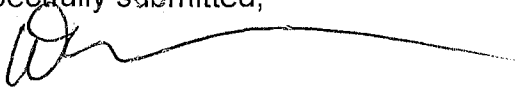
- 1) adopt resolution 2015-084 setting a preliminary tax levy, collectible in 2016, and preliminary 2016 budget
- 2) adopt resolution 2015-085 setting a preliminary tax levy, collectible in 2016, for the Bassett Creek Watershed Management Tax District.

All voted "yes." Motion carried.

- 15. Appointments and Reappointments: None**
- 16. Adjournment**

Bergstedt moved, Wiersum seconded a motion to adjourn the meeting at 9:53 p.m. All voted "yes." Motion carried.

Respectfully submitted,

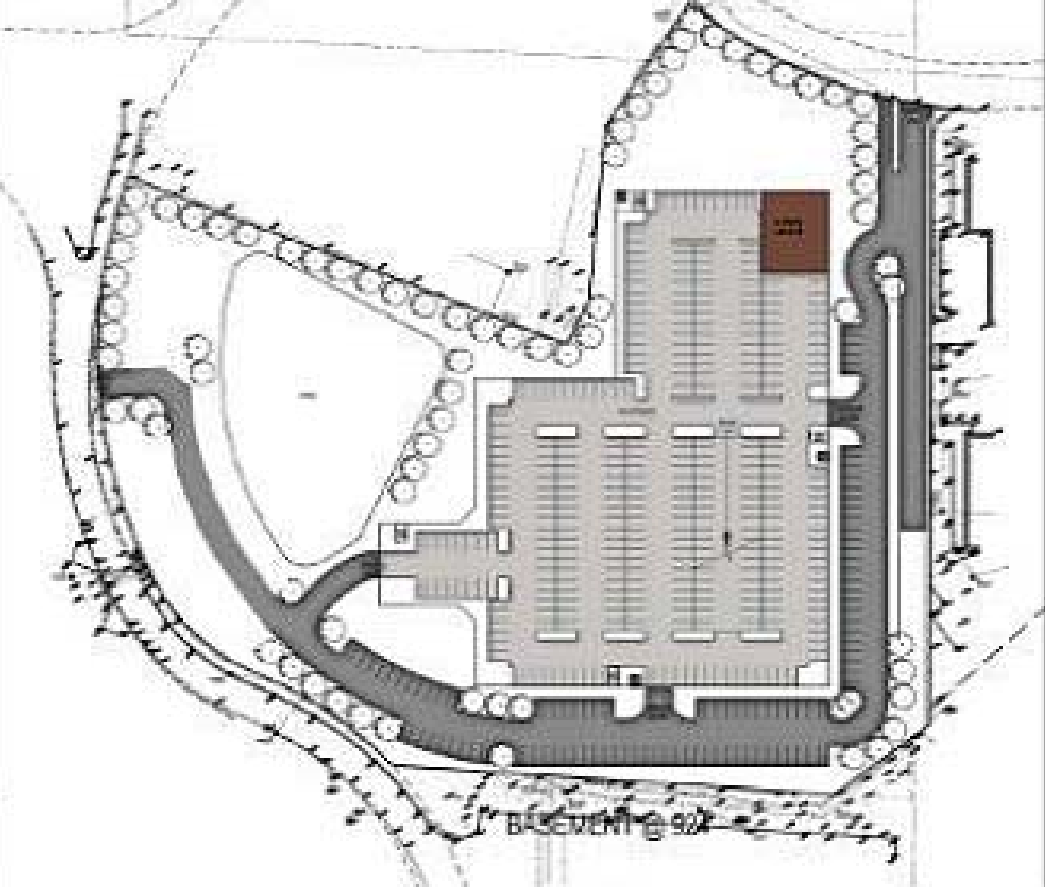


David E. Maeda
City Clerk

CURRENT CONCEPT PLAN



TABULATION	
5 STORY	
ACREAGE	: 7.9 ACRES
DENSITY	: 44.30 UNITS/ ACRE
TOTAL NO. OF UNITS	: 350 UNITS (600 AVG)
PARKING	
2 LEVEL GARAGE PARKING	: 631 SPACES
SURFACE PARKING	: 100 SPACES
TOTAL PARKING	: 731 SPACES
	(2 SPACES/UNIT)



SCALE: 1" = 80' (24"x36" SHEET)



2ND - 6TH LEVEL



N

SCALE: 1" = 60' (24"x36" SHEET)

SCHEME 06
ARCHITECTURAL SITE PLAN

MINNETONKA SITE
LECESSE DEVELOPMENT

Jan 18, 2016

MINNETONKA, MN

HPA#15651



HUMPHREYS & PARTNERS ARCHITECTS L.P.

5209 Apra Road, Suite 300 Dallas, TX 75240 (972) 761-2338 (972) 761-1818

www.humphreys.com marketing@humphreys.com

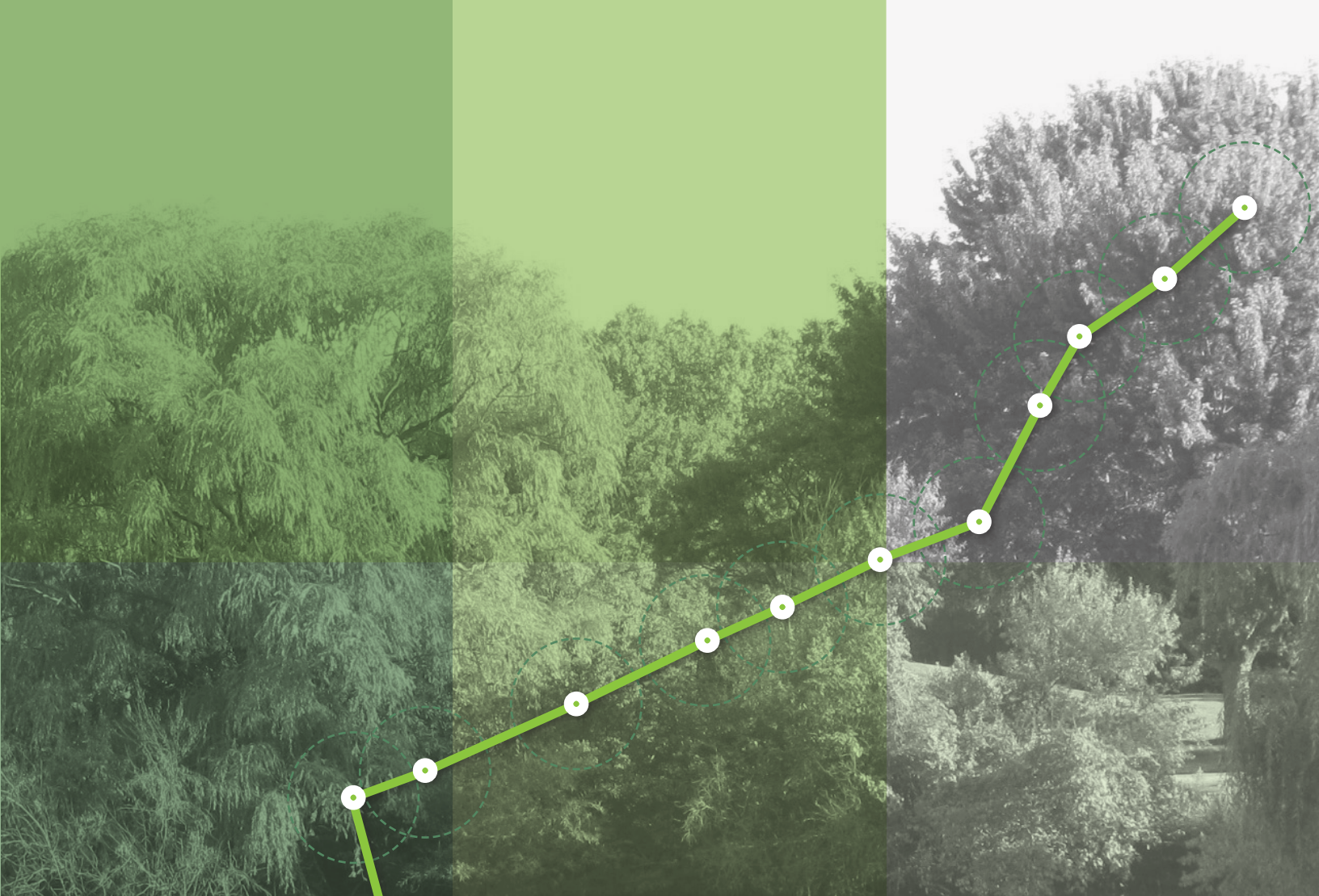
DALLAS CHICAGO NEW YORK NEWPORT BEACH NEW ORLEANS ORLANDO SAN RAMON SCOTTSDALE

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**MASSING
STUDY**





OPUS STATION

CITY OF MINNETONKA

SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK
TRANSITIONAL STATION AREA ACTION PLAN



ABOUT THIS CHAPTER:

The Transitional Station Area Action Plans are the product of a Hennepin County led effort to help communities along the Southwest LRT corridor prepare for SW LRT's opening day in 2018 and beyond.

An individualized plan has been created for each of the 17 stations in the Southwest corridor, each plan comprising a chapter in the larger Southwest Corridor Investment Framework. The station area action plans suggest ways to build on local assets, enhance mobility, identify infrastructure needs, and capitalize on promising opportunities for development and redevelopment near each station.

Plan Components:

INTRODUCTION 13-2

A brief overview of the station location and its surroundings

WHERE ARE WE TODAY? 13-4

A description of existing conditions in the station area, including:

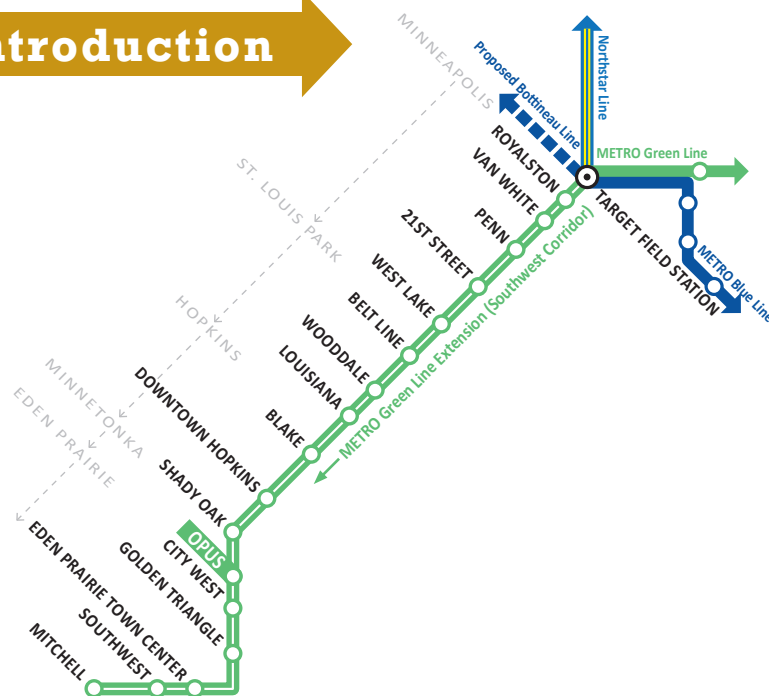
- » Land Use
- » Transit Connections
- » Access + Circulation Issues (Bike, Ped, and Auto)
- » Infrastructure Needs

WHERE ARE WE GOING? 13-8

This section presents a number of recommendations for the station area in anticipation of opening day needs and the long-term TOD environment. This includes:

- » Access + Circulation Plan
- » Station Area Site Plan
- » Infrastructure Plan
- » Development Potential
- » Summary of Key Initiatives

Introduction



OPUS STATION WITHIN THE CORRIDOR:

A prestigious employment area connected to the station via an extensive network of trails and centered upon a walkable mixed-use core.

