City of minnetonka
Where quality is our nature

CITY OF MINNETONKA
PLANNING COMMISSION
NOVEMBER 16, 2017

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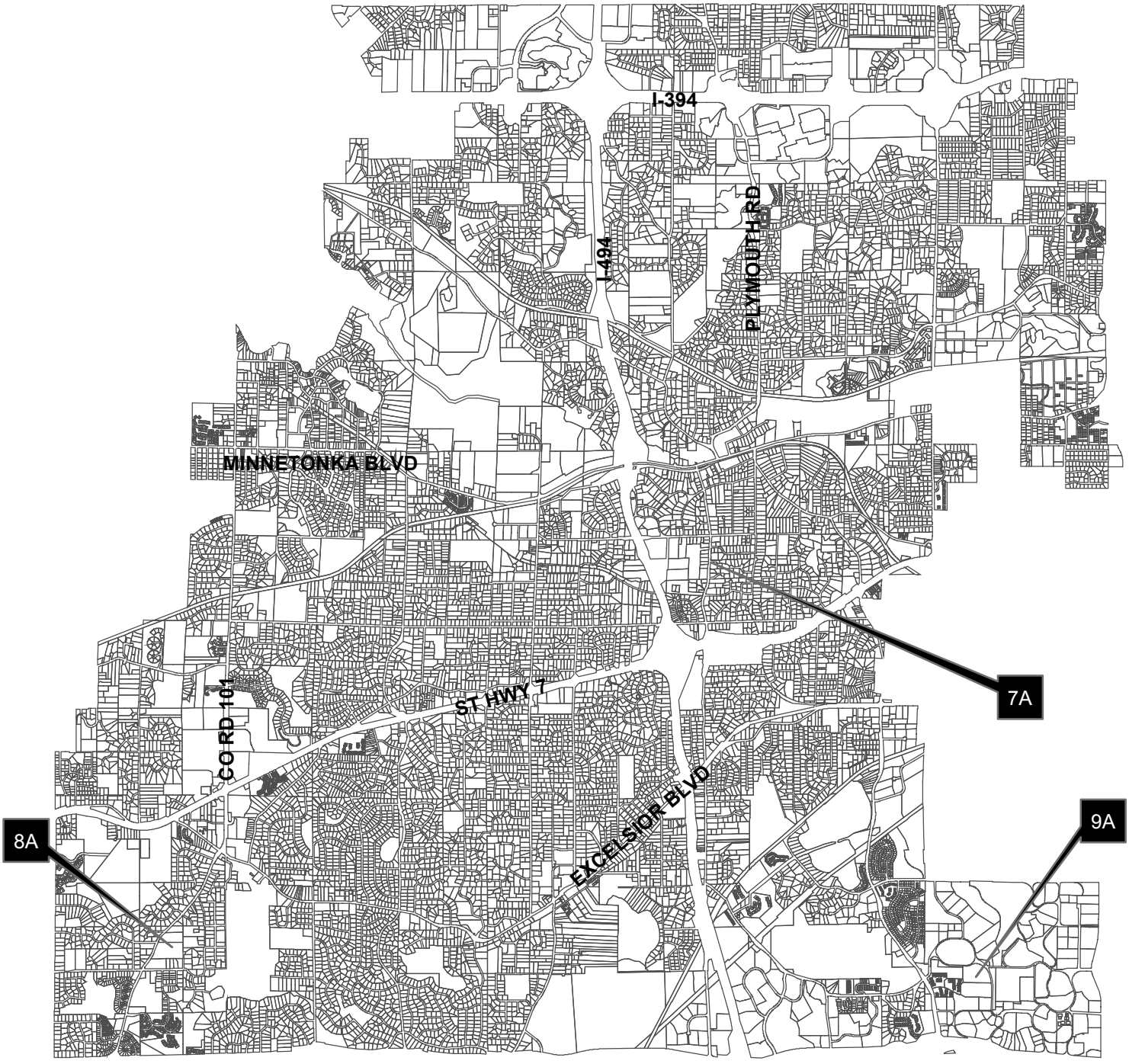


City of minnetonka
Where quality is our nature

Planning Commission Agenda

November 16, 2017—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: October 26, 2017**
5. **Report from Staff**
6. **Report from Planning Commission Members**
7. **Public Hearings: Consent Agenda**

   A. Side and rear yard setback variance for a vertical expansion of an accessory structure at 3841 Baker Road.

   Recommendation: Adopt the resolution approving the variance (5 votes)

   - Final Decision Subject to Appeal
   - Project Planner: Drew Ingvalson

8. **Public Hearings: Non-Consent Agenda Items**

   A. Site and building plan review, with a setback variance, for gymnasium and office, storage and classroom additions at Clear Spring Elementary at 5701 Co Rd 101.

   Recommendation: Adopt the resolution approving the requests (5 votes)

   - Final Decision Subject to Appeal
   - Project Planner: Ashley Cauley

9. Other Business

A. Concept plan review for Dominium at 11001 Bren Road East.

Recommendation: Discussion only. No formal action required

- Recommendation to City Council (Tentative Date: December 4, 2017)
- Project Planner: Loren Gordon

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 November 30, 2017 Planning Commission meeting:

   Project Description: The applicant is requesting a conditional use permit to allow a licensed care facility, serving 7 to 12 persons, at 5022 Baker Road.
   Project No.: 99066.17a Staff: Drew Ingvalson
   Ward/Council Member: 1—Bob Ellingson Section: 27

   Project Description: The property owner at 14819 Margaret Place is proposing to divide the existing property into two, single-family lots. The existing home would remain. However, the existing garage would be removed and a new garage constructed on the west side of the home. A new home would be constructed east of the existing home. The proposal requires approval of preliminary and final plats.
   Project No.: 17026.17a Staff: Susan Thomas
   Ward/Council Member: 3—Brad Wiersum Section: 21

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

October 26, 2017

1. Call to Order

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

2. Roll Call

Commissioners Schack, Calvert, Knight, O'Connell, Powers, and Kirk were present. Sewall was absent.

Staff members present: City Planner Loren Gordon, Assistant City Planner Susan Thomas, and Engineering Project Manager Chris LaBounty.

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

4. Approval of Minutes: October 12, 2017

Calvert moved, second by Powers, to approve the October 12, 2017 meeting minutes as submitted.

Schack, Calvert, Knight, O'Connell, Powers, and Kirk voted yes. Sewall 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 October 23, 2017:

- Adopted a resolution approving a conditional use permit for an outdoor eating area for Davanni's.
- Reviewed a concept plan for iFly.

The next planning commission meeting will be November 16, 2017 since the November 2, 2017 meeting has been cancelled.

6. Report from Planning Commission Members

Schack stated that there will be a comprehensive guide plan steering committee meeting November 13, 2017 which is open to the public.

Chair Kirk attended a neighborhood meeting regarding a proposed apartment building in Opus and an affordable housing forum. It was a great opportunity to learn about workforce housing. Affordable housing is tailored for workers who earn eighty percent of the area median income. Minnetonka has no available affordable housing. The high cost of building new housing makes it difficult for an affordable housing project to be financially feasible.

7. Public Hearings: Consent Agenda

No items were removed from the consent agenda for discussion or separate action.

Calvert moved, second by Knight, to approve the items listed on the consent agenda as recommended in the respective staff reports as follows:

A. Expansion permit for an entryway and covered porch addition at 2420 Crosby Road.

Adopt the resolution approving an expansion permit for an entryway and covered porch at 2420 Crosby Road.

B. Rear yard setback variance for a deck expansion at 5732 Kipling Avenue.

Adopt the resolution approving a rear yard setback variance for a deck expansion at 5732 Kipling Avenue.

Schack, Calvert, Knight, O'Connell, Powers, and Kirk voted yes. Sewall was absent. Motion carried and the items on the consent agenda were approved as submitted.

8. Public Hearings

A. A conditional use permit for Bright Eyes Vision Clinic with a parking variance at 13889 Ridgedale Drive.

Chair Kirk 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.

Jill Schultz, applicant, stated that she has had a practice since 2003. It would be a typical vision clinic.

The public hearing was opened.

Sandra Steelman, owner of 13911 Ridgedale Drive, stated that she has parking issues with her neighbors. She leases 20 parking spaces to an adjacent building. The yoga studio takes over everything. Her concern is parking because today the yoga customers filled all of its 45 spots from 10:30 a.m. to 1:30 p.m. plus 15 stalls in her parking lot. The yoga studio operates 2 classes of 20 to 25 people at a time from 6 a.m. to 8 p.m. She has tried working with the adjacent property owner and the yoga business' management, but it does not help.

Terese Reiling, Colliers International, a retail broker on behalf of the landlord, stated that Core Power Yoga customers consume a lot of parking during the class times. The landlord said that there are always empty parking spaces in his lot during the peak times. The landlord said that tenants could police their customers better by putting signs up indicating where to park. Even though customers park in the adjacent lot, there are still open spaces at the proposed site.

Wayne Elam, real estate broker with Commercial Realty Solutions working with the applicant, stated that there is a cross access easement in place for 20 additional parking stalls on the south which makes the total number of stalls far exceed the 49-space required.

No additional testimony was submitted and the hearing was closed.

Thomas explained that the businesses in the area are not deficient according to city code parking requirements, but the businesses are extremely successful. It is a private property issue between the property owners. It would not be reasonable for staff to recommend denial of an eye clinic for a preexisting condition caused by patrons of a yoga studio. Thomas explained the number of parking stalls in each parking area and private cross parking agreements for the proposed site and adjacent buildings. There are 45 stalls available on the site and 85 stalls available in the general area. The zoning code bases the number of required parking stalls by a building's square footage, not by the estimated number of people who may visit the building.

Knight learned from Thomas that the proposed building was previously occupied by West Marine.

Calvert visited the site during a peak time and there were still parking stalls available on the south end. Parking was very crowded in the front, but there were spots available in the back. The proposal is 4 stalls short of code requirements in

the building's lot, but 40 stalls have been secured in a cross parking lease agreement. Parking is not an issue in context of this application.

Powers agreed. He applauded Ms. Steelman for expressing her frustration with an unresolved parking issue. He hoped a solution could be found between the property owners. He supports staff's recommendation.

O'Connell moved, second by Powers, to recommend that the city council adopt the resolution approving a conditional use permit with parking variance for Bright Eyes Vision Clinic at 13889 Ridgedale Drive.

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

B. Site and building plan review for gymnasium and classroom additions at Scenic Heights Elementary at 5650 Scenic Heights Drive.

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

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

Paul Bourgeois, Executive Director of Finance and Operations for Minnetonka Public Schools, applicant, thanked commissioners for considering the application. He stated that the gymnasium would be constructed to provide additional physical education space for students who already attend the building. It would also provide a better space for music concerts. The public is entitled to use the facility in the evenings. The four classrooms on the northeast corner provide for small-group, remedial instruction. Each would provide a space for one adult and one to three students.

The public hearing was opened.

Allison Decker, 16811 Scenic Lane South, stated that she also represented residents of 16819 and 16827 Scenic Lane South. She requested that the school be required to install a fence. Half of the trees have died or were cut down which previously provided screening. The trees are currently in a utility easement. The amount of traffic in the evening would increase and impede the neighbors' lives. She stated that the item could be tabled to allow time to provide photos of the lack of screening.

No additional testimony was submitted and the hearing was closed.

Chair Kirk noted that commissioners visited the site and saw the condition of the screening.

Schack asked if a dead tree would still be considered to provide adequate screening. Gordon explained that the ordinance requires screening between a school and residential neighborhood with landscaping or a solid fence. Landscaping is preferred to a fence for the aesthetic quality. Some trees have had a hard time maturing in the certain spots to buffer the neighborhood. A tree line is not completely opaque. It is a continual process to replace trees that die. The problem now is that Xcel does not allow the trees to be maintained as they should. The city's natural resources staff measure screening as failing if 50 percent or more are dead. That standard has not yet been met. He empathized with the neighbors.

O'Connell asked if, eventually, Xcel would remove all of the trees on the front right. Gordon stated that Xcel told the city in 2014 that tree removal would occur in 2018. When that occurs, a fence would be installed the entire length of the parking lots and extend to Scenic Drive.

Calvert stated that the proposal would be consistent with the master development plan. It would benefit the school and community. She is sympathetic to the neighbors since the construction would take place on that side of the site. The respectful thing would be for the school to construct the fence early to help shield the neighbors from the impact.

Powers felt the school district should step up and address the neighbors' concerns. It would be the right thing. Neighbors are entitled to a buffer.