EMPLOYMENT The Opus station is a major employment center located near Highway 169, Highway 62, and Shady Oak Road (see Place Types discussion beginning on p. 1-19). It is the largest employment center in Minnetonka and home to many high-profile businesses including United Health Group, Comcast, and American Family Insurance. The station will be an important stop for the thousands of employees that commute to the Opus Business Park from surrounding areas.

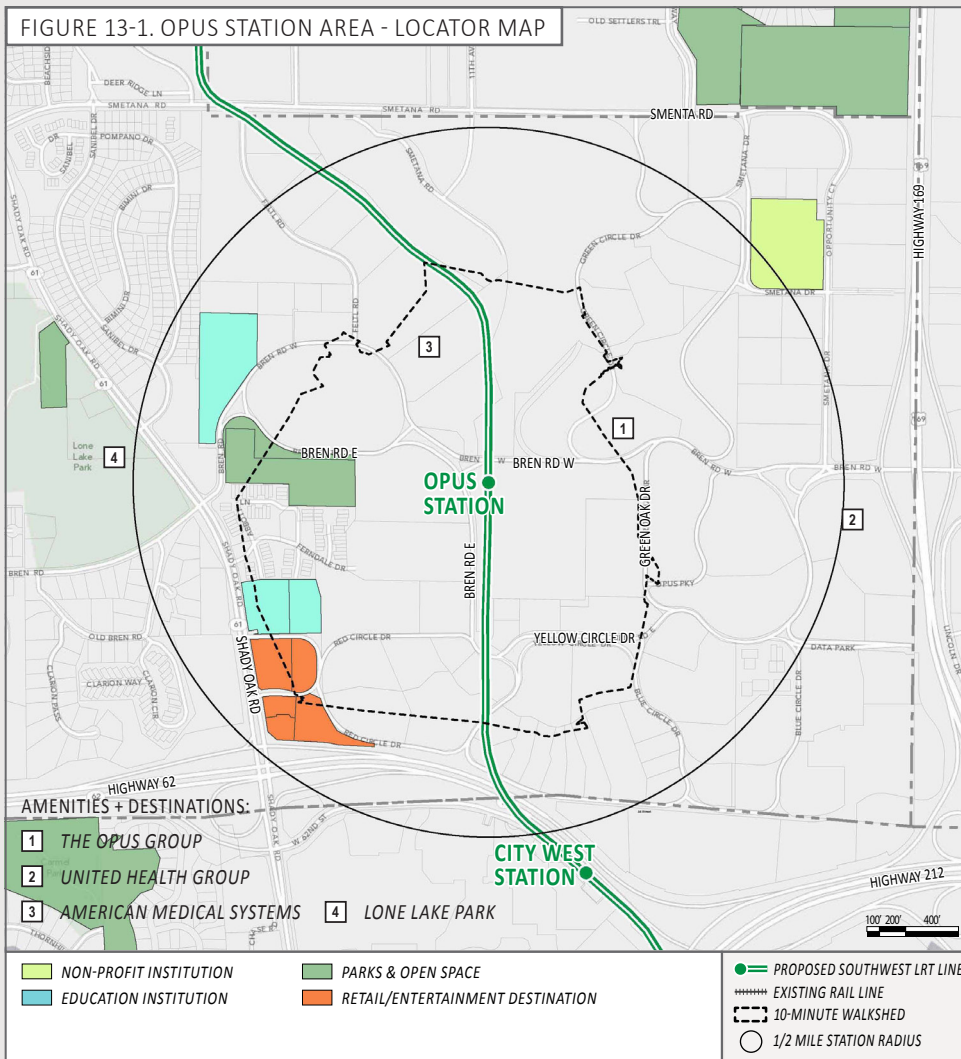
TRAIL CONNECTIONS The area is characterized by a 6-mile trail network which gives the area a park-like feel, and a distinctive looped roadway network that links employment buildings with hotels, retail establishments, and local residential neighborhoods in the surrounding area. The trail system can be accessed off Smetana Road and Shady Oak Road at Red Circle Drive. Along with providing area employees with a space for passive recreation and exercise, the trails provide important connections to areas throughout the business park and beyond, however, it rarely connects to the front doors of the businesses.

NEIGHBORHOODS Residential areas are located within the business park in the north and east areas, including a mix of apartments, condominiums, and townhomes. Additional residential density will occur in the area over time and will generate transit ridership. While these areas are not transit-supportive in nature, they are all linked to the station via the extensive trail network.

Station Location

The Opus station is located in the center of the Opus Business Park, a major employment center with a mix of light industrial, office, housing, hotel accommodations, retail, and restaurants in the station area.

The area is characterized by its campus-like setting, circuitous one-way road network, and off-street trail system. The Opus station is anticipated to serve local businesses and residents in the area. This station has strong potential to be a transit stop for reverse commuters.



NOTE: 10-minute walkshed approximates the area accessible within a 10-minute walk from the station platform using only the existing sidewalk/trail network. See Glossary for walkshed assumptions and methodology.

OPUS STATION AREA TODAY:



West entrance on Shady Oak Road



Existing office



Local wetland



Existing trail under development

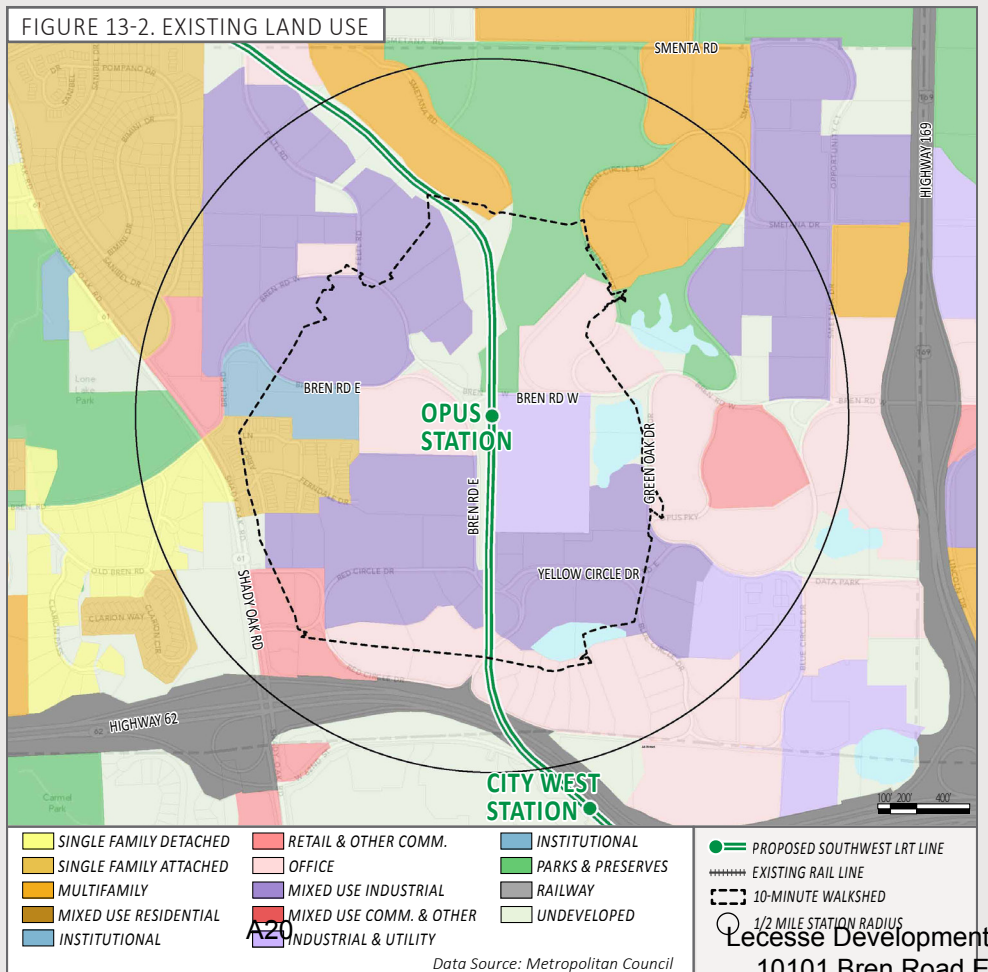
Where Are We Today?

The following section describes the station area's EXISTING CONDITIONS, including the local context, land uses, transit and transportation systems, pedestrian and bicycle facilities, assets, destinations, and barriers to accessing the station. This analysis of current conditions presents key issues and opportunities in the station area and informs the recommendations for future station area improvements.

NOTE: Existing conditions maps are based on data provided by Hennepin County and local municipalities. The data used to create each map is collected to varying degrees of accuracy and represents infrastructure and conditions at varying points in time. Actual conditions may vary slightly from what is shown.

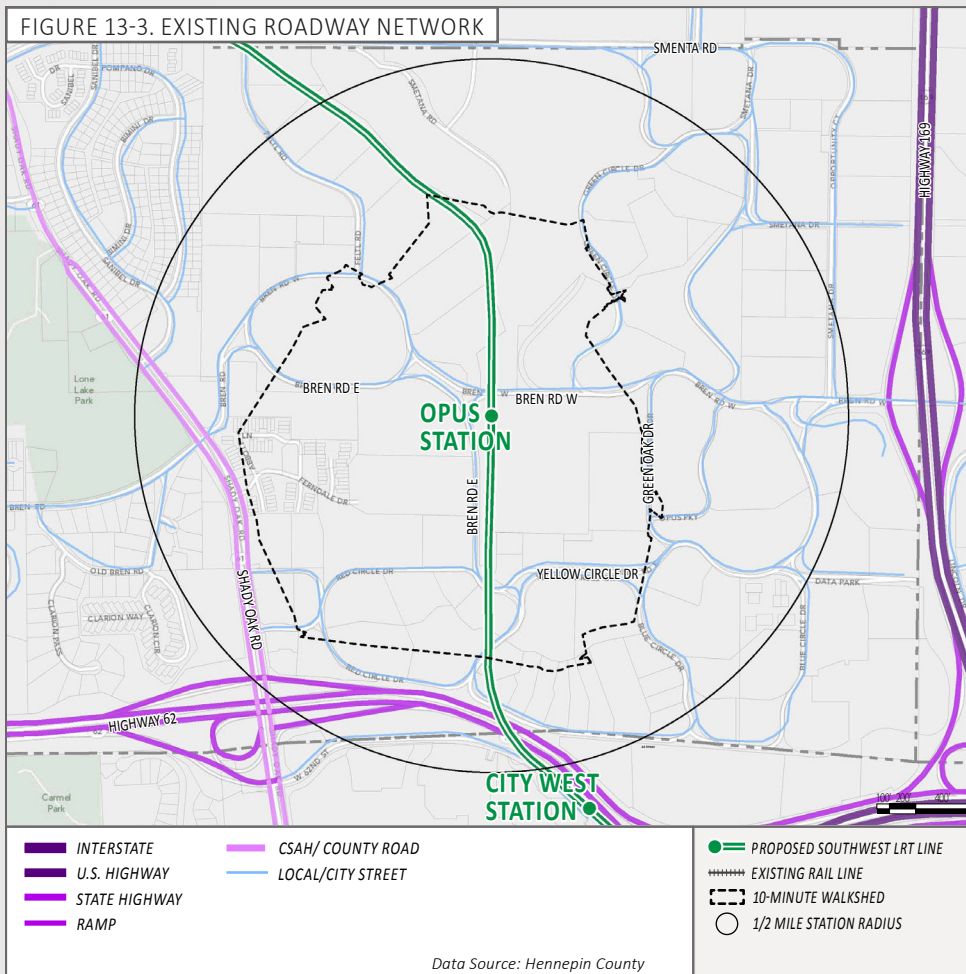
Land Use

The Opus station area is an important employment center with a mix of industrial, light industrial, and office uses. These are the predominant uses in the area, however, there are other uses that will potentially benefit from LRT transit, including nearby residential, hotel, and retail/commercial uses located near Shady Oak Road and Highways 62 and 169. There is also a fair amount of park and open space located to the north of the Opus station.



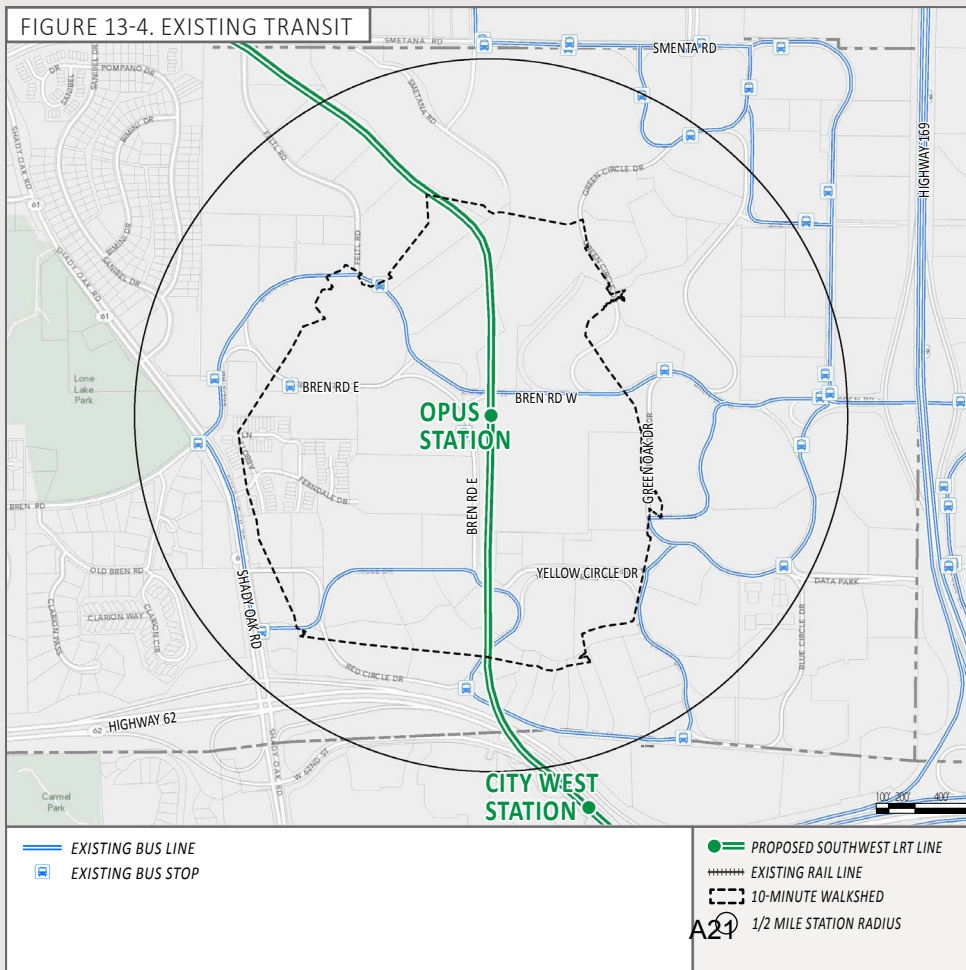
Roadway Network

The roadway network near the Opus station is a circuitous, one-way road network. It presents challenges to uninitiated motorists, pedestrians, and bicyclists. Roadways are limited and block sizes are large. Major roadways in the area include Shady Oak Road, located about a half-mile to the west of the station, Highway 62, located about a half-mile to the south of the station, and Highway 169, located about a half-mile to the east of the station.



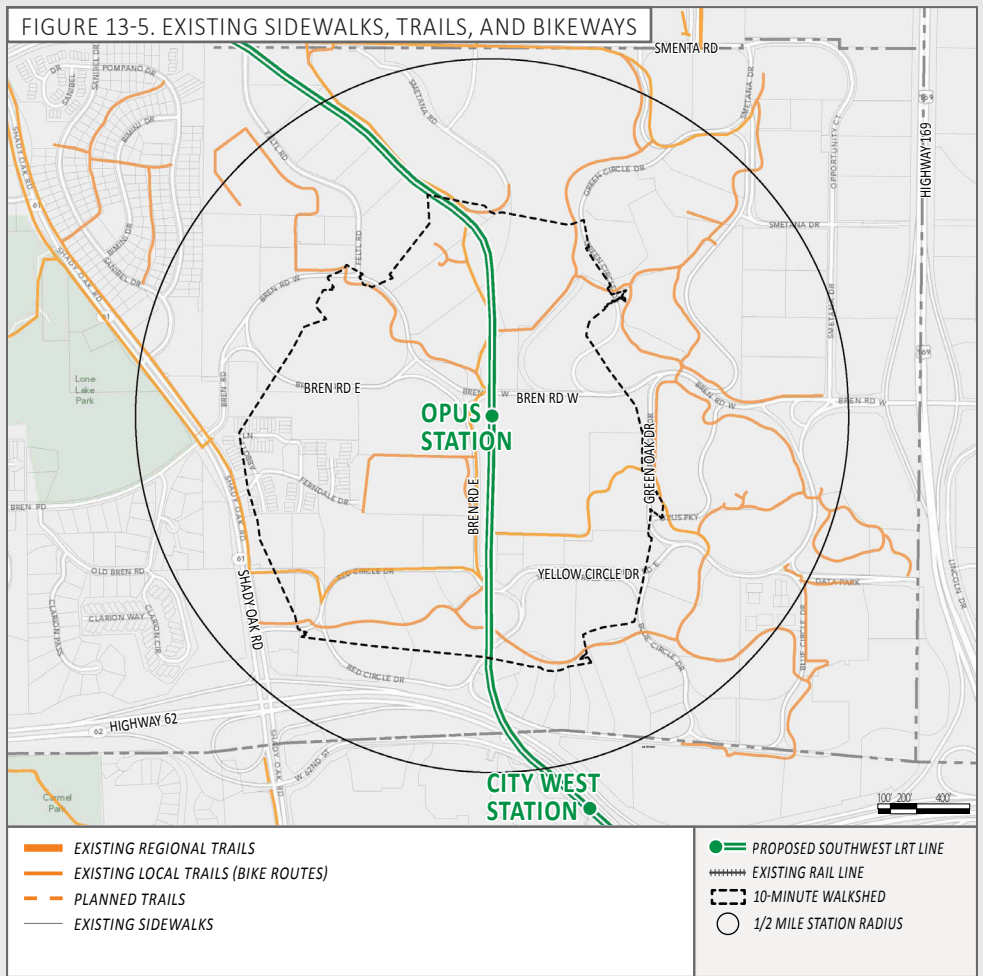
Transit

Existing bus service near the Opus station includes bus route #12, which runs along Bren Road West, with bus stops on Bren Road West and Bren Road East near the proposed station platform. In addition to public bus transit, some local businesses offer a circulator bus shuttle service.



Sidewalk, Trails and Bikeways

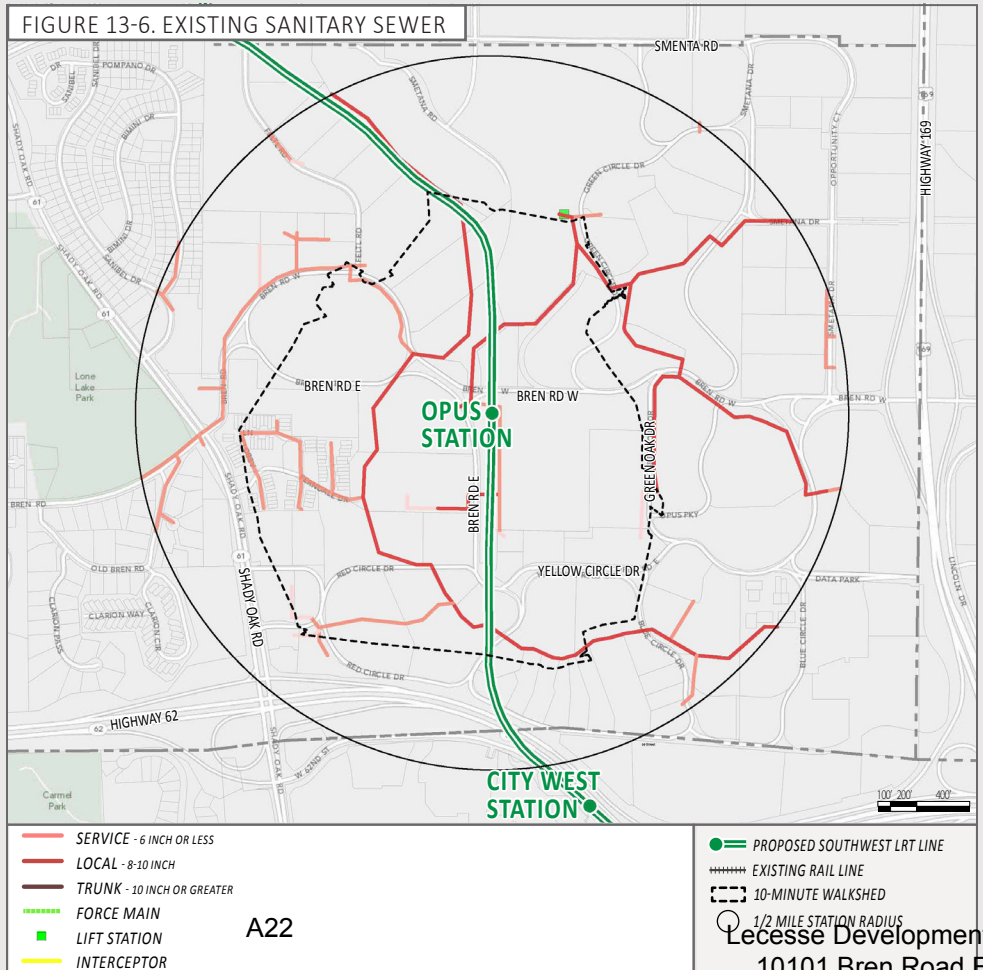
The sidewalk system in the Opus station area is extremely limited. The off-street multi-use trail system that runs throughout the Opus campus offers connections to most areas and businesses. While trail access is generally good, many businesses lack trail connections to building entries. The existing trail network in the area offers grade separation from roadways, reducing conflicts between trail users and motorists.