Chair Kirk supports the school district installing a fence.

Powers moved, second by Calvert, to adopt the resolution approving final site and building plans for a gymnasium and classroom addition at 5650 Scenic Heights Drive.

Schack, Calvert, Knight, O'Connell, Powers, and Kirk voted yes. Sewall was absent. 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

Calvert moved, second by Knight, to adjourn the meeting at 7:30 p.m. Motion carried unanimously.

By: _____
Lois T. Mason
Planning Secretary

Minnetonka Planning Commission Meeting

November 16, 2017

Agenda Item 7

Public Hearing: Consent Agenda

MINNETONKA PLANNING COMMISSION
November 16, 2017

Brief Description Side and rear yard setback variance for a vertical expansion of an accessory structure at 3841 Baker Road

Recommendation Adopt the resolution approving the variance

Background

The applicant, Dana Minion, is proposing to vertically expand a structure that currently encroaches into the required side and rear yard setbacks. (See attached).

Based on historical aerial photos, it appears that an accessory structure was originally constructed on the property prior to adoption of the city's first zoning ordinance. This structure was in the same location as the existing accessory structure. In 1988, the city approved a conditional use permit and setback variance to allow for reconstruction of the structure at its current location, 1.2 to 4.3 feet from the side and rear property lines.

On July 10, 2017, the property owner received approval from the city council to demolish an existing accessory structure (1,293 square feet) and reconstruct an accessory structure with a slight expansion. The expansion consisted of a 4-foot x 22-foot extension of the structure towards the *interior* of the property. This expansion increased the structure size by approximately 88 square feet. However, as approved, the height of the structure would not be increased.

In July 2017, staff approved a building permit that met the requirements and conditions of the approved conditional use permit.

In October 2017, the applicant realized that a higher structure would be needed for the garage to function as he desired. At this point, the applicant contacted city staff. Staff informed him that the increase in height would require a variance.

Current Proposal

The applicant has now submitted a variance application to change the height of both the northern and southern portions of the previously approved structure:

- Northern: The wall heights on the existing structure differ and would continue to do so following reconstruction. The highest point of the reconstructed structure would actually be lower than that of the existing structure. However, a small portion – along the northernmost wall face – would actually be increased in height by 1 foot 1 inch beyond that approved in October. As the new structure's roof would be expanded vertically within the required 15-foot side yard setback, a variance is required. (See attached).

- Southern: The applicant has proposed to increase the total height of the structure by 1 foot 3 inches on the southern portion of the structure. This would bring the structure's city code defined height to 12 feet. The southern expansion requires a variance as it increases the height of the structure within the required 15-foot setback.

	Required	Existing	Proposed
Side Yard Setback (North)	15 feet	1.2 feet	1.2 feet
Rear Yard Setback (East)	15 feet	4.3 feet	4.3 feet

As proposed, the structure would not be expanded horizontally within the required setbacks. However, vertical expansions that do not meet required setbacks require an approved variance.

Staff Analysis

Staff finds that the applicant's request meets the variance standard as outlined in city code:

- **Reasonableness:** The requested structure location is reasonable as the proposed structure would be in the same location as the existing accessory structure that currently encroaches into the side and rear yard setbacks. The requested height of the structure is reasonable as the proposed height would be permitted by ordinance without a variance if it did not encroach into the required setbacks.

- **Unique Circumstance:** The existing structure's location presents a unique circumstance. The existing structure currently encroaches into the required side and rear yard setbacks through both predating ordinance and approved variances. Moving forward, any vertical expansion of the structure would require a variance.

- **Neighborhood Character**. The proposed accessory structure expansion would be located over 150 feet from the front property line and would be partially screened from the neighboring structures by existing vegetation. In addition, the accessory structure would not exceed the maximum height permitted by ordinance. As such, the vertical garage expansion should have little impact on neighborhood character.

Staff Recommendation

Adopt the resolution approving a side and rear yard setback variance for a vertical accessory structure expansion at 3841 Baker Road.

Originator: Drew Ingvalson, Planner
Through: Loren Gordon, AICP, City Planner

Supporting Information

Project No. 88080.17b

Property 3841 Baker Road

Applicant Dana Minion

Surrounding Land Uses All properties adjacent to the subject property are zoned R-1 and guided low density residential.

Planning Guide Plan designation: low density residential
Zoning: R-1

Site Features The subject property is located on the east side of Baker Road, north of Lake Street Extension. The existing lot is approximately 48,000 square feet in area.

The site is improved with a 1,884 square foot home that was originally constructed in 1908. The site also has a 1,381 square foot accessory structure.

Expansion Permits and Variances An expansion permit is required for an expansion of a non-conforming structure when that expansion maintains the same setbacks as the existing non-conformity. By definition, a non-conforming structure is one that is not in full compliance with the regulations of the ordinance and either: (1) was legally established before the effective date of the ordinance provision with which it does not comply; or (2) became non-conforming because of other governmental action, such as a court order or a taking by a governmental body under eminent domain or negotiated sale.

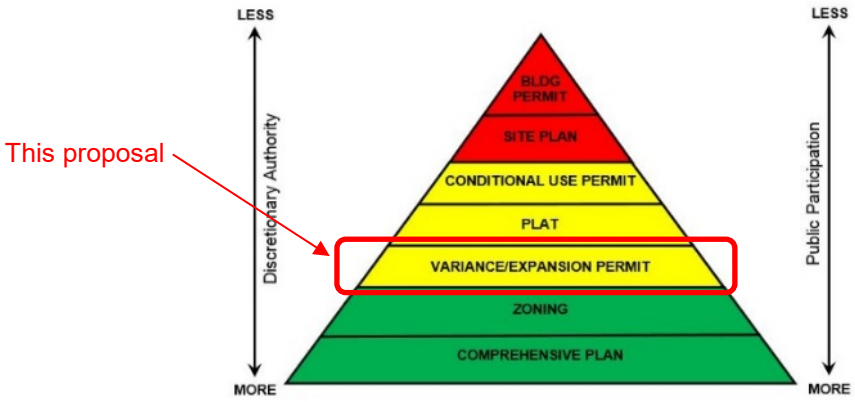
Though the existing structure is located close to property lines, it is <u>not</u> considered a non-conforming structure. A variance was approved in 1988; the structure conforms to the setbacks approved by the variance. As such, the current request does not require an expansion permit, but instead requires a variance.

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

the plight of the landowner is due to circumstances unique to the property not created by the landowner, and, the variance if granted, would not alter the essential character of the locality. (City Code §300.07)

Neighborhood Comments The city sent notices to 52 area property owners and received no comments to date.

Pyramid of Discretion



Motion options The planning commission has the following motion options:

1. Concur with staff's recommendation. In this case, a motion should be made adopting the resolution approving the variance.

2. Disagree with staff's recommendation. In this case, a motion should be denying the request. The motion should include findings for denial.

3. Table the request. In this case, a motion should be made to table the item. The motion should include a statement as to why the request is being tabled with direction to staff, the applicant or both.

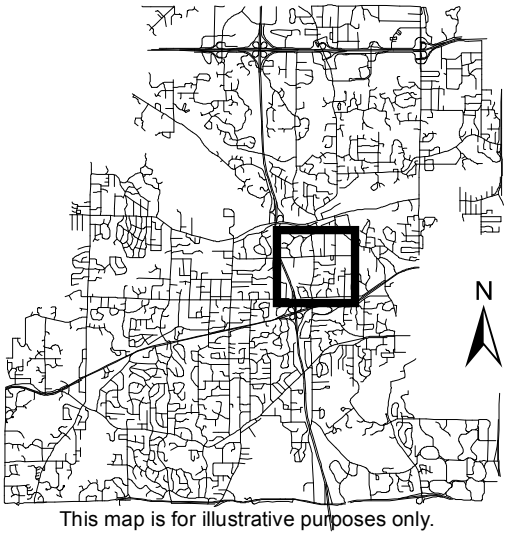
Voting Requirement The planning commission action on the applicant's request is final subject to appeal. Approval requires the affirmative vote of five commissioners.

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

Deadline for Action February 27, 2018

Location Map

Project: Minion Residence
Address: 3841 Baker Rd
Project No. 88080.17b



This map is for illustrative purposes only.

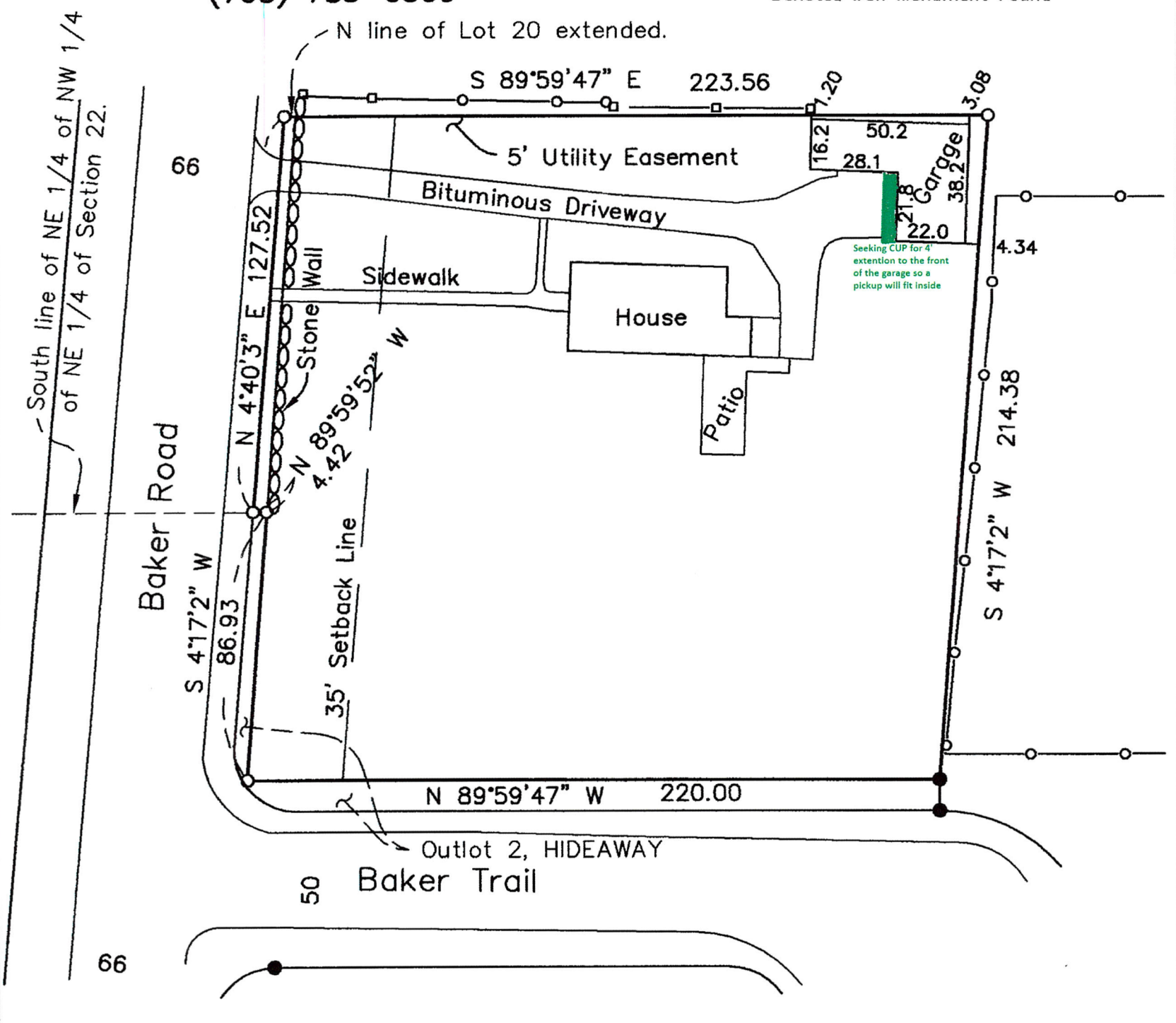
Certificate of Survey

Prepared for: Dana Minion
3841 Baker Road
Minnetonka, MN 55305
612-659-3656

Mattke Surveying & Engineering, Inc.
599 Hawthorn Road
Lino Lakes, MN 55014
(763) 783-0300