Existing Sanitary Sewer

Sanitary sewer infrastructure consists of a collection of gravity flow sewer mains, lift stations, and pressurized forcemains that transport sewage to a wastewater treatment plant (WWTP). An efficient collection system has the capacity to accommodate all of the existing land uses within its particular sewershed. Beyond capacity, the material and age of pipes within a system can also impact a system's effectiveness.

Sanitary sewer infrastructure within the project area is typically maintained by either the City of Minnetonka or by the Metropolitan Council Environmental Services (MCES) Division. MCES maintains a series of interceptor trunk sewers which collect sewage at key locations and convey sewage across community boundaries to regional WWTPs. Wastewater from the station area is treated by the MCES Blue Lake WWTP located in Shakopee.



A22

Lecesse Development
10101 Bren Road E
Concept Plan Review

Existing Water Main

Water main distribution systems serve to supply potable water to individual properties and to support fire suppression throughout the community. A well-designed system can maintain adequate pressure to support demand of individual properties and provide high flow rates to fire hydrants/fire suppression systems in emergency situations. Because of the complexity of water distribution networks and the importance of pressure, flow, and water quality, City water system models are used to evaluate a system's adequacy. The material and age of the system's water mains can also be factors in system breaks, leaks, and pressure and flow degradations.

Water pressure and flow rates can be influenced by: the size of water main serving an area, proximity and elevation relative to a water tower, proximity to a trunk water main with high flow capacity, if the main creates a loop, the demand of adjacent land uses, and the condition of the main.

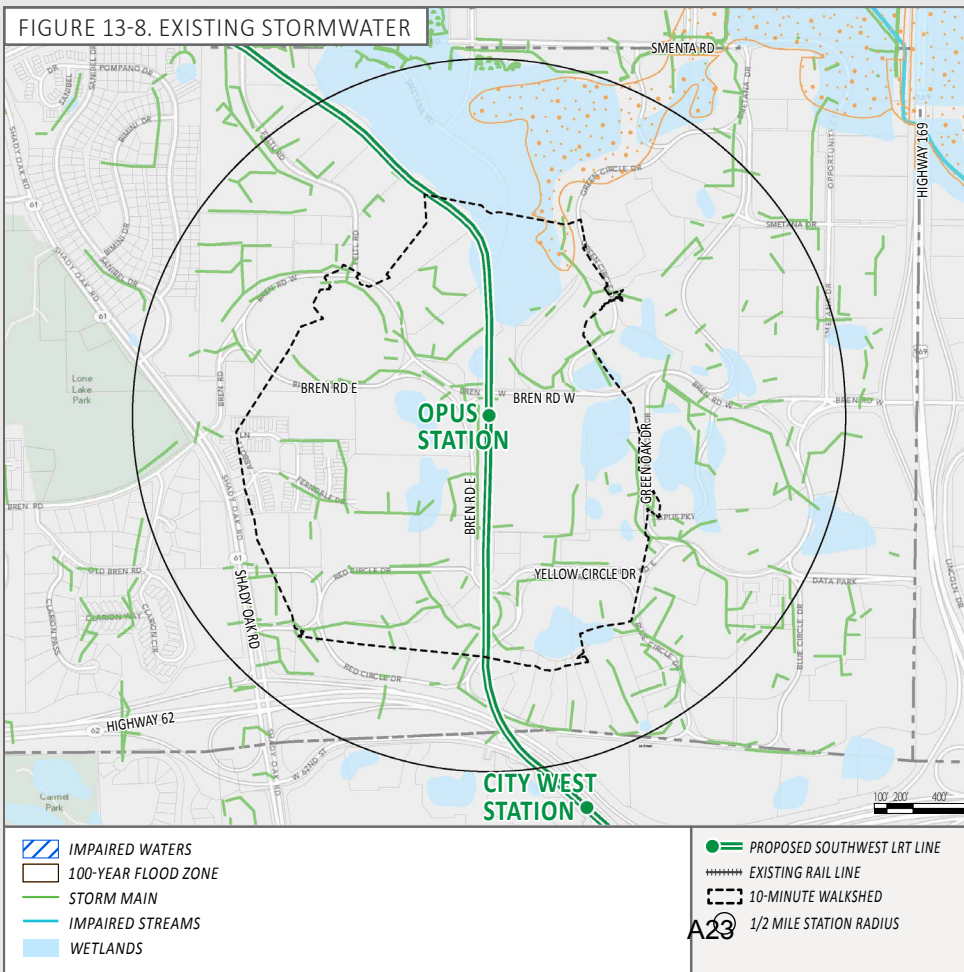
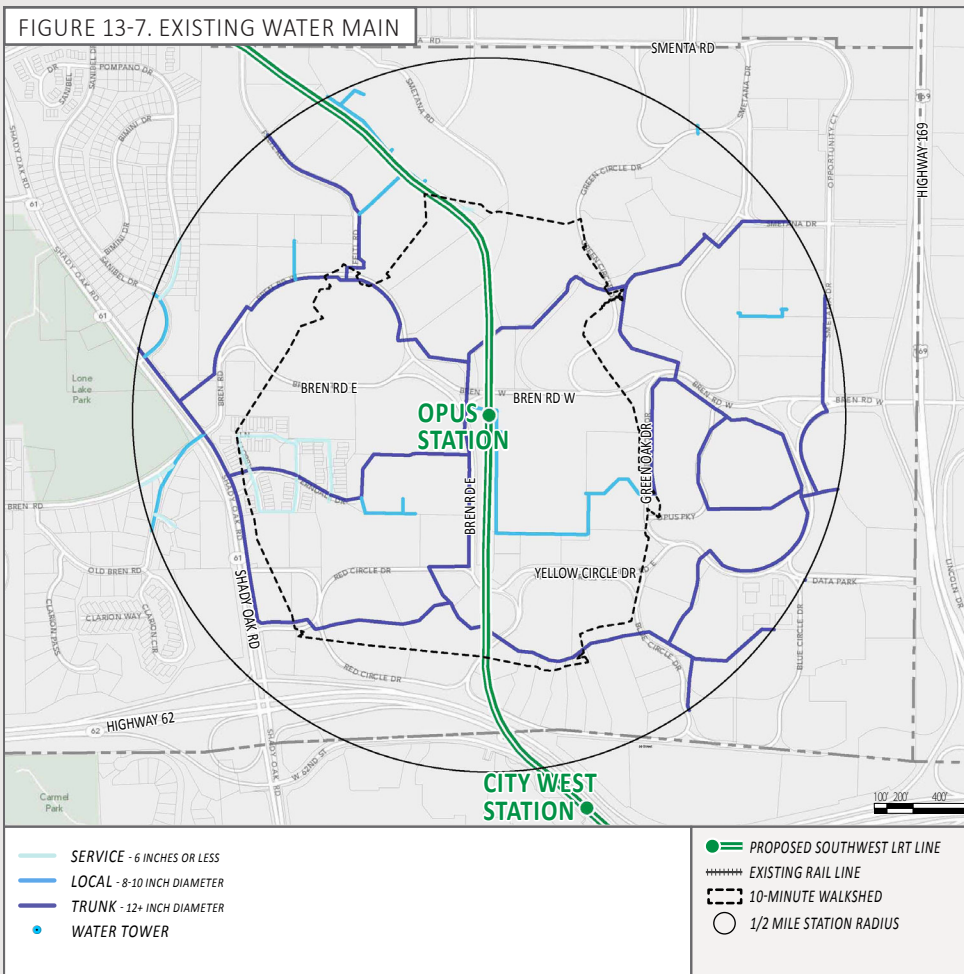
Stormwater

Opus station is located in Nine Mile Creek Watershed District. A significant portion of the drainage is directed north into wetlands and then into Nine Mile Creek. The creek is impaired by chloride and fish biology. In addition, there are numerous wetlands throughout the area, many of which receive piped stormwater. The 100-year floodplain from the creek extends into the north portion of the walk zone.

Discharging within one mile of impaired water may trigger additional National Pollution Discharge Elimination System measures which require additional stormwater management. For impaired waters with a Total Maximum Daily Load, the requirements may increase further. Zoning requirements for areas within the 100-year floodplain may limit development/redevelopment potential.

Any development/redevelopment is anticipated to improve existing drainage as a result of enforcing City and Watershed requirements.

Lecesse Development
10101 Bren Road E
Concept Plan Review



Where Are We Going?

The plans and diagrams on the following pages illustrate a range of recommendations for infrastructure improvements, station amenities, and potential redevelopment opportunities within the station area.

The ACCESS AND CIRCULATION PLAN shown in Figure 13-9 provides a high level view of how future transit, automobile, bike, and pedestrian systems will connect to the station area and its surroundings.

Figure 13-10 illustrates the STATION AREA IMPROVEMENTS that will facilitate access to and from the station and catalyze redevelopment in the station area. This includes opening day and long-term station area improvements

Figure 13-11 focuses on OPENING DAY STATION AREA IMPROVEMENTS only. These recommendations represent the improvements necessary to enhance the efficient function of the transit station, roadways, pedestrian and bicycle connections, and transit connections on opening day in 2018.

Station Area Improvements

The discussion below outlines a range of future station area improvements. While some of the identified improvements may be constructed as part of the LRT project itself, other improvements must be funded, designed and constructed by other entities and will require coordination between the City, County, and Metro Transit as well as local stakeholder and community groups.

ROADWAYS

Opening Day Improvements:

- » Rely primarily on the existing street and block network to support pedestrians and cyclists. No new roadways are anticipated for opening day.
- » Select roadway changes near the LRT station (noted below as long-term improvements) could be constructed by opening day to provide better traffic flow into and out of the area. Such improvements include the reversal of traffic flow on Red Circle Drive and/or Green Oak Drive. As of December 2013, these improvements are not part of the SW LRT anticipated base project scope and are not slated for opening day implementation (subject to change).