Scale: 1"=50'

o Denotes Iron Monument Set (RLS 15612)
● Denotes Iron Monument Found



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

Tedd W. Mattke

Tedd W. Mattke, LS

Date: 4/28/17 Minn. License No. 15612

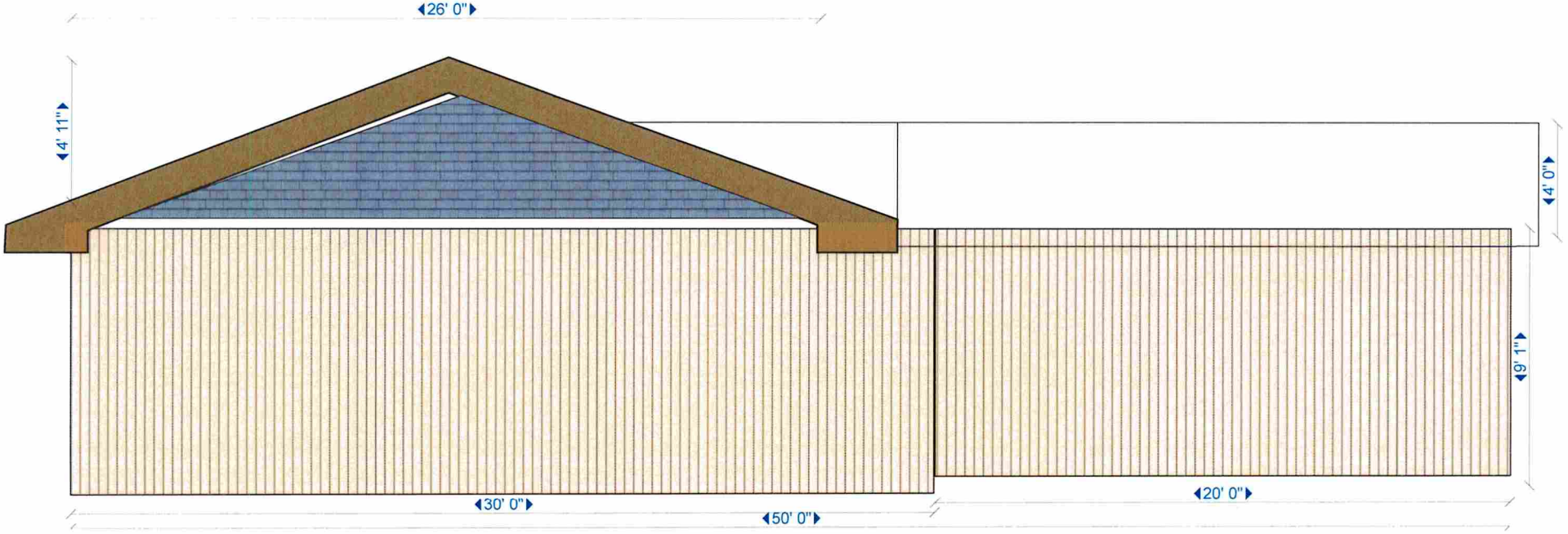
Revised 4/28/17 location of outbuilding.

Property Description:
Lot 20, Block 1, FIELDCREST, and that part of the Northeast Quarter of the Northwest Quarter of the Northeast Quarter of Section 22, Township 117, Range 22 lying East of County Road No. 60 and South of the North line of said Lot 20 extended West, Hennepin County, Minnesota.

17012

Proposed Garage

4/12 pitch with 12" overhang to match existing building



North Elevation

Proposed Garage

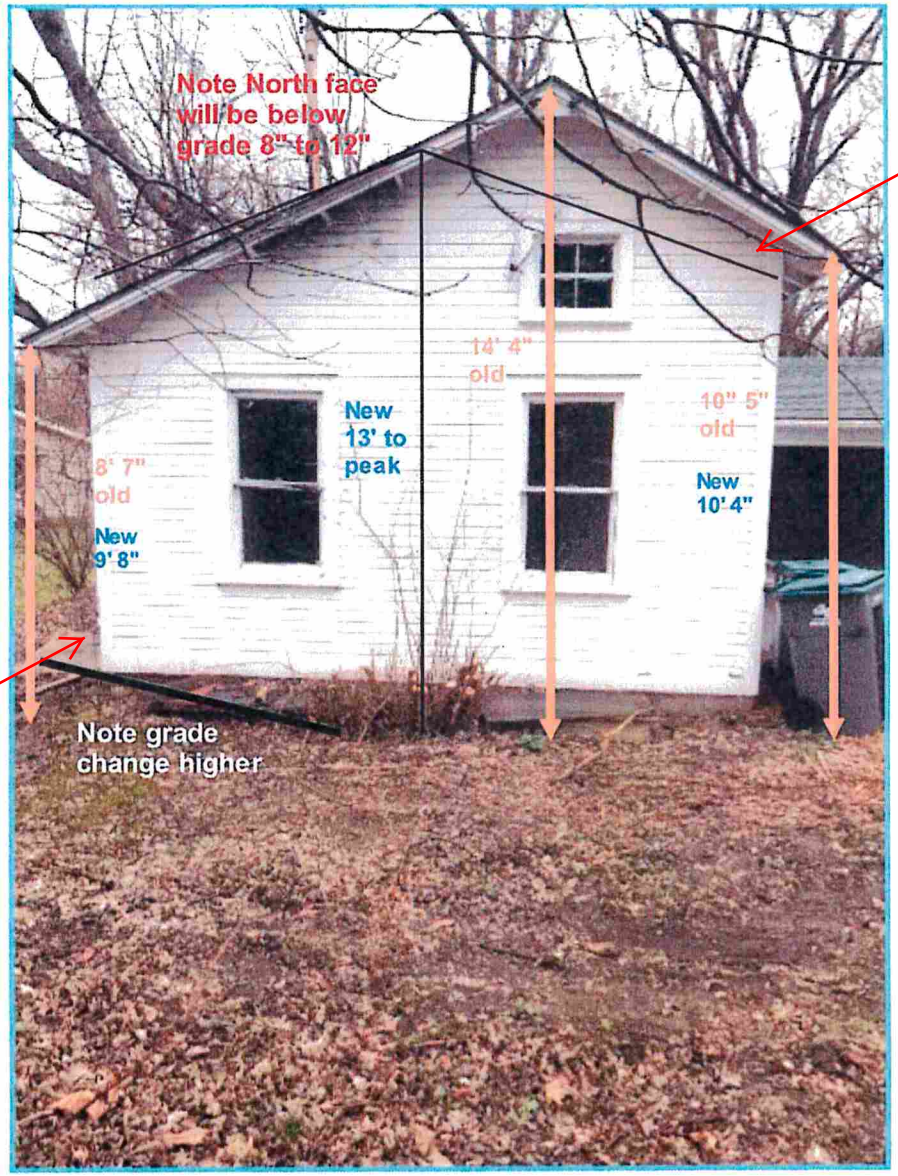
4/12 Pitch
12" overhang to match existing

West Elevation

Proposed Garage

South Elevation

South facing existing
elevation for garage



Proposed Roofline

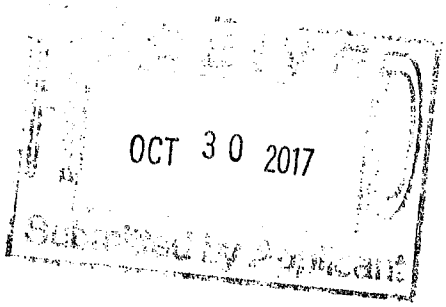
Original Garage

West facing existing elevation
note 14" soffit

Proposed Garage Under Construction
(Facing East)


Vegetation behind Garage
(Facing North)


Vegetation behind Garage
(Facing East)



City of Minnetonka;

I am seeking a variance for my garage project. The elevation has changed since the Building Permit was approved. I expected to build on the existing foundation. During demolition it was found that the old foundation was in very poor shape. This resulted in the filling in of the basement and changing to a slab on grade foundation. After starting building construction, I realized I made an error. The wall, I had built, was higher than the approved elevation.

Before moving forward after my discovery, I brought my error to the attention of the city planner's office for resolution. They recommended this request for a variance.
Below are the changes I am seeking.

1) I am seeking a variance to raise the elevation on the south facing wall to 14' 7" from the previous height of 13' 4"

2) On the west elevation: The new peak height, center will be 13' 8" from the old peak of 14' 4" but the side wall will go from 8' 7" to 9' 8" on the north facing side. The south facing will go done 1"

Please see the attached drawings.

It is pertinent to report;

1) The old wood structure had failed due to the earth being in close contact with the wooden structure, at points along the east and north faces. I have removed the old basement, and made the new structure slab on grade. This will result in the building appearing shorter along points of those two sides, as the building floor is below grade by 8" to 12".
2) The old structure was made up of 3 different buildings with off center gable peaks, and various soffit lines. This new structure will offer an appealing single line soffit and centered gable peaks.
3) These changes will make the structure look much better than the past buildings. It will offer modern building materials clean lines and centered gable peaks.

Thank you for your consideration.

Dana Minion
612-968-5035 cell

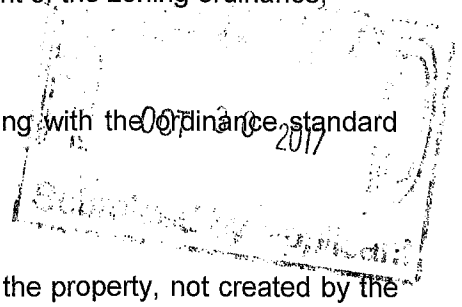
PRACTICAL DIFFICULTIES WORKSHEET

By state law, variances may be granted from the standards of the city's zoning ordinance only if:

1) The proposed variance is in harmony with the general purpose and intent of the zoning ordinance;

2) The proposed variance is consistent with the comprehensive plan; and

3) An applicant establishes that there are practical difficulties in complying with the ordinance standard from which they are requesting a variance. Practical difficulties means:



- The proposed use is reasonable;
- The need for a variance is caused by circumstances unique to the property, not created by the property owner, and not solely based on economic considerations; and
- The proposed use would not alter the essential character of the surrounding area.

PRACTICAL DIFFICULTIES	
Describe why the proposed use is reasonable	I am seeking permission to change the garage elevation from the origianal
	In my planning I had failed on 2 points. 1) to consider the height of
	the bottom cord of the truss adding 8" in height 2) I was not able to get
	a beam short enough to accommodate the 18' span of the over head
	door.
Describe: • **circumstances unique to the property;** • **why the need for variance was not caused by the property owner; and** • **and why the need is not solely based on economic considerations.**	I had started the build process when I discovered my error
	I brought this error to the attention of the city administration and they
	generously recommended a variance request as a solution.
	I believe this will have no negative impact on the neighborhood
	and offers a great improvement over what was existing.
Describe why the variance would not alter the essential character of the neighborhood	The garage is set on the back side of the lot with limited visability from the street.
	The elevation facing the street (West) will be lower at the peak
	but higher on the north wall by 13". The south facing will be behind our home and
	very simalur side wall but 15" taller at the peak. This is very close to the
	current mid height code. This will offer a better appearance than original

VARIANCE APPLICATIONS WILL NOT BE ACCEPTED IF THIS WORKSHEET IS NOT COMPLETE

Planning Commission Resolution No. 2017-

Resolution approving side and rear yard setback variances for a vertical accessory structure expansion at 3841 Baker Road

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

Section 1. Background.

1.01 The applicant, Dana Minion, owns the property at 3841 Baker Road. The property is legally described as follows:

Lot 20, Block 1, FIELDCREST, and that part of the Northeast Quarter of the Northwest Quarter of the Northeast Quarter of Section 22, Township 117, Ranger 22 lying East of County Road No. 60 and South of the North line of said Lot 20 extended West, Hennepin County, Minnesota.

1.02 The property contained a 1,293 square foot accessory structure. Based on historical aerial photos, it appears that this accessory structure was originally constructed on the property prior to adoption of the city's first zoning ordinance.

1.03 In 1988, the city approved a conditional use permit and setback variance to allow for reconstruction of the structure at its current location, 1.2 to 4.3 feet from the side and rear property lines.

1.04 In July 2017, the applicant received a conditional use permit to demolish the structure and reconstruct a 1,381 square foot accessory structure, an 88 square foot increase but, as approved, the height of the structure would not be increased. Later in July 2017, staff approved a building permit that met the requirements and conditions of the approved conditional use permit.

1.05 In October 2017, the applicant submitted a side and rear yard setback variance request to vertically expand the accessory structure. The applicant proposed to expand the garage height on both the northern and southern portion of the structure.