Long-Term Improvements:

- » Over time, introduce new roads near the station platform. These new roads should be organized to create smaller blocks for future development and intensification near the transit station as well as enhance connections to the stations. Consider two-way movement near the station on these new roads to calm traffic near the station.
- » Other future roadway changes near the LRT station include minor realignment and routing changes to Opus Parkway, Yellow Circle Drive, Blue Circle Drive, Green Oak Drive, Red Circle Drive, Bren Road East and Bren Road West, based upon a recent Opus Area Traffic Study prepared for the City of Minnetonka by WSB & Associates.

PEDESTRIAN CONNECTIONS

Opening Day Improvements:

- » Extend the path connections from bus stops, Park and Ride, and Kiss and Ride locations to the proposed LRT station platform.
- » Develop a new grade-separated crossing of Bren Road East leading to and from the north end of the station platform.
- » Locate wayfinding signage at the station and key decision making points along the path network away from the station to direct people to area businesses, homes, and other destinations.
- » Initiate path improvements throughout the network (as shown in Figure 13-9) including pedestrian-oriented lighting and underpass improvements.



Multi-use path connections



Pedestrian-oriented lighting and streetscape enhancements



Example of public plaza

TRANSIT CONNECTIONS

Opening Day Improvements:

- » Provide new bus facilities near the station platform for connecting bus routes.
- » Develop a place for an employer-operated shuttle pick-up and drop-off.

BIKE CONNECTIONS

Opening Day Improvements:

- » Provide bike parking to the east of the northern entrance to the platform where it is easily accessible to trail users and is highly visible.
- » Explore the potential for bike share facilities at the station and key destinations away from the station to support riding to work from the station.

KISS AND RIDE

Opening Day Improvements:

- » Develop a Kiss and Ride / Shuttle loop near the station platform.

PARK AND RIDE

Opening Day Improvements:

- » Develop a small temporary Park and Ride facility to the northeast of the station with the intent of redeveloping the site over time.

STATION AMENITIES *(Beyond SW LRT Base Project Scope)*

Opening Day Improvements:

- » Wayfinding – include signage and wayfinding near the station area platform, the Park and Ride/Kiss and Ride facility, and along trails near the station.
- » Seating – provide comfortable and durable seating near the station platform and at the Park and Ride facility.

- » Lighting – provide adequate lighting for the safety of pedestrians, bicyclists, and motorists near the station platform, at the Park and Ride facility, and near the Kiss and Ride/shuttle drop-off.
- » Plaza – provide a public plaza area near the station platform to provide transit users with a paved queue area to wait for LRT trains, gather, and move about the station area.
- » Bike Facilities – provide bicycle parking, lockers, and bike share facilities in a highly visible area near the station platform.
- » Public Art – provide public art in the station area.

POTENTIAL DEVELOPMENT

Long-Term Improvements:

- » See the “Development Potential” discussion on page 13-16 for more on long-term development opportunities.

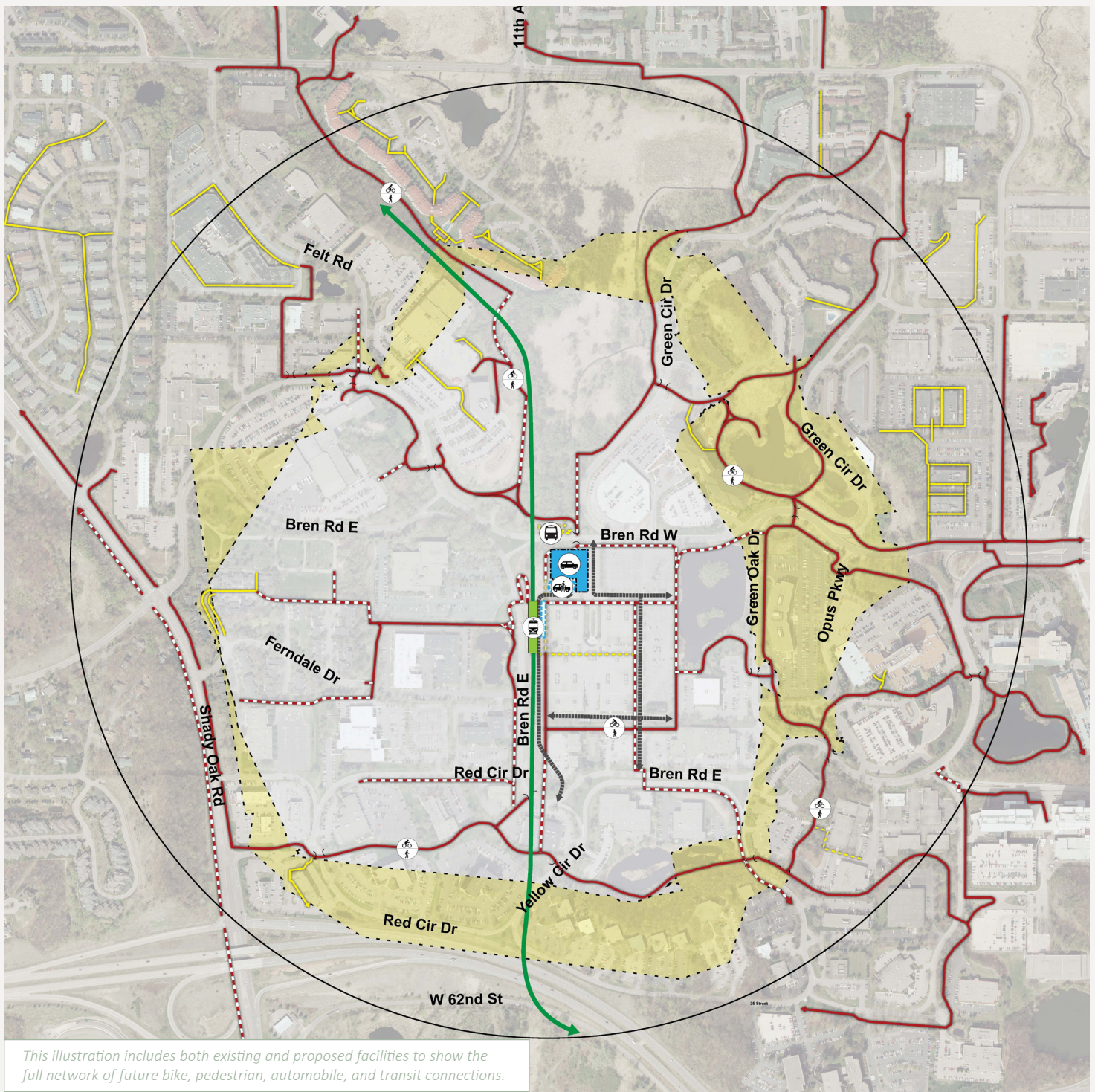
UTILITIES

- » See the “Station Area Utility Plan” beginning on page 13-18 for all utility recommendations.

FIGURE 13-9. ACCESS + CIRCULATION PLAN

WHERE ARE WE GOING?

OPUS

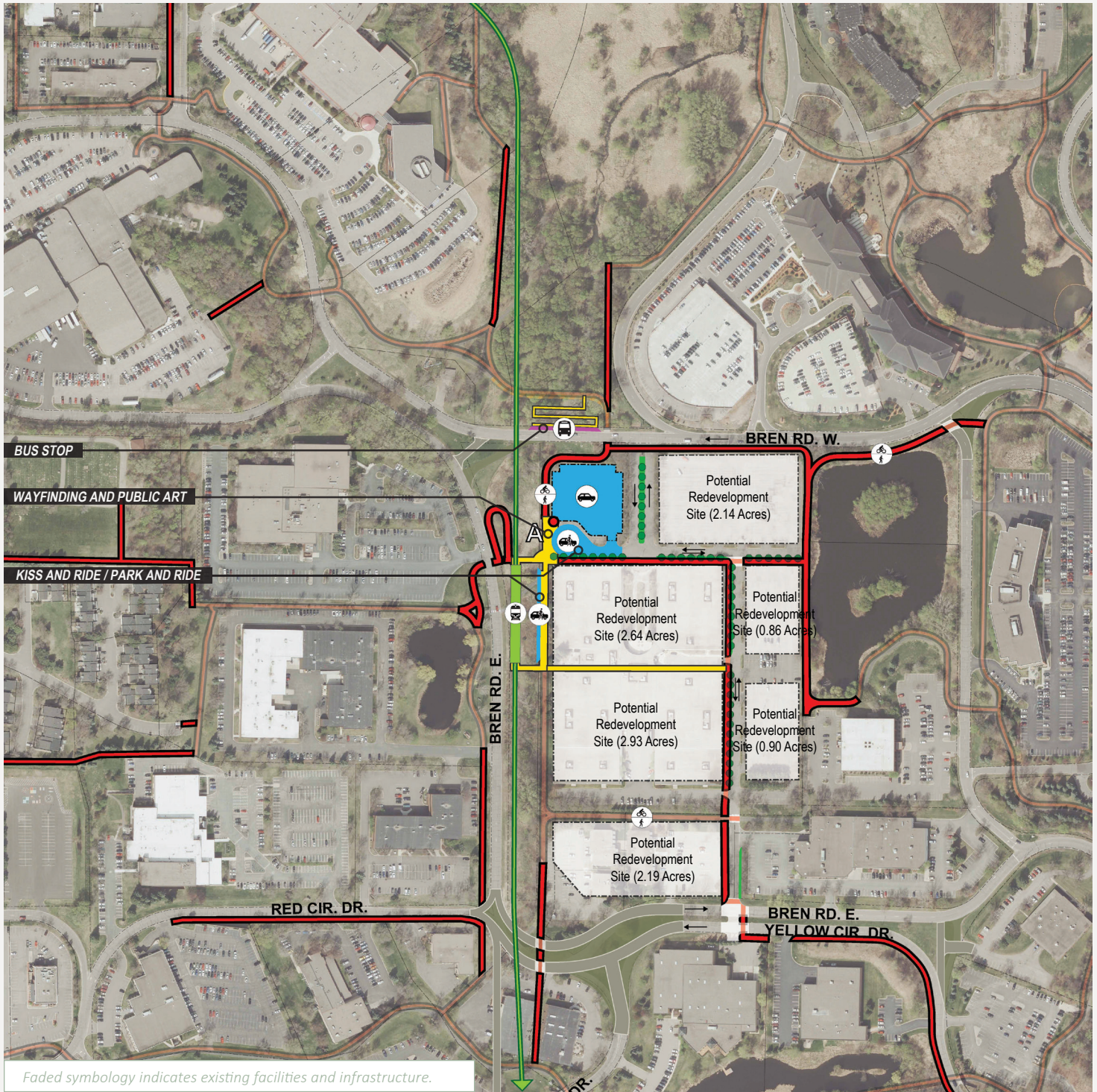


This illustration includes both existing and proposed facilities to show the full network of future bike, pedestrian, automobile, and transit connections.