1. Northern: The wall heights on the existing structure differ and would continue to do so following reconstruction. The highest point of the reconstructed structure would actually be lower than that of the existing structure. However, a small portion – along the northernmost wall face – would actually be increased in height by 1 foot 1 inch beyond that approved in October. As the new structure's roof would be expanded vertically within the required 15-foot side yard setback, a variance is required.

2. Southern: The applicant has proposed to increase the total height of the structure by 1 foot 3 inches on the southern portion of the structure. This would bring the structure's city code defined height to 12 feet. The southern expansion requires a variance as it increases the height of the structure within the required 15-foot setback.

1.06 The existing and proposed side and rear yard setbacks are as follows:

	Required	Existing	Proposed
Side Yard Setback (North)	15 feet	1.2 feet	1.2 feet
Rear Yard Setback (East)	15 feet	4.3 feet	4.3 feet

1.07 Minnesota Statute §462.357 Subd. 6, and City Code §300.07 authorizes the planning commission to grant variances.

Section 2. Standards.

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

Section 3. Findings.

3.01 The proposal meets the variance standard outlined in City Code §300.07 Subd. 1(a):

1. Purpose and Intent of Ordinance: The purpose and intent of required setbacks is to ensure appropriate separation between structures and property lines. The requested variance would meet this intent, as the

proposed accessory structure expansion would not encroach further into the required setback than an existing accessory structure on the property.

2. Consistent with Comprehensive Plan: The requested variance is consistent with the comprehensive plan. The guiding principles in the comprehensive plan provide for maintaining, preserving, and enhancing existing single-family neighborhoods. The requested variances would preserve the residential character of the neighborhood, and would provide investment in the property to enhance its use.

3. Practical Difficulties: There are practical difficulties in complying with the ordinance:

   a) Reasonableness: The requested structure location is reasonable as the proposed structure would be in the same location as the existing accessory structure that currently encroaches into the side and rear yard setbacks. The requested height of the structure is reasonable as the proposed height would be permitted by ordinance without a variance if it did not encroach into the required setbacks.

   b) Unique Circumstance: The existing structure's location presents a unique circumstance. The existing structure currently encroaches into the required side and rear yard setbacks through predating ordinance and approved variances. Moving forward, any vertical expansion of the structure would require a variance.

   c) Character of Locality: The proposed accessory structure expansion would be located over 150 feet from the front property line and would be partially screened from the neighboring structures by existing vegetation. In addition, the total height would not exceed the maximum height permitted by ordinance. As such, the vertical garage expansion should have little impact on neighborhood character.

Section 4. Planning Commission Action.

4.01 The planning commission approves the above-described variances based on the findings outlined in section 3 of this resolution. Approval is subject to the following conditions:

1. Subject to staff approval, the site must be developed and maintained in substantial conformance with the following plans, excepted as modified by the conditions below:

   - Survey dated May 12, 2017
   - Building plan set October 30, 2017

2. Prior to issuance of a building permit:

   a) A copy of this resolution must be recorded with Hennepin County.

   b) Install construction fencing as required by staff for inspection and approval. This fencing must be maintained throughout the course of construction.

3. This variance will end on December 31, 2018, unless the city has issued a building permit for the project covered by this variance or has approved a time extension.

Adopted by the Planning Commission of the City of Minnetonka, Minnesota, on November 16, 2017.

_____

Brian Kirk, Chairperson

Attest:

_____

Kathy Leervig, Deputy City Clerk

Action on this resolution:

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

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Planning Commission of the City of Minnetonka, Minnesota, at a duly authorized meeting held on November 16, 2017.

_____

Kathy Leervig, Deputy City Clerk

Minnetonka Planning Commission Meeting

November 16, 2017

Agenda Item 8

Public Hearing: Non-Consent Agenda

MINNETONKA PLANNING COMMISSION
November 16, 2017

Brief Description Site and building plan review, with a setback variance, for gymnasium, classroom, office, and storage additions at Clear Spring Elementary School at 5701 Co Rd 101

Recommendation Adopt the resolution approving the requests

Clear Spring Elementary has submitted a proposal to construct an addition onto the southeast corner of the existing Clear Spring Elementary school building. The roughly 8,000 square foot addition would consist of a gymnasium, classroom, office and storage space. The proposal requires site and building plan approval with a setback variance.

Proposal Summary

- **Existing site features**

  The site is located on the east side of County Road 101. The school site is roughly 9.5-acres in size. The northeast corner of the site is encumbered by a small portion, of a much larger, Manage 1 wetland and associated 100-year floodplain.

  Since the school's construction in 1957, the configuration of the building, parking and playfields have slowly changed. Most recent of which was in 2015 when the bus access was switched from County Road 101 to a newly constructed turnaround and parking area from Covington Road.

- **Proposed Use.**

  As proposed, an 8,000 square foot addition would be constructed on the southeast side of the building. The addition would include gymnasium space, gymnasium office and storage space, and specialty classroom space. Access to the addition would be from a newly constructed entrance on the west of the building and a reconfigured entrance on the east. The addition requires site and building plan approval.

  By ordinance, conditionally permitted educational facilities must be setback a minimum of 50-feet from all property lines. The proposed addition would have a setback of 25-feet from the south property line. As such, a setback variance is required.

- **Site impacts.**

  The following site impacts are proposed to accommodate the addition:

1. Sidewalks. The existing sidewalk around the perimeter of the building would be relocated to allow access to the new addition and the play area east of the addition. While some minor adjustments would likely be required, the sidewalk would be wide enough to allow for emergency and maintenance vehicle access. The existing track would also be reconfigured to allow for the addition.

2. Play areas. An existing basketball court would be removed to accommodate the proposal. The play area within the track would be temporarily unavailable during construction of the gymnasium.

3. Grading and drainage. Some grading is required to accommodate the addition. Two retaining walls – one to the north and one to the south – are proposed to provide a more comfortable walking path around the school. The northern retaining wall is roughly 70-feet long and ranges from 6-inches to two-feet in height. The 110-foot southern wall would "wrap" around the addition and ranges in height from two-feet to seven-feet.

   To accommodate runoff from the increased impervious surface, an underground stormwater facility is proposed east of the school. Stormwater runoff would be captured and directed to the underground facility.

Staff Analysis

A land use proposal is comprised of many details. In evaluating the proposal, staff first reviews these details and then aggregates them into primary questions or issues. The following outlines both the primary questions associated with the proposed Clear Spring Elementary proposal and staff's findings.

- **Is the proposed building addition reasonable?**

  Yes. The proposed addition would allow for increased functionality of the school without major interior renovations.

- **Is the requested variance reasonable?**

  Yes. Previous school plans, including the school's master plan, showed the gymnasium addition centered along the southern wall of the school. If the addition were proposed for this location, a more intense setback variance and grading would have been required. Additionally, the southernmost corner of the existing school has a nonconforming setback of 40-feet from the southern property line. While the proposed structure would have a 25-foot setback, it would be more than 150 feet from the nearest residential structure and would be screened by existing vegetation and topography.

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

  Yes. The Clear Spring Elementary school property is 9.2 acres in size. Of this, roughly 4.5 acres would be impervious. This is less than the maximum 60-percent impervious allowed by ordinance. The proposal includes retaining walls to reduce the amount of necessary grading.

Staff Recommendation

Adopt the resolution approving final site and building plan review, with a setback variance, for gymnasium, classroom, office, and storage additions at Clear Spring Elementary School at 5701 Co Rd 101.

Originator: Ashley Cauley, Senior Planner
Through: Loren Gordon, AICP, City Planner

Supporting Information

Project No. 8604.17a

Property 5701 Co Rd 101

Applicant Paul Bourgeois, on behalf of Minnetonka Public School District and Clear Spring Elementary

Surrounding Land Uses Property to the north is owned by District #276 for use as a service center, zoned R-1 and guided institutional. Properties to the east, west and south are signle family homes on properties zoned R-1 and guided for low density residentail.

Planning Guide Plan designation: Institutional
Zoning: R-1, low density residential

Neighborhood Meeting The applicant is hosting a neighborhood meeting on November 14, 2017. A summary of the meeting will be provided at the planning commission meeting.

SBP Standards The proposal would comply with all site and building standards as outlined in City Code 300.27 Subd.5

1. Consistency with the elements and objectives of the city's development guides, including the comprehensive plan and water resources management plan;

   Finding: The proposal has been reviewed by the city planning, engineering, and natural resources staff and has been found to be generally consistent with the city's development guides, including the water resources management plan.

2. Consistency with this ordinance;

   Finding: But for the setback variance, the proposal is consistent with all ordinance standards and requirements.

3. Preservation of the site in its natural state to the extent practicable by minimizing tree and soil removal and designing grade changes to be in keeping with the general appearance of neighboring developed or developing areas;

   Finding: While the proposal would require grading in the southwest corner of the site, the gymnasium addition would

generally be located in a relatively flat area. Retaining walls are proposed to provide for a more suitable walking environment and to reduce the amount of required grading.

4. Creation of a harmonious relationship of buildings and open spaces with natural site features and with existing and future buildings having a visual relationship to the development;

   Finding: The proposed addition would have reasonable visual and physical relationships to the existing site features and building.

5. Creation of a functional and harmonious design for structures and site features, with special attention to the following:

   a) an internal sense of order for the buildings and uses on the site and provision of a desirable environment for occupants, visitors and the general community;

   b) the amount and location of open space and landscaping;

   c) materials, textures, colors and details of construction as an expression of the design concept and the compatibility of the same with the adjacent and neighboring structures and uses; and

   d) vehicular and pedestrian circulation, including walkways, interior drives and parking in terms of location and number of access points to the public streets, width of interior drives and access points, general interior circulation, separation of pedestrian and vehicular traffic and arrangement and amount of parking.

      Finding: The proposed addition would be appropriately located and integrated into the existing site and building. While sidewalks would need to be relocated, they would continue to provide reasonable access to the building and site.

5. Promotion of energy conservation through design, location, orientation and elevation of structures, the use and location of glass in structures and the use of landscape materials and site grading; and

   Finding: The proposal would need to comply with the recently adopted energy code.

6. Protection of adjacent and neighboring properties through reasonable provision for surface water drainage, sound and sight buffers, preservation of views, light and air and those aspects of design not adequately covered by other regulations which may have substantial effects on neighboring land uses.

   Finding: While the proposal would visually change the site, the addition would be reasonably screened from the residential properties to the south. An underground storage facility is included in the proposal to accommodate the increased impervious surface. As a condition of approval, the applicant must submit erosion control and tree protection plans.

Variance Findings

PURPOSE AND INTENT OF THE ZONING ORDINANCE: The intent of the zoning ordinance is to provide for appropriate separation between adjacent buildings. The variance request would allow for reasonable siting of the addition on the property; the addition would be located more than 150 feet from the nearest residential structure. Further, additional screening would be provided by existing vegetation and topography.

CONSISTENT WITH THE COMPREHENSIVE PLAN: The request is consistent with policies identified in the comprehensive plan. A primary policy identified in the plan is to support and collaborate with schools, agencies non-profits and others that support a diverse lifecycle and cultural services to attract and retain residents and families to Minnetonka.

PRACTICAL DIFFICULTIES: There are practical difficulties in complying with the ordinance:

a. REASONABLENESS: The proposed variance is reasonable, as the existing school does not currently meet the required 50-foot setback. While the addition would be setback 25-feet from the property line, it would be more than 150 feet from the nearest residential structure. Screening of the addition would be provided by existing topography and vegetation.

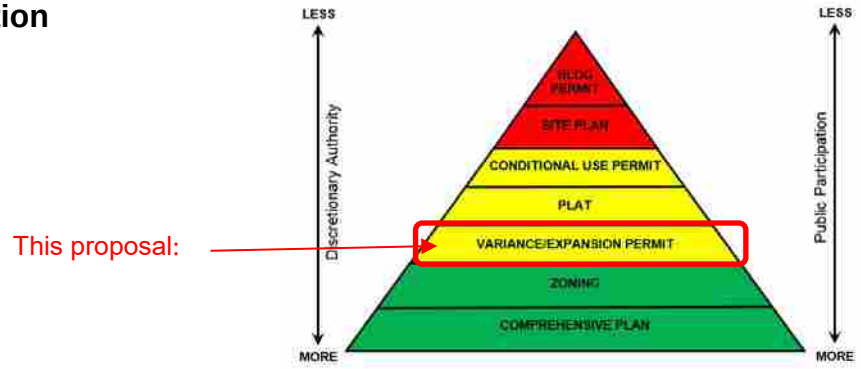
b. UNIQUE CIRCUMSTANCE: Despite the property's large size, the orientation and configuration of the building and existing site improvements restrict the available buildable area of the property. The existing school currently has a 40-foot nonconforming setback from the south property line.