- | | | | | | | | |
|--|---------------|--|-------------------|--|---|--|--|
| | LRT PLATFORM | | FREIGHT LINE | | EXISTING PEDESTRIAN CONNECTION | | PROPOSED(DASHED) PEDESTRIAN CONNECTION |
| | LRT LINE | | NEW ROADWAY | | EXISTING BIKE CONNECTION | | PROPOSED(DASHED) BIKE CONNECTION |
| | BUS STOP | | KISS AND RIDE | | EXISTING MULTI USE CONNECTION | | PROPOSED(DASHED) MULTI USE CONNECTION |
| | PARK AND RIDE | | EXISTING WALKSHED | | FUTURE WALKSHED (WITH TSAAP IMPROVEMENTS) | | |

NOTE: Existing walkshed approximates the area accessible within a 10-minute walk from the station platform using only the existing sidewalk/trail network. Future walkshed incorporates all proposed improvements to the sidewalk/trail network. Walksheds are based on GIS modeling and available sidewalk/trail information- and may not reflect exact on-the-ground conditions. See Glossary for detailed explanation of walkshed assumptions and methodology.

FIGURE 13-10. STATION AREA IMPROVEMENTS



Faded symbology indicates existing facilities and infrastructure.



















- | | | | | | | | |
|--|--------------|--|-------------------------------------|--|-------------------------------------|--|----------------------------|
| | LRT PLATFORM | | NEW SIDEWALK / SIDEWALK IMPROVEMENT | | NEW ROADWAY | | BIKE PARKING |
| | FREIGHT LINE | | ON STREET BIKE INFRASTRUCTURE | | STREETSCAPE | | WAYFINDING |
| | BUS STOP | | MULTI-USE PATH | | PARK AND RIDE | | PUBLIC ART OPPORTUNITY |
| | BUS SHELTER | | NEW CROSSING / CROSSING IMPROVEMENT | | KISS AND RIDE | | POTENTIAL DEVELOPMENT SITE |
| | | | NEW SIGNALIZED INTERSECTION | | PLAZA SPACE / BUILDING SETBACK AREA | | |

FIGURE 13-11. OPENING DAY STATION AREA IMPROVEMENTS

WHERE ARE WE GOING?

OPUS



-  LRT PLATFORM
-  FREIGHT LINE
-  BUS STOP
-  BUS SHELTER
-  NEW SIDEWALK / SIDEWALK IMPROVEMENT
-  ON STREET BIKE INFRASTRUCTURE
-  MULTI-USE PATH
-  NEW CROSSING / CROSSING IMPROVEMENT
-  NEW ROADWAY
-  STREETSCAPE
-  PARK AND RIDE
-  KISS AND RIDE
-  NEW SIGNALIZED INTERSECTION
-  BIKE PARKING
-  WAYFINDING
-  PUBLIC ART OPPORTUNITY
-  POTENTIAL DEVELOPMENT SITE
-  PLAZA SPACE / BUILDING SETBACK AREA

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Opening Day Improvements

The following tables and diagrams outline the proposed improvements to be implemented in advance of SW LRT's opening day in 2018. Table 13-1 and Figure 13-12 show opening day improvements that are part of the SW LRT anticipated base project scope; these improvements will be part of the overall project cost for construction of the LRT line. Table 13-2 and Figure 13-13 include opening day improvements that are recommended as part of the Southwest Corridor Investment Framework and are beyond SW LRT's anticipated base project scope.

TABLE 13-1. SOUTHWEST LRT ANTICIPATED BASE PROJECT SCOPE - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES
A	LRT Platform	Along the east side of Bren Rd. E.	Includes related LRT infrastructure
B	Park and Ride	Northeast of station platform	Approx. 90 stall surface lot, leased (includes private shuttle stop/turnaround)
C	Kiss and Ride	Northeast of station platform	Dropoff area and turnaround within Park and Ride lot
D	Bus Facilities	Bren Rd. W., north of park and ride	New bus bay on Bren Rd W. for 2 bus routes
E	Roadways	Intersection of Bren Rd. E and Bren Rd. W.	Realigned left turn lane from Bren Rd. W. to Bren Rd. E.
F	Sidewalk/Trail	Bren Rd. E., west of LRT station platform	Grade separated trail crossing
G	Sidewalk/Trail	Bren Rd. W., north of park and ride	ADA access ramp to existing grade separated trail crossing of Bren Rd. W.
H	Bike Facilities	Near station platform	Allowance for bike storage
I	Wayfinding	Near station platform	Allowance
J	Landscaping	Near station platform	Allowance
K	Water*	Varies	New water service and fire hydrant to station
L	Utilities*	Varies	Adjustment of existing utilities w/in project area
M	Stormwater management*	Varies	Allowance

Note: Anticipated Southwest LRT Base Project Scope as of December 2013 (subject to change)

* Improvement not symbolized on opening day figures (exact location to be determined as part of the base project scope)

TABLE 13-2. SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES	PRIORITY
1	Park and Ride	Northeast of station platform	Enhanced planting areas/trees	Secondary
2	Roadways	Red Circle Drive Reversal	New connections associated with reversing the traffic flow.	Primary
3	Sidewalk/Trail	Varies	Multi-use trails to complete gaps in trail system w/in 10 min walkshed	Secondary
4	Intersection Enhancement	Bren Rd. E. and Yellow Circle Dr., southeast of station platform	Grade separated crossings	Secondary
5	Bike Facilities	Near station platform	Bike parking, lockers, pump station and bike share facilities (beyond SPO improvements)	Primary
6	Wayfinding	Near station platform and park and ride	Signage and wayfinding (beyond SPO improvements)	Primary
7	Stormwater management	Near station platform and park and ride	Green infrastructure (beyond SPO improvements)	Primary
8	Public Art	Near station platform and park and ride	Public art (beyond SPO improvements)	Secondary
9	Public Plaza	Near station platform	Public plaza with paving, seating, plantings, lighting, and signage (beyond SPO improvements)	Secondary
10	Sanitary Sewer	Near station platform	Upsize existing 8-inch sanitary sewer to 10-inch minimum in conjunction with LRT rail construction	Primary

FIGURE 13-12. SOUTHWEST LRT ANTICIPATED BASE PROJECT SCOPE - OPENING DAY STATION AREA IMPROVEMENTS

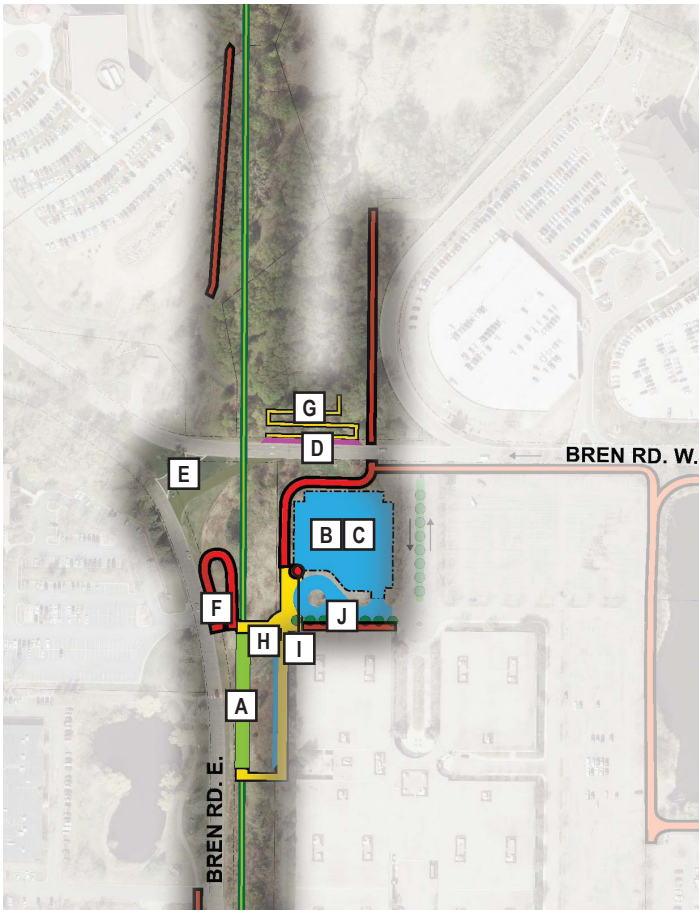
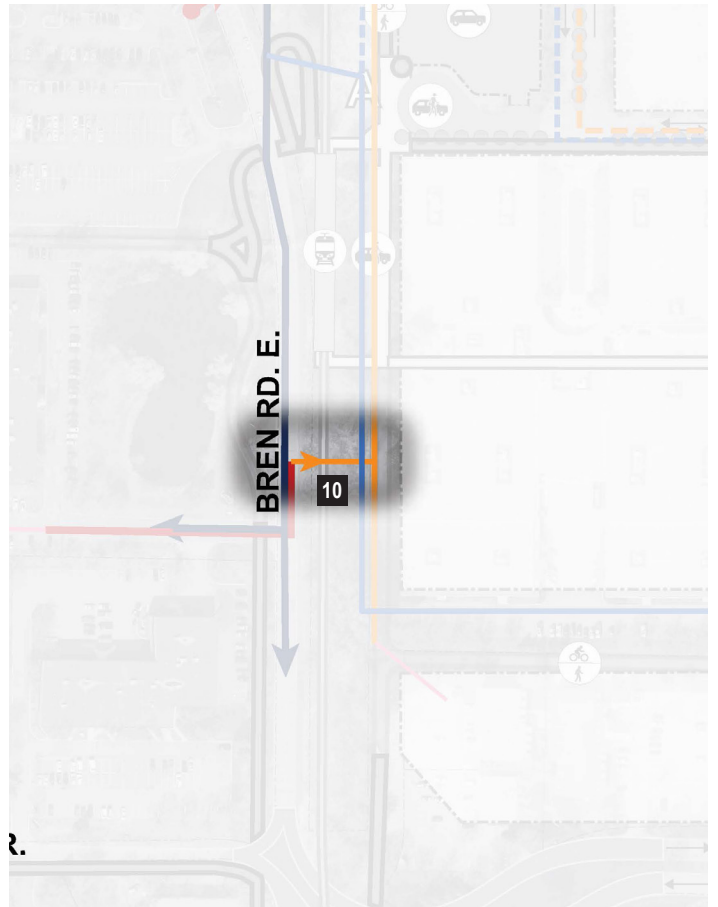
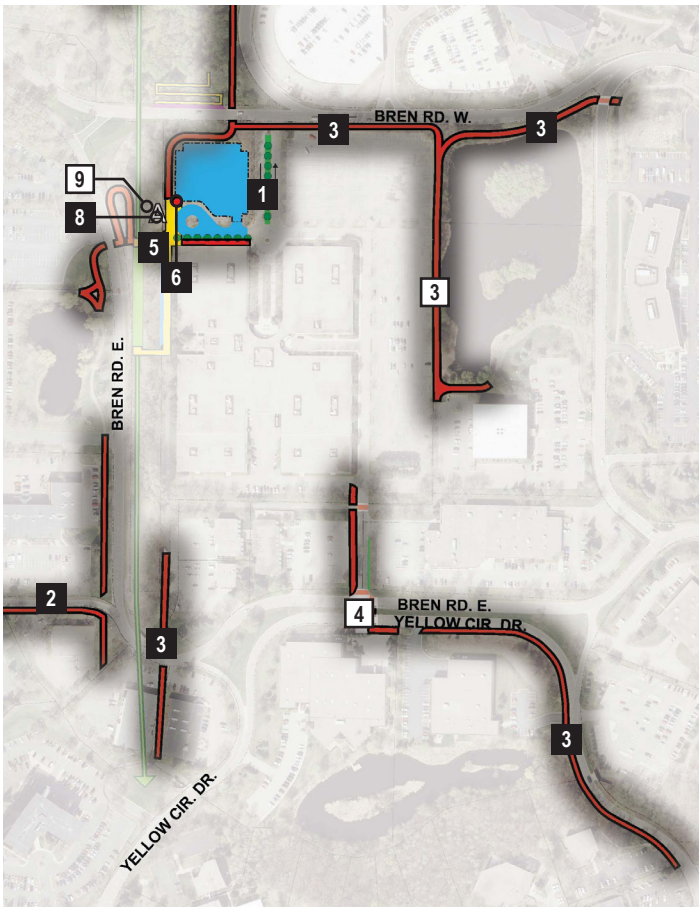


FIGURE 13-13. SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY STATION AREA IMPROVEMENTS



PRIMARY PRIORITY # SECONDARY PRIORITY

Development Potential

OVERVIEW

Key factors at the Opus station that present opportunities for future redevelopment include the presence of older, low-rise, light industrial buildings near the proposed station platform that may be ripe for redevelopment into more intense, mixed-use.