While the addition could be constructed on the east side – or rear – of the school building without a setback variance, additional site disturbance would be required to create a suitable exterior access to the space. Coupled with the existing setback, this presents a unique circumstance not common to all educational facilities.

c. CHARACTER OF THE LOCALITY: The addition would be reasonably screened from adjacent residential properties to the south. The lower third of the 30-foot tall gymnasium would be screened by existing topography. Additional screening would be provided by off-site topography and vegetation.

Natural Resources Best management practices must be followed during the course of site preparation and construction activities. This would include installation and maintenance of a temporary rock driveway, erosion control, and tree protection fencing. As a condition of approval, the applicant must submit a construction management plan detailing these management practices.

Pyramid of Discretion



Approving Body The planning commission makes has final authority to approve or deny the request, subject to appeal. Approval reuqires the affirmative vote of five commissioners, given the setback variance.

Motion Options The planning commission has three options:

1) Concur with the staff recommendation. In this case, a motion should be made to adopt the resolution approving the final site and building plans, with setback variance.

2) Disagree with staff's recommendation. In this case, a motion should be made directing staff to prepare a

resolution for denying the final site and building plans, with setback variance. This motion should include findings for denial.

3) Table the proposal. In this case, a motion should be made to table the item. The motion should include a statement as to why the proposal is being tabled with direction to staff, the applicant, or both.

Appeals

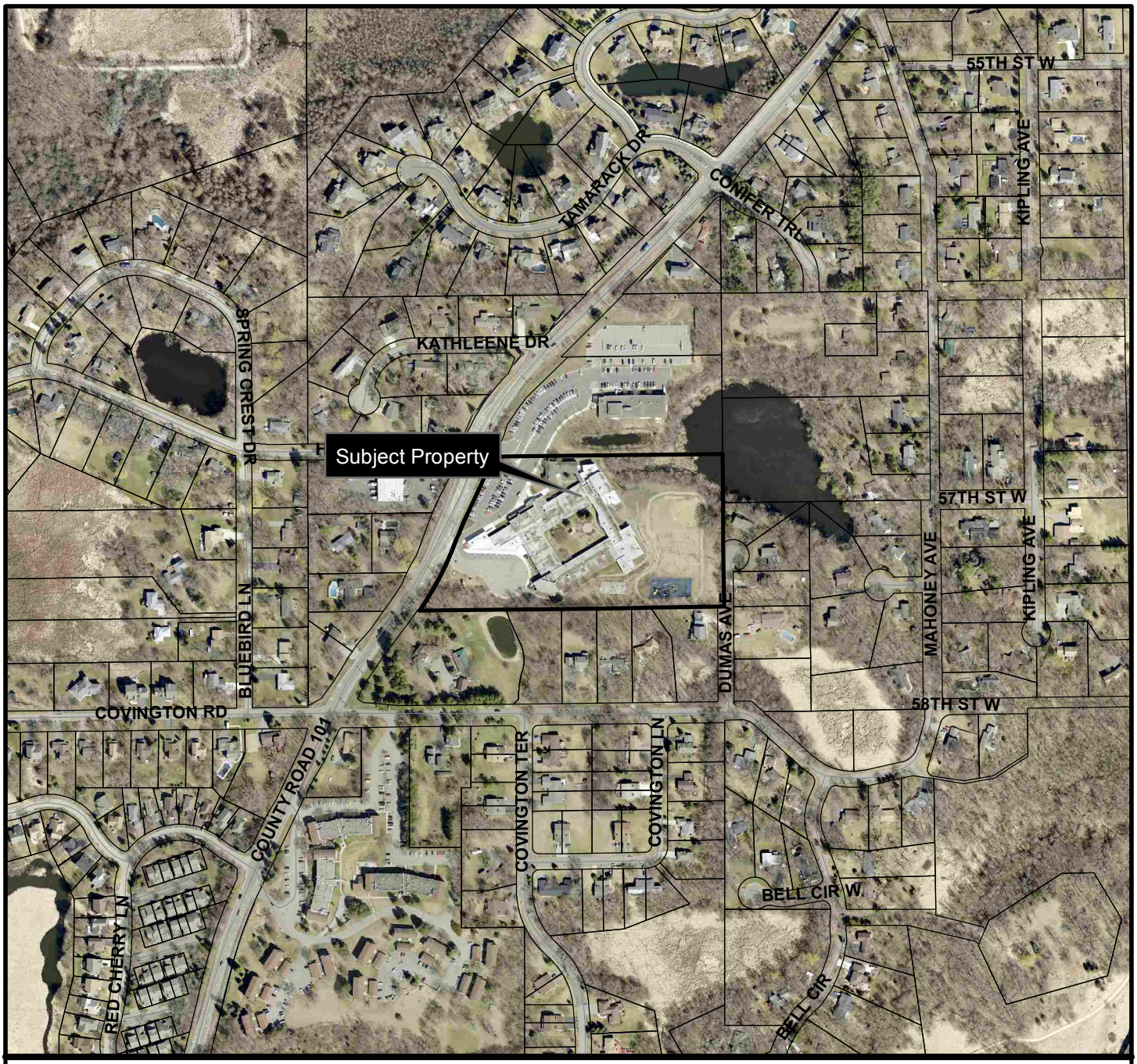
Any person aggrieved by the planning commission's decision regarding the requested variances may appeal such decision to the city council. A written appeal must be submitted to the planning staff within ten days of the date of the decision.

Neighborhood Comments

The city sent notices to 91 area property owners and received no comments to date.

Deadline for Decision

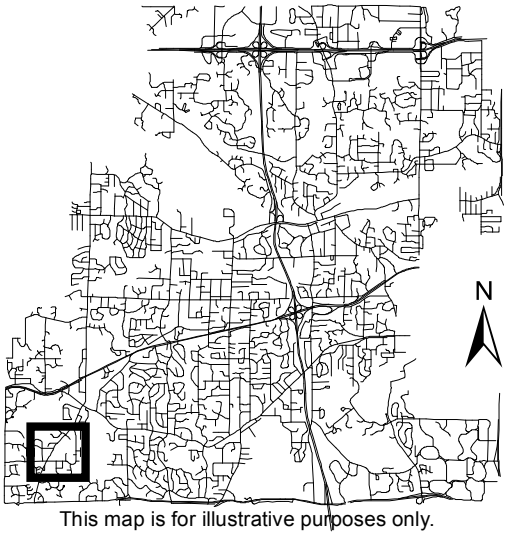
February 6, 2018



Location Map

Clear Springs Elem Gym
Address: 5701 Co Rd 101
Project No. 86104.17a

City of minnetonka



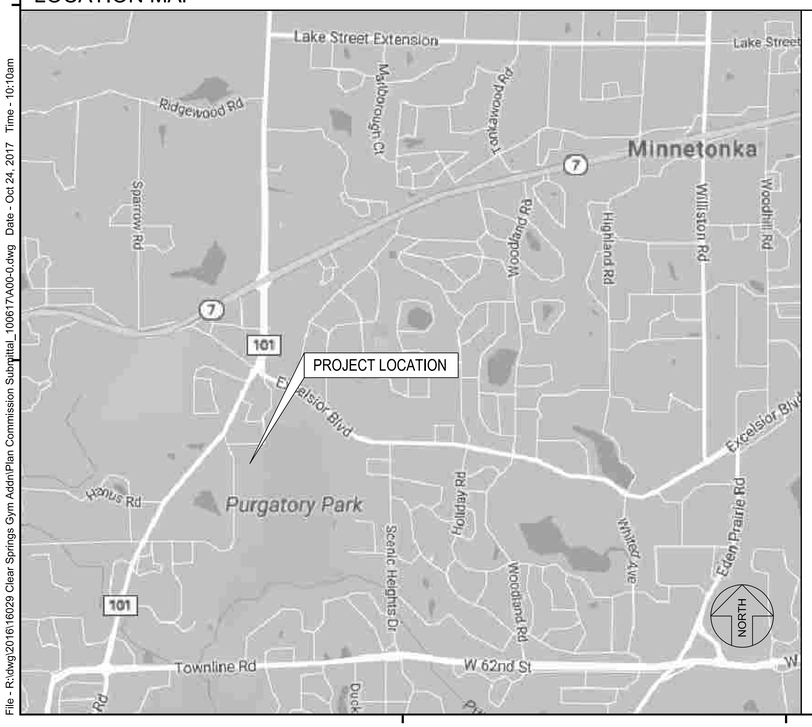
This map is for illustrative purposes only.


Current aerial
Google

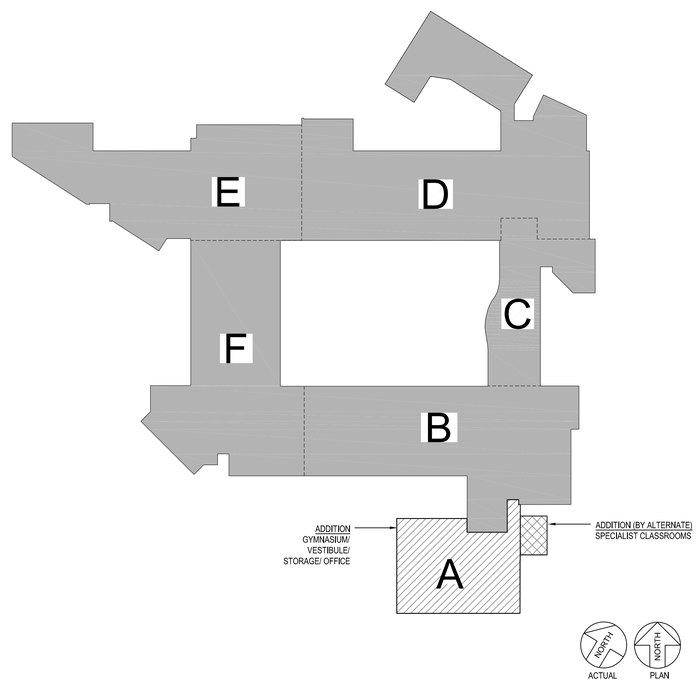
Renovations and Additions to:
Clear Springs Elementary School

Minnetonka Public Schools District 276
5701 County Road 101
Minnetonka, Minnesota 55345

LOCATION MAP



KEY PLAN



PROJECT INFORMATION

OWNER

MINNETONKA SCHOOLS I.S.D. NO. 276
5621 County Road 101
Minnetonka Minnesota, 55345
Phone: 952-401-5024 Fax: 763-525-3289

CONTACTS:
District Executive Director of
Finance/Operations:
PAUL BOURGEOIS

ARCHITECT AND ENGINEERS

ARMSTRONG, TORSETH, SKOLD, AND RYDEEN, INC.
8501 GOLDEN VALLEY ROAD, SUITE 300
GOLDEN VALLEY, MINNESOTA 55427
PHONE: 763-545-3731 FAX: 763-525-3289

CONTACTS:
ARCHITECTURE/PROJECT MGR: DAVID M. MARONEY, AIA
SPECIFICATIONS: RODNEY E. ERICKSON
MECHANICAL ENGINEER: BLAYNE PARKOS, PE
BEN WILLIAMSON
ELECTRICAL ENGINEER: NICK ACHINA, PE
MIKE HALGRIMSON
TECHNOLOGY ENGINEER: DAVID BRIDGES

CIVIL ENGINEER/LANDSCAPE

INSPEC, INC.
5801 DULUTH STREET
MINNEAPOLIS, MINNESOTA
PHONE: 763-546-3434

CONTACT:
PROJECT ENGINEER:
CLIFF BUHMAN, PE

STRUCTURAL ENGINEER

CLARK ENGINEERING CORPORATION
12755 HIGHWAY 55, SUITE 100
MINNEAPOLIS, MINNESOTA 55441
PHONE: 763-545-9196 FAX: 763-541-0056

CONTACT:
PROJECT ENGINEER:
TIM LABISSONIERE, PE

SHEET INDEX

A0.0 TITLE SHEET

CIVIL/LANDSCAPE

Sheet 1 of 5 TOPOGRAPHY SURVEY
Sheet 2 of 5 TOPOGRAPHY SURVEY
Sheet 3 of 5 TOPOGRAPHY SURVEY
Sheet 4 of 5 TOPOGRAPHY SURVEY
Sheet 5 of 5 TOPOGRAPHY SURVEY

C1 NOT USED
C2 DEMOLITION AND EROSION CONTROL PLAN
C3 GRADING AND DRAINAGE PLAN
C4 LAYOUT AND STRIPING PLAN
C5 DETAILS
C6 RETAINING WALL ELEVATION

ARCHITECTURAL

A1.0 REFERENCE PLAN
A1.1 EXTERIOR ELEVATIONS

ATS&R
ARMSTRONG TORSETH SKOLD & RYDEEN, INC.