The land uses in the Opus station area include a mix of office, light industrial, commercial/retail, residential, hotel, and park/open space uses. Several underutilized industrial sites present opportunities for future redevelopment in the area. The property directly east of and adjacent to the proposed station platform presents an opportunity for higher density and mixed land uses.

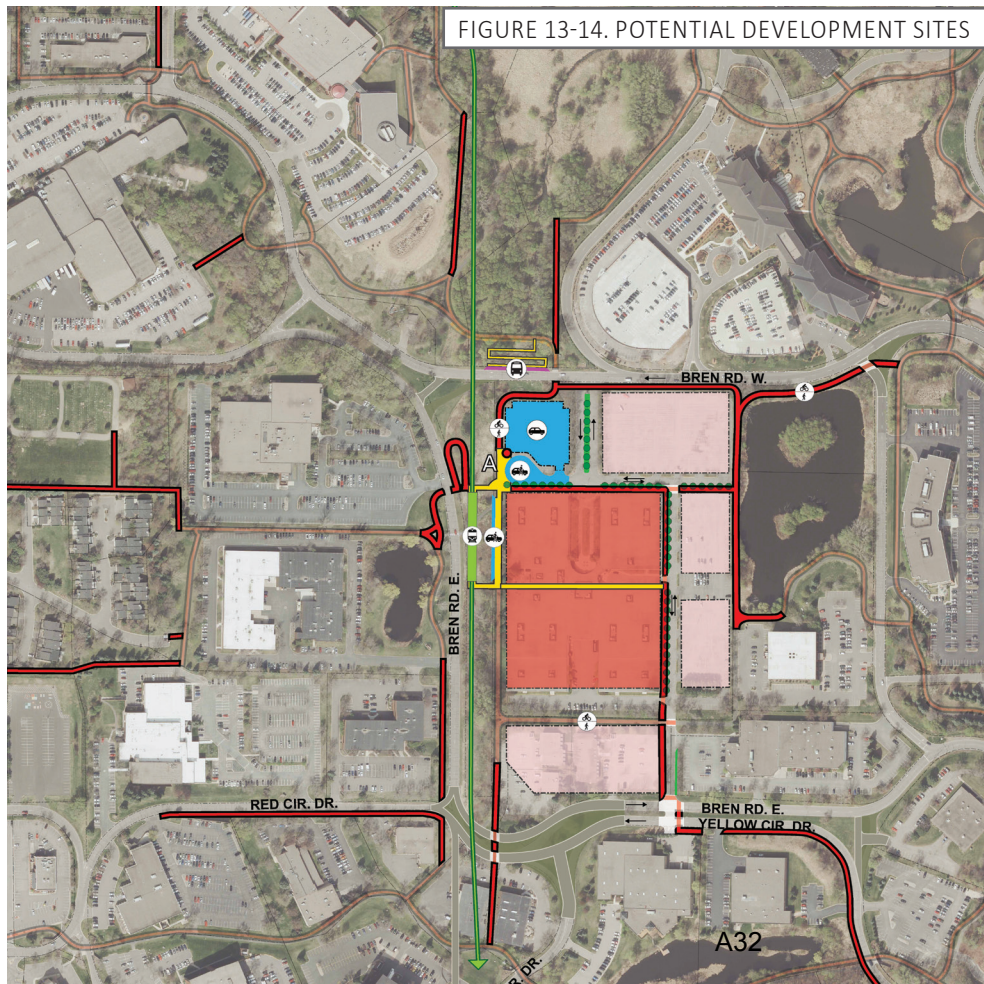
Key challenges that should be addressed to facilitate development potential include land uses, additional roadways and existing roadway improvements, smaller block sizes near the station, trail connectivity in the station area, and wayfinding.

LAND USES

Development potential for the Opus station area could include a mix of office, light industrial, residential, hotel, and retail uses.

PLANNING STRATEGIES

Strategies that should be considered to facilitate future development in the station area include the introduction of a finer grain of streets and block sizes to enhance station mobility and set up a framework for higher density development near the station. Streetscape and trail improvements connecting the station area with potential development sites, local destinations, neighborhoods, and bus transit facilities will enhance development potential in the area.



FUTURE LAND USE:

- RETAIL & OTHER COMMERCIAL
- OFFICE

Lecesse Development
10101 Bren Road E
Concept Plan Review

Key Considerations for Change and Development Over Time

Development within the station area should focus on increasing density and mix of uses and creating a walkable street and block network within the Bren Road loop that can connect pedestrians via paths to more remote offices throughout station area. Key considerations should include:

BUILT FORM AND LAND USE

- » Introduce higher density office, hotel, and commercial development with active street level uses facing the station and key pedestrian routes leading to and from the station.
- » Design new buildings in the Bren Road loop to enhance pedestrian access by orienting them towards the street and locating them as close to the street line as possible.
- » In employment buildings with manufacturing uses, locate the office components adjacent to pedestrian paths, streets and/or open spaces where they can contribute to street life and promote more “eyes on the street”.
- » Should the Merchandise Mart site be redeveloped, ensure new development establishes a new east-west pedestrian connection linking the southern end of the station platform with areas to the east.
- » Design and size the Park and Ride facility so that it has the potential to be redeveloped with higher density uses over time.
- » Design parking structures to reflect the characteristics of more active building types by screening diagonal ramps, screening parked cars from view, and when next to a street incorporating active uses at street level.

PUBLIC REALM

- » Restrict outdoor storage within the station area so that it does not detract from the image of the area or discourage new higher density employment uses.
- » Initiate pathway improvements including pedestrian-oriented lighting, underpass enhancements, and wayfinding at key decision-making points along all paths leading to and from the station.

MOBILITY

- » Develop a new walkable street and block pattern on the lands within the Bren Road loop including a new two-way street system connecting Bren Road East with Bren Road West to create an address for new development.
- » Extend the existing multi-use path network into the Bren Road Circle from all sides and connect the path extensions to the LRT platform.
- » Minimize the impact of parking and circulation on pedestrians by locating parking in structures or to the rear or side of new buildings, and consolidating access and service drives.

- » Parking access, loading, and servicing elements should be shielded and located to the rear of the building.
- » Limit vehicular access points along Bren Road.



Office development that fronts the street



Shielded loaded bays to the rear of the building



Pedestrian path through development

Station Area Utility Plan

OVERVIEW

The station area utility plan and strategies recommended below were developed by considering future transit-oriented development within the station area, as depicted by the Station Area Improvements Plan (Figure 13-10). Minnetonka will need to apply these localized recommendations to the city wide system to ensure that the potential development/redevelopment will not be limited by larger system constraints. Existing models or other methods can be used to check for system constraints in the station areas.

Minnetonka should also consider reviewing the condition of their existing utilities in the station development area. The station construction would provide Minnetonka an opportunity to address any utilities needing repairs. Once the larger system has been reviewed for system constraints, Minnetonka will be able to accurately plan for necessary utility improvements in their city Capital Improvement Program (CIP). All utilities located beneath the proposed LRT rail or station platform should be encased prior to the construction of these facilities. The cost associated with encasing these facilities is assumed to be a project cost and is not included in potential improvements identified for the City of Minnetonka CIP.

APPROACH

Utility improvement strategies are outlined in this report for the ultimate station area development (2030), as well as improvements which should be considered prior to opening day anticipated in 2018. Although recommendations are categorized in one of these two timeframes, Minnetonka should weigh the benefits of completing more or less of these improvements as land becomes available for future development. Minnetonka should take the utility analysis a level further and model future utilities in their city utility system models.

The proposed development and redevelopment areas were evaluated based on Metropolitan Commission Sewer Availability Charge (SAC) usage rates and estimated flows. Estimated flows for one possible development scenario in this area indicate that internal to the station area, no more than eight inch pipe are necessary to serve the mix of proposed and existing development. Each utility system should still be reviewed to identify capacity and demand constraints to the larger system associated with increase in flows from the proposed developments and existing developments in the area. Minnetonka should anticipate the construction of new municipal utilities in conjunction with new or realigned roadways.

GENERAL RECOMMENDATIONS - SANITARY SEWER

Sanitary sewer recommendations for station area improvements include opportunities for Minnetonka to improve the existing sanitary sewer network, without necessarily replacing existing sanitary sewers. When recommendations for “improving” existing sanitary sewer are noted, Minnetonka should consider the level to which each specific sewer should be improved. Methods of improvement could include: lining the existing sewer, pipe joint repair, sewer manhole repair, relocation, and complete replacement.

The following items should be evaluated prior to opening day of the station, although action may not be required until necessary for development:

- » Televising existing sewer mains in the station area and proposed development area to determine the condition of the sewer mains, susceptibility for backups or other issues and evaluate for Infiltration and Inflow (I&I).
- » Locations of known I&I. If previous sewer televising records, city maintenance records, or an I&I study have shown problems, the city should consider taking measures to address the problem.
- » The age and material of existing gravity and/or forcemain sanitary sewer in the identified station area. If the lines are older than the material’s typical design life or materials which are susceptible to corrosion relative to soils in the area, the city should consider repairing, lining or replacing the mains.
- » Locations of known capacity constraints or areas where city sewer models indicate capacity issues. If there are known limitations, the city should further evaluate the benefit of increasing pipe sizes.
- » City sewer system models (existing and future). A review of these models with future development would assist Minnetonka in determining if sewers in the project area should be increased to meet existing or future city system needs.
- » Existing sewer pipes should be relocated or encased in areas where they cross or are immediately adjacent to the LRT line/station.