ARCHITECTURE ENGINEERING
PLANNING TECHNOLOGY
INTERIOR DESIGN LANDSCAPE ARCHITECTURE

8501 GOLDEN VALLEY ROAD
SUITE 300
MINNEAPOLIS, MN 55427

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FAX: 763.525.3289
WEB: www.atsr.com

CONSULTANTS

CLARK ENGINEERING
12755 Highway 55, Suite 100
Minneapolis, MN 55441
(763) 545-9196
Fax (763) 541-0056
www.clark-eng.com

5801 Duluth Street
Minneapolis, MN
55422
Ph. 763-546-3434

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MINNEAPOLIS | MILWAUKEE | CHICAGO

Clear Springs Gymnasium Addition
Minnetonka Public Schools District 276
5701 County Road 101
Minnetonka, Minnesota 55345

PRELIMINARY
-NOT FOR
CONSTRUCTION

KEYPLAN

DRAWN BY
SJF

CHECKED BY
DMM

ISSUED FOR
CITY SUBMITTAL

ISSUE DATE
OCTOBER 24, 2017

SHEET NAME
TITLE SHEET

ATS&R PROJECT NO.
16029

SHEET NUMBER
A0.0

LEGEND:

- Found Cast Iron Monument (CIM)
- Set 1/2 Inch by 14 Inch Rebar with Plastic Cap Inscribed with License No. 44530
- Found Iron Pipe
- Control Point
- Existing Elevation Contour Line
- x 900.0 Existing Spot Elevation
- Wetland Line
- Building Line
- Bituminous Surface
- Concrete Surface
- Paver Block Surface
- Gravel Surface
- Fence Line
- OH Overhead Utility Line
- UE Underground Electric Line
- UT Underground Telephone Line
- UTV Underground Cable/TV Line
- FO Underground Fiber Optic Line
- GAS Underground Gas Line
- Sanitary Sewer Line
- Storm Sewer Line
- Water Utility Line
- IR Irrigation Line
- FFE Finished Floor Elevation
- TNH Top Nut Hydrant
- RIM Structure Rim Elevation
- INV Structure Invert Elevation
- Soil Boring
- Unknown Manhole
- Telephone Manhole
- Water Utility Manhole
- Well
- Hand Hole
- Electric Manhole
- Sanitary Sewer Manhole
- Storm Sewer Manhole
- Catch Basin Manhole
- Flared End Section
- Gas Valve
- Water Valve
- Irrigation Control Valve
- Post Indicator Valve
- Water Shut-off/Curb Stop
- Fire Conn./Standpipe
- Fire Hydrant
- Cleanout
- Roof Drain
- Electric Transformer
- Electric Pedestal
- Telecommunications Pedestal
- Fiber Optic Pedestal
- Electric Meter
- Gas Meter
- Utility Pole
- Guy Wire
- Signal Pole
- Flag Pole
- Bollard/Guard Post
- Sign
- Light Pole
- Mailbox
- Shrub
- Deciduous Tree
- Coniferous Tree

GENERAL NOTES:

1. *Background information is based on a survey on the ground performed by Clark Engineering Corporation in November 2013, July, 2016, and March, 2017, exclusively for this project.*
2. *All dimensions depicted on this survey are in feet and decimals of a foot, unless otherwise indicated.*
3. *At the time of this survey, all existing building dimensions are measured to the exterior finished face, unless otherwise indicated.*
4. *For the purposes of this survey, the basis of bearing for the surveyed lines is the Hennepin County Coordinate System (1996 Adjustment). Vertical Datum is NAVD88.*
5. *Underground utilities shown on survey were obtained from a combination of field observations, markings from a Gopher State One-Call boundary survey locate ticket (No. 161690063), previous surveys by Clark Engineering, and available maps/as-built drawings. Private utility locations were not identified as part of this survey. Clark makes no guarantee that all existing underground utilities are shown.*

SITE BENCHMARKS:

Benchmark #1 – Top Nut of Fire Hydrant south of south curb line of north drive entrance.
Elevation = 941.53

Benchmark #2 – Top Nut of Fire Hydrant 40 feet +/– northwest of westerly most building corner.
Elevation = 934.08

CERTIFICATION:

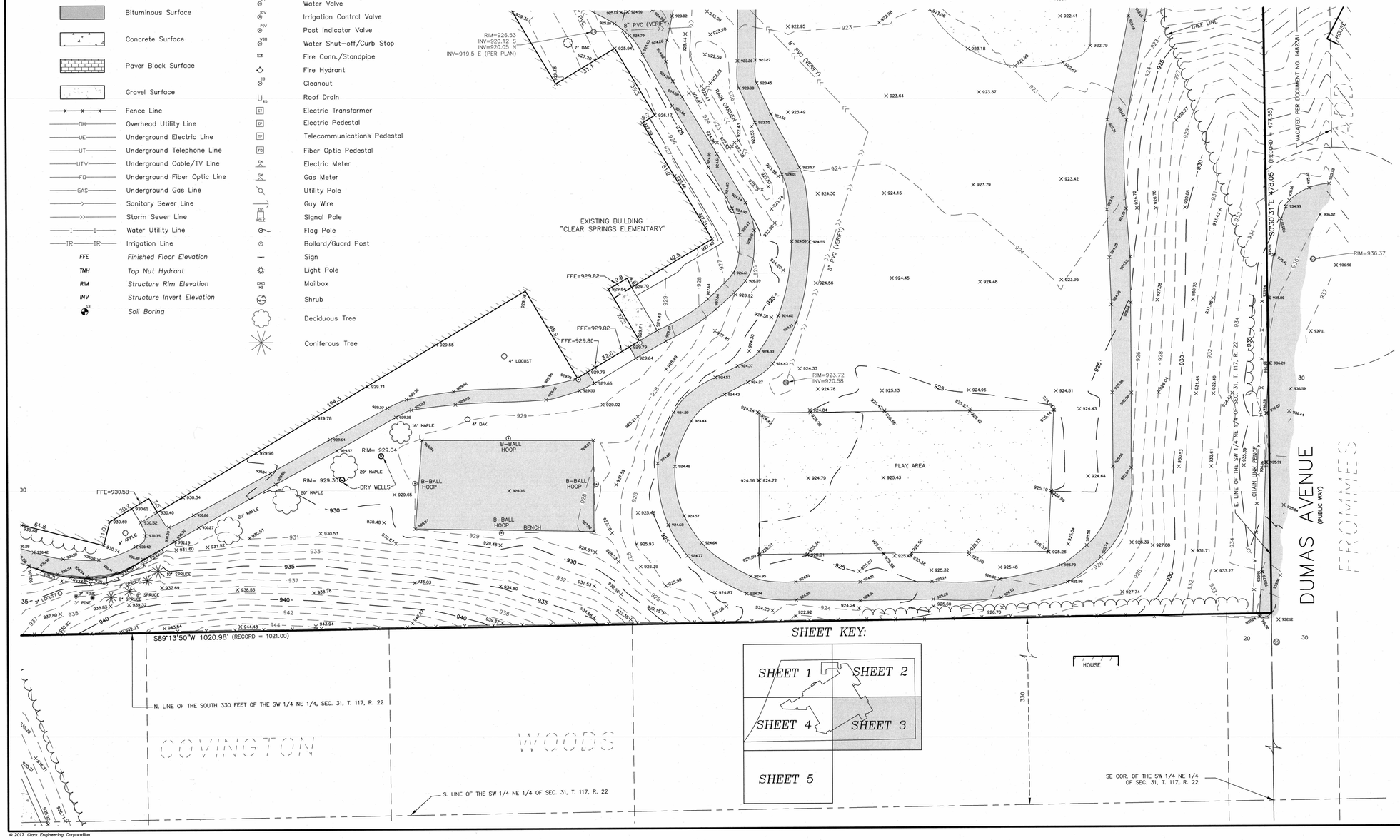
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision, and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Craig E. Johnson, LS, CFedS
Minnesota License No. 44530

CRAIG E. JOHNSON LICENSED LAND SURVEYOR 44530 STATE OF MINNESOTA

03/08/2017
Date

0 10 20 40
1 inch = 20 ft.
(SCALE IN FEET)



SHEET KEY:

621 Lilac Drive North
Minneapolis, MN 55422-4609
(763) 545-9196
Fax (763) 541-0056
www.clark-eng.com
CLARK ENGINEERING

Sec. 31, T. 117, R. 22
Hennepin County, Minnesota

SHEET TITLE: TOPOGRAPHY SURVEY
FOR: Minnetonka Public Schools
PROJECT: Clear Springs Elementary School
Minnetonka, Minnesota

DATE
REVISIONS

DRAWN BY: Cody J.
CHECKED BY: Craig J.
DATE: 03/08/2017
PROJECT NO.: C17508
SHEET NO.: 3

Sheet 3 OF 5

GENERAL NOTES:

1. SITE DATA OBTAINED FROM TOPOGRAPHIC SURVEY PERFORMED BY CLARK ENGINEERING CORP., DATED JULY 26, 2017.
2. LOCATIONS AND SIZES OF ALL UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE ONLY. VERIFY ALL UTILITIES CONTRACTOR RESPONSIBLE FOR REPAIR TO ANY DAMAGED UNDERGROUND UTILITIES, INCLUDING, BUT NOT LIMITED TO, LAWN IRRIGATION SYSTEMS AND DRAIN TILE.
3. CONTRACTOR RESPONSIBLE FOR LOCATING AND PROTECTING ALL SITE UTILITIES. CONTACT GOPHER STATE ONE CALL AND PRIVATE LOCATOR PRIOR TO ANY EXCAVATION.
4. ALL CONSTRUCTION MUST COMPLY WITH APPLICABLE ORDINANCES.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR AND PAY FOR ALL CONSTRUCTION STAKING.
6. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL CONSTRUCTION PERMITS.
7. PROTECT EXISTING FACILITIES AND VEGETATION WHICH ARE TO REMAIN. RESTORE ALL DISTURBED AREAS, INCLUDING BUT NOT LIMITED TO UTILITIES, IRRIGATION SYSTEMS, PAVEMENT, LANDSCAPING AND LAWN AREAS. ALL DISTURBED LAWN AREAS TO BE RESTORED WITH 4" TOPSOIL, FERTILIZER AND SOD.
8. CONTRACTOR TO SWEEP SITE PAVEMENTS AND ADJACENT STREETS AT CONSTRUCTION VEHICLE ACCESS POINTS EACH WORK DAY WITH PICK UP SWEEPER OR EQUAL TO REMOVE ANY ACCUMULATED SOIL MATERIAL.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR EROSION CONTROL THROUGHOUT PROJECT, INCLUDING BUT NOT LIMITED TO STORM WATER STRUCTURES INLET PROTECTION.
10. ALL DIMENSIONS AND OR QUANTITIES ARE APPROXIMATIONS. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING.

EROSION CONTROL NOTES:

1. PROTECT EXISTING STORM SEWER INLETS AND SYSTEMS AGAINST SEDIMENTATION AS A RESULT OF CONSTRUCTION RELATED DIRT AND DEBRIS IN ACCORDANCE WITH SPECIFICATIONS.
2. PROVIDE INLET PROTECTION IN ACCORDANCE WITH MN/DOT 3891.
3. MAINTAIN ADJACENT PROPERTY, STREETS, AND PAVEMENT CLEAN FROM CONSTRUCTION CAUSED DIRT AND DEBRIS ON A DAILY BASIS AND ON AN AS NEEDED BASIS AND AS DIRECTED BY THE ENGINEER, OWNER, OR CITY.
4. INSTALL SILT FENCE BEFORE START OF DEMOLITION. ENGINEER MUST APPROVE BEFORE PROCEEDING.