GENERAL RECOMMENDATIONS - WATER MAIN

Water main recommendations for station area improvements also include opportunities for Minnetonka to improve the existing water system network. Creating loops in the network can help prevent stagnant water from accumulating along water main stubs, and creating loops of similar sized water main provides the city a level of redundancy in their water network. Redundancy helps reduce the impacts to the community during system repairs, and also helps stabilize the pressure in the network.

The following items should be evaluated prior to opening day of the station, although action may not be required until necessary for development:

- » The age and material of the existing mains in the identified station area. If the mains are older than the materials typical design life or materials which are susceptible to corrosion relative to soils in the area, the city should consider replacing the main.
- » Locations of previous water main breaks. If water main breaks repeatedly occur in specific areas, the city should consider replacing or repairing the main.
- » Locations with known water pressure issues or areas where city models indicate low pressure. If there are known limitations (for either fire suppression or domestic uses), the city should further evaluate the benefit of increasing main sizes.
- » Locations with known or potential water quality issues. If there are mains known to be affecting the water quality (color, taste, odor, etc.) of their system, Minnetonka should consider taking measures to address the problem affecting water quality.
- » City water system models (existing and future). A review of these models with future development would assist Minnetonka in determining if mains in the project area should be improved to meet existing or future city system needs based on demand constraints.
- » Existing water main pipes should be relocated or encased in areas where they cross or are immediately adjacent to the LRT line/station.

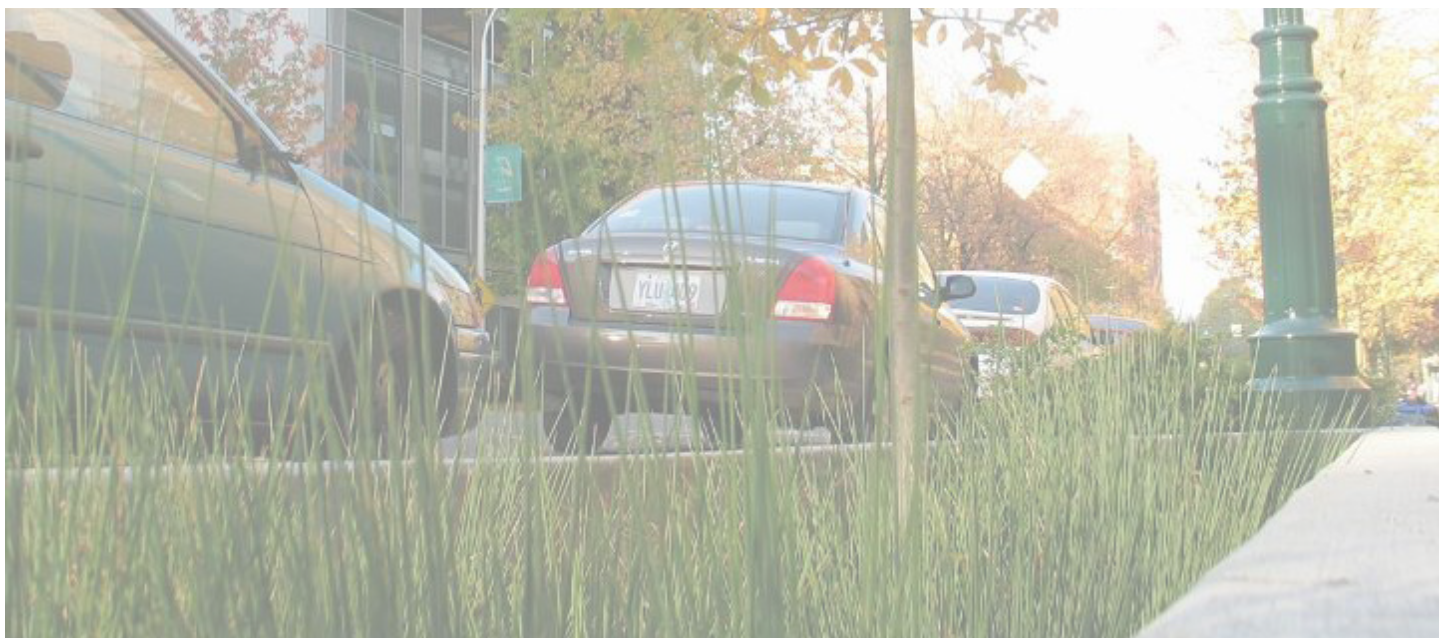
GENERAL RECOMMENDATIONS – STORM SEWER

Local storm sewer improvements are recommended to be completed in conjunction with other improvements in the station area. Improvements which will likely require storm sewer modifications include: roadway realignments, roadway extensions, and pedestrian sidewalk/street scape improvements. Storm sewer improvements may consist of: storm sewer construction, manhole reconstruction, drain tile extensions, storm sewer relocation, and complete replacement. These local storm sewer improvements are included as part of the overall cost of roadway and streetscape improvements recommended in this plan. Where roadway/streetscape improvements are part of the SW LRT anticipated base project scope, associated storm sewer improvements are assumed to be a project cost. Minnetonka should also consider coordinating with the local watershed district and other agencies to review the condition of and capacity of existing trunk storm sewer systems serving more regional surface water needs.

STORMWATER BEST MANAGEMENT PRACTICES

There are numerous stormwater best management practices (BMPs) that can be used to address stormwater quality and quantity. As part of this project, BMP guides were developed for four stations (Royalston, Blake, Shady Oak, and Mitchell) which exemplify the range of development intensity and character in the urbanized environment along the Southwest LRT Corridor. The recommendations and practices identified in each of the four BMP guides are applicable to various stations along the corridor.

Potential stormwater management strategies for this station area may be similar to those shown in the BMP guide for the Shady Oak station (see p. 12-28). Minnetonka should consider implementing applicable best management practices similar to those in the Shady Oak Station BMP guide. Stormwater management recommendations should be constructed in conjunction with public and private improvements and future development/redevelopment in the station area.



Station Area Utility Plan (Continued)

STATION AREA UTILITY RECOMMENDATIONS

Utility recommendations (illustrated in Figure 13-15) are based on a localized analysis of proposed development. It is recommended that the City of Minnetonka take this analysis a step further and review system constraints to the existing and future sanitary sewer and water main systems using existing sewer CAD or water CAD models, or other methods of modeling these systems.

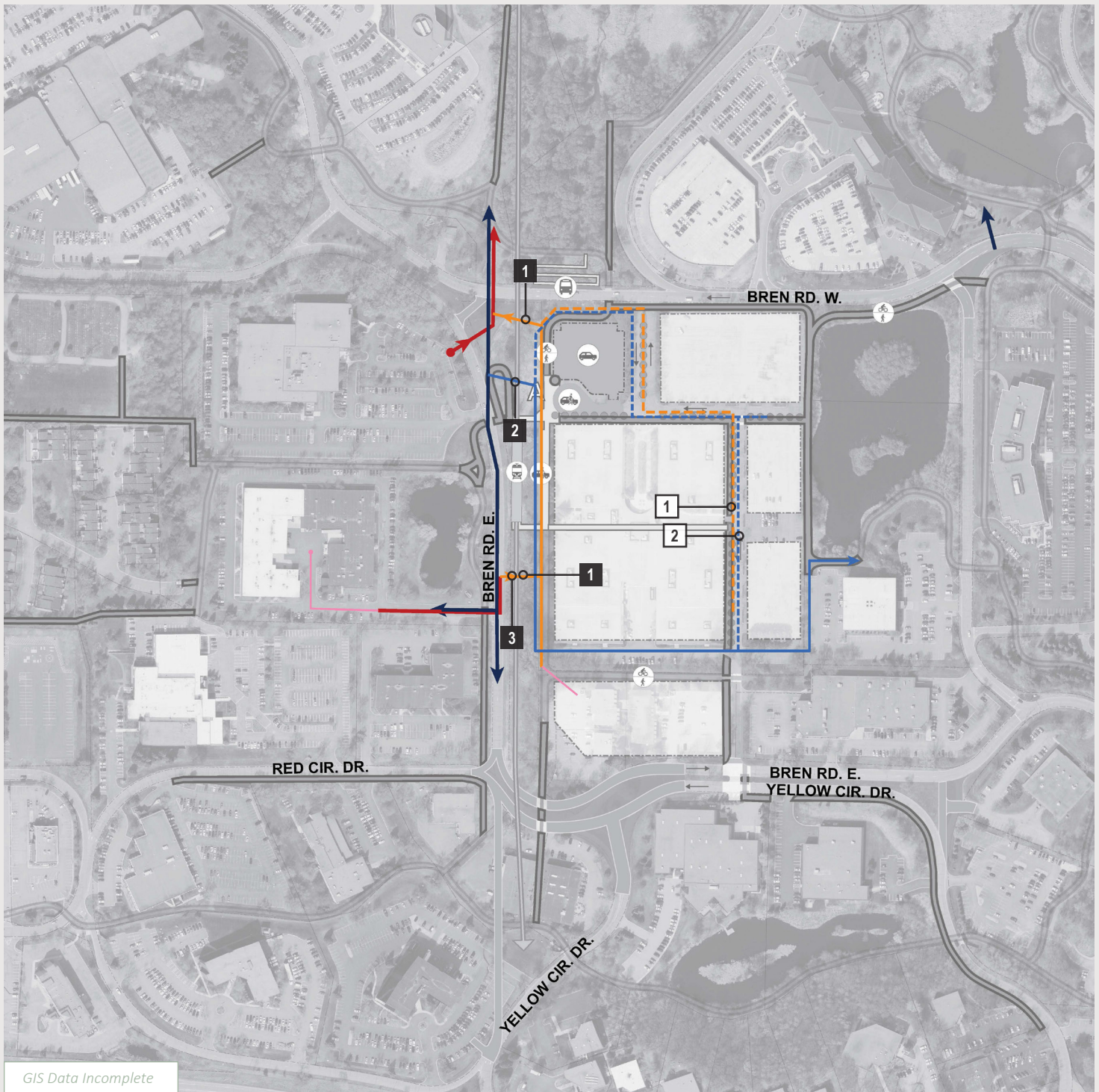
Opening Day Recommendations:

1. Encase existing sanitary sewer crossing the LRT rail construction.
2. Encase existing water main crossing the LRT rail construction.
3. Consider upsizing existing 8-inch sanitary sewer crossing Bren Road E. to 10-inch minimum in conjunction with LRT rail construction (confirm with City model).

Long-Term Recommendations:

1. Construct 8-inch minimum sanitary sewer in conjunction with roadway construction of new streets east of the station.
2. Construct 8-inch minimum water main in conjunction with roadway reconstruction/construction of new streets east of the station.

FIGURE 13-15. STATION AREA UTILITY PLAN



GIS Data Incomplete

OPENING DAY RECOMMENDATION

LONG-TERM RECOMMENDATION

— EXISTING UTILITIES

- - - PROPOSED UTILITIES

— SERVICE SANITARY

— LOCAL SANITARY

— TRUNK SANITARY

— MCES SANITARY INTERCEPTOR

— SANITARY SEWER FORCEMAIN

■ LIFT STATION

— SERVICE WATER MAIN

— LOCAL WATER MAIN

— TRUNK WATER MAIN

● WATER TOWER

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