KEYED NOTES:

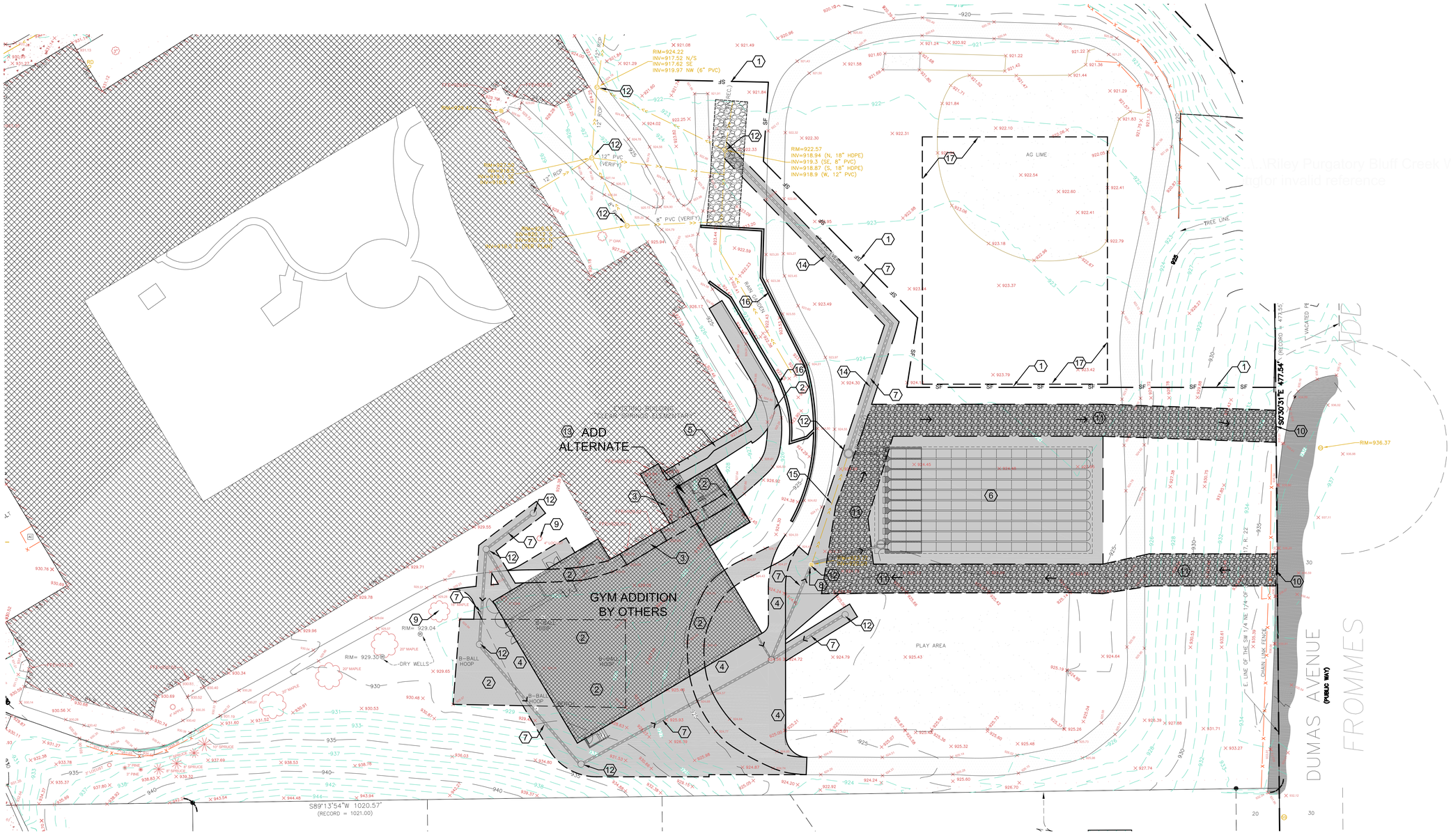
1. INSTALL SILT FENCE PRIOR TO CONSTRUCTION START, APPROX. 440 L.F. (SEE DETAIL 4/C5). ENGINEER MUST APPROVE BEFORE START OF ANY DEMOLITION/EXCAVATION.
2. REMOVE EXISTING BITUMINOUS PAVEMENT (WALKWAY AND BASKETBALL COURT) AS SHOWN, APPROX. 515 SQ. YDS. SALVAGE FOR RE-USE (4) EXISTING METAL POLES, BACKBOARDS AND RIMS.
3. REMOVE EXISTING CONCRETE (WALK AND PAD) AS SHOWN, APPROX. 45 SQ. YDS..
4. REMOVE EXISTING GRASS AND SUBGRADE SOIL AS REQUIRED FOR NEW BITUMINOUS PAVEMENT.
5. REMOVE EXISTING LANDSCAPING AS SHOWN.
6. REMOVE EXISTING GRASS AND SUBGRADE SOIL AS REQUIRED FOR INSTALLATION OF NEW UNDERGROUND STORM CHAMBERS .
7. REMOVE EXISTING BITUMINOUS WALKWAY, GRASS AND SUBGRADE SOIL AS REQUIRED FOR INSTALLATION OF NEW CATCH BASINS AND PIPING .
8. EXISTING 8" PIPE TO BE ABANDONED IN PLACE. BULKHEAD PIPE OUTLET FROM EXISTING MANHOLE.
9. SAVE/PROTECT EXISTING TREES AS REQUIRED.
10. REMOVE FENCE AS REQUIRED FOR TEMPORARY CONSTRUCTION ACCESS DRIVE AND RE-INSTALL AFTER COMPLETION.
11. TEMPORARY CONSTRUCTION ACCESS DRIVE PER DETAIL 6/C5..
12. PROVIDE NEW "FLEXSTORM PURE" PERMANENT INLET PROTECTION, PER DETAIL 5/C5..
13. ADD ALTERNATE BUILDING ADDITION BY OTHERS, APPROX. 8,425 SQ. FT.
14. REMOVE EXISTING 8" PVC PIPE, APPROX. 173 L.F.. SEE ATTACHED REFERENCE DRAWING ATSR RL4g FROM 2009 CONSTRUCTED ROCK BED AND PIPING. DEMOLITION/REMOVAL OF EXISTING 8" PIPE (TO BE REPLACED BY NEW 15" PIPE) SHALL BE DONE TO MINIMIZE DISRUPTION TO THE EXISTING ROCK BED AND PIPING. THE CONTRACTOR IS RESPONSIBLE FOR COMPLETE RESTORATION.
15. SALVAGE EXISTING 8" PIPE, APPROX. 52 L.F..
16. PLACE BIO-LOGS, APPROX. 260 L.F..
17. APPROXIMATE LOCATION OF CONSTRUCTION STAGING AREA, TO BE SECURED/ENCLOSED WITH A MINIMUM OF 6' HIGH CHAIN LINK FENCING AND LOCKABLE GATE.

INDICATES REMOVAL AREAS

INDICATES BUILDING ADDITIONS BY OTHERS

INDICATES ROCK CONSTRUCTION ENTRANCE

DISTURBANCE AREA: 0.53 ACRES



DEMOLITION AND EROSION CONTROL PLAN

SCALE: 1" = 20'-0"

NORTH

ATS&R

ARMSTRONG TORSETH SKOLD & RYDEEN, INC

ARCHITECTURE ENGINEERING
PLANNING TECHNOLOGY
INTERIOR DESIGN LANDSCAPE ARCHITECTURE

8501 GOLDEN VALLEY ROAD
SUITE 300
MINNEAPOLIS, MN 55427

TEL: 763.545.3731
FAX: 763.525.3289
WEB: www.atsr.com

CONSULTANTS

INSPEC PROJECT NO. - #214289

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

SIGNATURE:

TYPED OR PRINTED NAME: CLIFFORD W. BUMPUS

DATE 8-24-17 REGISTRATION NO. 17094

⚠ REVISED 10-24-17

Clear Springs Gymnasium Addition
Minnetonka Public Schools District 276
5701 County Road 101
Minnetonka, Minnesota 55345

PRELIMINARY

KEYPLAN

DRAWN BY

CHECKED BY

ISSUED FOR
CITY SUBMITTAL

ISSUE DATE
OCTOBER 6, 2017

SHEET NAME

ATS&R PROJECT NO.
16029

SHEET NUMBER
C2

KEYED NOTES:

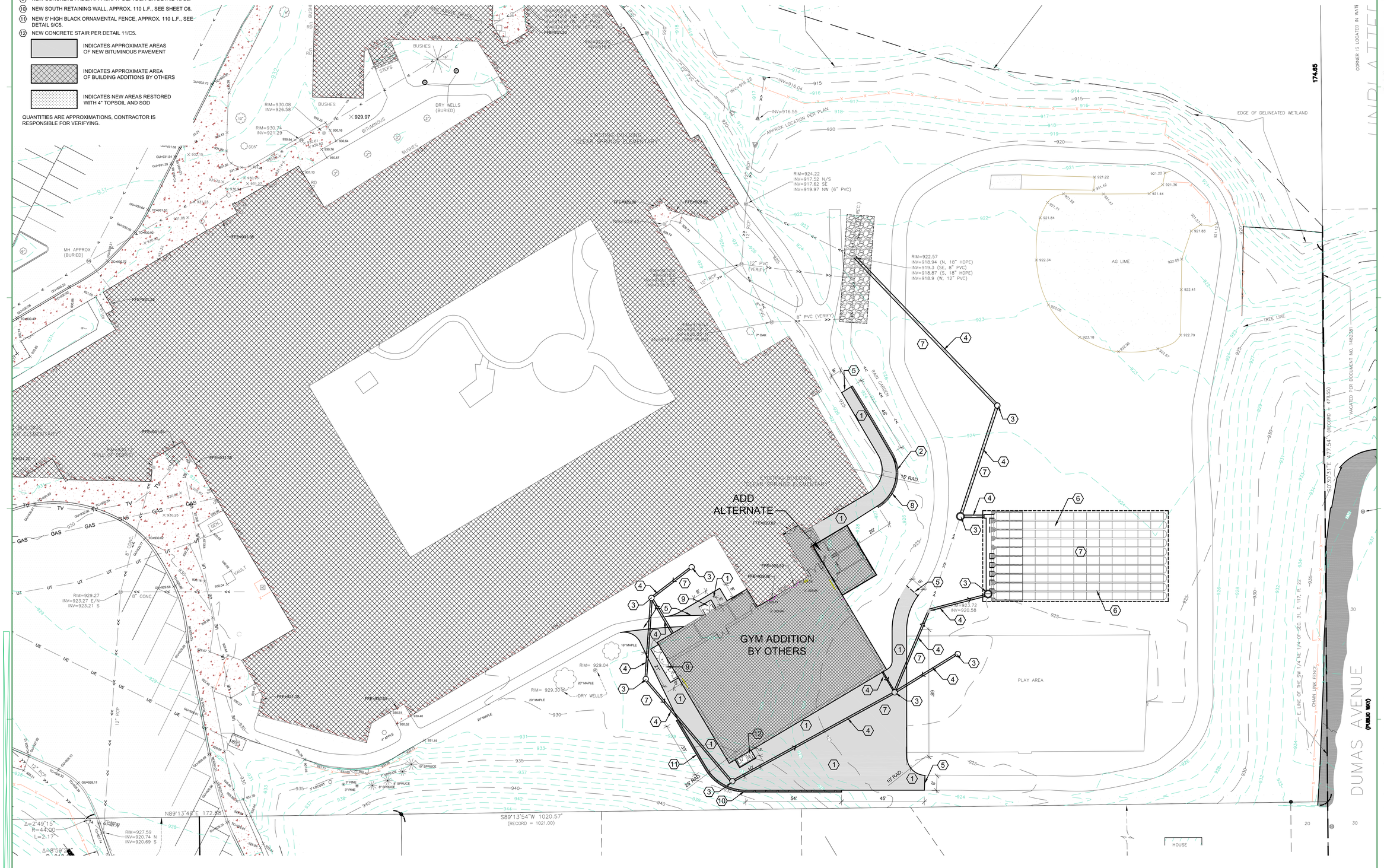
1. NEW BITUMINOUS PAVEMENT, APPROX. 765 SQ. YDS. (SEE DETAI (1/C5).
2. NEW NORTH RETAINING WALL, APPROX. 80 L.F. TOTAL, SEE SHEET C6.
3. NEW CATCH BASIN/MANHOLE, SEE SHEET C3 FOR SCHEDULE. SEE DETAILS 3/C5 AND 8/C5.
4. NEW PIPING, SEE SHEET C3 FOR SIZE AND LENGTH.
5. TOP OF NEW BITUMINOUS PAVEMENT TO MATCH EXISTING.
6. NEW UNDERGROUND STORM CHAMBERS, SEE SHEET C5.
7. ALL GRASS AREAS TO BE RESTORED WITH 4" TOPSOIL AND SOD.
8. NEW 5' HIGH BLACK ORNAMENTAL FENCE, APPROX. 80 L.F. SEE DETAIL 9/C5.
9. NEW CONCRETE PADS, APPROX. 17 SQ. YDS. PER DETAIL 10/C5.
10. NEW SOUTH RETAINING WALL, APPROX. 110 L.F., SEE SHEET C6.
11. NEW 5' HIGH BLACK ORNAMENTAL FENCE, APPROX. 110 L.F., SEE DETAIL 9/C5.
12. NEW CONCRETE STAIR PER DETAIL 11/C5.

INDICATES APPROXIMATE AREAS OF NEW BITUMINOUS PAVEMENT

INDICATES APPROXIMATE AREA OF BUILDING ADDITIONS BY OTHERS

INDICATES NEW AREAS RESTORED WITH 4" TOPSOIL AND SOD

QUANTITIES ARE APPROXIMATIONS, CONTRACTOR IS RESPONSIBLE FOR VERIFYING.



LAYOUT PLAN

0' 10' 20' 40'

SCALE: 1" = 20'-0"

NORTH

ATS&R

ARMSTRONG TORSETH SKOLD & RYDEEN, INC.

ARCHITECTURE ENGINEERING
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FAX: 763.525.3289
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CONSULTANTS

INSPEC PROJECT NO. - #214289

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SIGNATURE: Cliff D. Rumm

TYPED OR PRINTED NAME: CLIFFORD W. RUMMAN

DATE 5-24-17 REGISTRATION NO. 17094

⚠ REVISED 10-24-17

Clear Springs Gymnasium Addition

Minnetonka Public Schools District 276

5701 County Road 101
Minnetonka, Minnesota 55345

PRELIMINARY

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SHEET NAME

ATS&R PROJECT NO.
16029

SHEET NUMBER
C4

GENERAL NOTES:

1. ALL EXISTING CATCH BASINS SHALL BE ADJUSTED FOR POSITIVE DRAINAGE AND THE INSIDE COMPLETELY RE-MORTARED, MINIMUM TOP OF SLOPE OF NEW PAVEMENT TO BE 1%.

KEYED NOTES:

(1) NEW CB/MH #1, 48" DIA. CONCRETE MONOLITHIC CATCH BASIN/MANHOLE, (SEE DETAIL 8/C5).

(2) NEW CB/MH #2, 48" DIA. CONCRETE MONOLITHIC CATCH BASIN/MANHOLE, (SEE DETAIL 8/C5).

(3) NEW CB/MH #3, 48" DIA. CONCRETE MONOLITHIC CATCH BASIN/MANHOLE, (SEE DETAIL 8/C5).

(4) NEW CB/MH #4, 48" DIA. CONCRETE MONOLITHIC CATCH BASIN/MANHOLE, (SEE DETAIL 8/C5).

(5) NEW CB/MH #5, 48" DIA. CONCRETE MONOLITHIC CATCH BASIN/MANHOLE, (SEE DETAIL 8/C5).

(6) NEW CB/MH #6, 60" DIA. CONCRETE MONOLITHIC MANHOLE WITH CONCRETE WEIR, (SEE DETAIL 3/C5).

(7) NEW CB/MH #7, 48" DIA. CONCRETE MONOLITHIC MANHOLE, (SEE DETAIL 8/C5).

(8) NEW CB/MH #8, 48" DIA. CONCRETE MONOLITHIC MANHOLE, (SEE DETAIL 8/C5).

(9) NEW CB/MH #9, 36" DIA. NYLOPLAST CATCH BASIN/MANHOLE, STANDARD INLET FRAME AND GRATE. (SEE DETAIL 7/C5).

(10) NEW 12" DIA. HDPE DW PIPE, APPROX. 27 L.F., (SEE DETAIL 2/C5).

(11) NEW 12" DIA. HDPE DW PIPE, APPROX. 45 L.F., (SEE DETAIL 2/C5).

(12) NEW 12" DIA. HDPE DW PIPE, APPROX. 73 L.F., (SEE DETAIL 2/C5).

(13) NEW 12" DIA. HDPE DW PIPE, APPROX. 105 L.F., (SEE DETAIL 2/C5).

(14) NEW 12" DIA. HDPE DW PIPE, APPROX. 45 L.F., (SEE DETAIL 2/C5). CONTRACTOR TO CONNECT NEW PIPE TO EXISTING MANHOLE. CONTRACTOR TO VERIFY INVERT ELEVATIONS.

(15) NEW 12" DIA. HDPE DW PIPE, APPROX. 30 L.F., (SEE DETAIL 2/C5). CONTRACTOR TO CONNECT NEW PIPE TO EXISTING MANHOLE. CONTRACTOR TO VERIFY INVERT ELEVATIONS.

(16) NEW 15" DIA. HDPE DW PIPE, APPROX. 10 L.F., (SEE DETAIL 2/C5).

(17) NEW 15" DIA. HDPE DW PIPE, APPROX. 60 L.F., (SEE DETAIL 2/C5).

(18) NEW 15" DIA. HDPE DW PIPE, APPROX. 110 L.F., CONNECT TO EXISTING MANHOLE WHERE PREVIOUS 8" DIA. PIPE WAS REMOVED

(19) NEW UNDERGROUND STORM CHAMBERS (SEE DETAIL 6/C5)

(20) NEW 8" DIA. PVC PIPE TO BE CONNECTED TO MH #5 BY BUILDING ADDITION CONTRACTOR.

(21) INSTALL NEW ADS FLEXSTORM PURE PERMANENT INLET PROTECTION.

(22) CONNECT EXISTING 8" PIPE TO NEW MANHOLE #6.

(23) BULKHEAD ABANDONED 8" PIPE OUTLET OPENING IN EXISTING CATCH BASIN/MANHOLE.

(24) MATCH TOP OF EXISTING FINISHED GRADE.

(25) NEW 4" DIA. PVC PIPE TO BE CONNECTED TO CB/MH #2 BY BUILDING ADDITION CONTRACTOR.

(26) NEW 6" DIA. HDPE PIPE, APPROX. 35 L.F., (SEE DETAIL 2/C5)

CATCH BASIN/MANHOLE SCHEDULE

NO.	SIZE/TYPE	FRAME/GRATE	TOP OF RIM ELEVATION	TOP OF WEIR ELEVATION	INV. ELEV. IN	INV. ELEV. OUT	BOTTOM OF MANHOLE
1	48" CONC .MONOLITHIC CATCH BASIN/MANHOLE	R-2535-A CATCH BASIN FRAME AND GRATE	929.00	-	923.32	923.45	923.45
2	48" CONC .MONOLITHIC CATCH BASIN/MANHOLE	R-2535-A CATCH BASIN FRAME AND GRATE	929.00	-	923.32 - 12" 924.10 - 4"	923.30	923.30
3	48" CONC .MONOLITHIC CATCH BASIN/MANHOLE	R-2535-A CATCH BASIN FRAME AND GRATE	928.80	-	922.76	922.74	922.74
4	48" CONC .MONOLITHIC CATCH BASIN/MANHOLE	R-2535-A CATCH BASIN FRAME AND GRATE	927.90	-	921.40	921.38	921.38
5	48" CONC .MONOLITHIC CATCH BASIN/MANHOLE	R-1538 FRAME, SOLID, SELF-SEALING LID WITH PERMANENT GRIP SURFACE	925.90	-	920.76 - 12" & 6" 920.80 - 8"	920.76	920..76
6	60" CONC .MONOLITHIC MANHOLE W/WEIR	R-1538 FRAME, SOLID, SELF-SEALING LID WITH PERMANENT GRIP SURFACE	925.00	921.06	920.56	920.56	917.56
7	48" CONC .MONOLITHIC MANHOLE	R-1538 FRAME, SOLID, SELF-SEALING LID WITH PERMANENT GRIP SURFACE	924.50	-	920.50	920.48	920.48
8	48" CONC .MONOLITHIC MANHOLE	R-1538 FRAME, SOLID, SELF-SEALING LID WITH PERMANENT GRIP SURFACE	923.70	-	920.18	920.16	920.16
9	36" NYLOPLAST CATCH BASIN/MANHOLE	STANDARD INLET FRAME AND GRATE	924.40	-	921.20	921.09	921.09

CONTRACTOR TO VERIFY EXISTING PIPE INVERT ELEVATIONS AND TOP OF FINISHED GRADE.

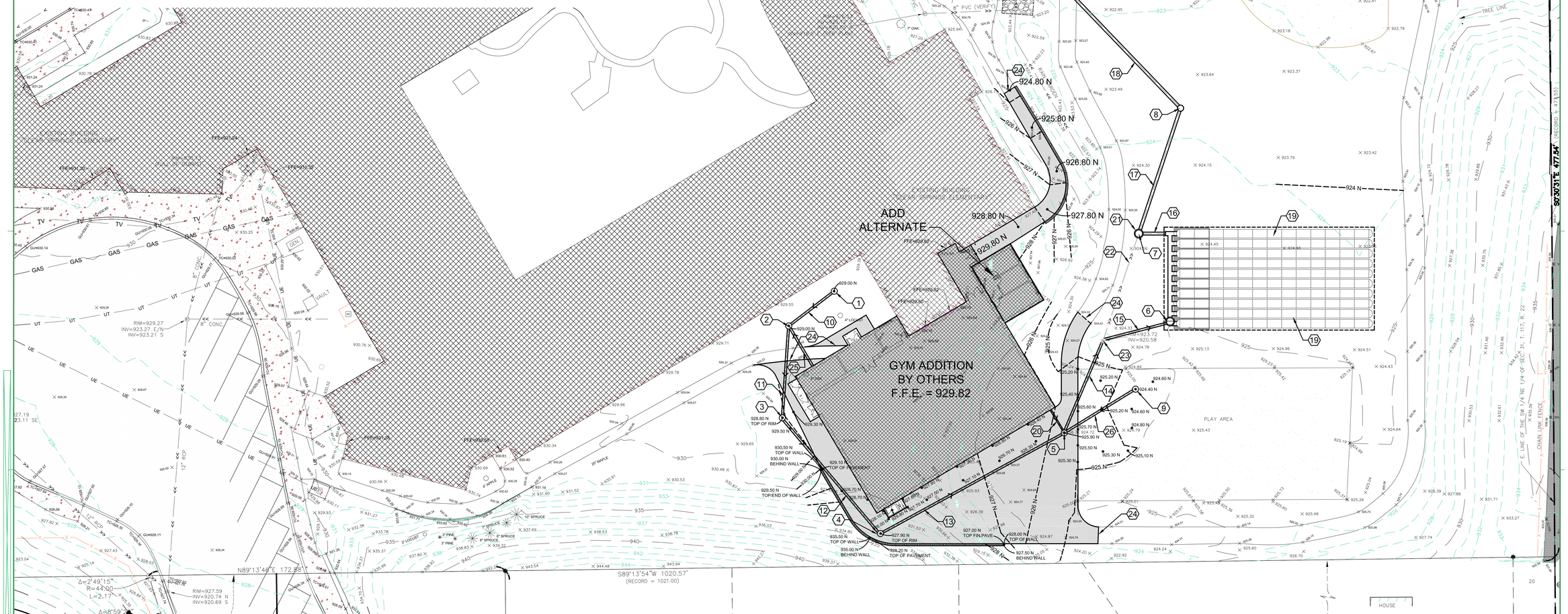
"N" DENOTES NEW TOP OF FINISHED GRADE ELEVATION. ALL OTHER ELEVATIONS ARE EXISTING UNLESS NOTED OTHERWISE

• DENOTES NEW SPOT ELEVATION.

INDICATES NEW BITUMINOUS PAVEMENT

INDICATES NEW BUILDING ADDITIONS BY OTHERS

INDICATES NEW TOPSOIL AND SOD



GRADING AND DRAINAGE PLAN

0' 10 20' 40'

SCALE: 1" = 20'-0"

NORTH

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SIGNATURE: Cliff D. Rudman
TYPED OR PRINTED NAME: CLIFFORD W. HUMMAN
DATE 5-24-17 REGISTRATION NO. 17094

⚠ REVISED 10-24-17

Clear Springs Gymnasium Addition
Minnetonka Public Schools District 276
5701 County Road 101
Minnetonka, Minnesota 55345

PRELIMINARY

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SHEET NAME

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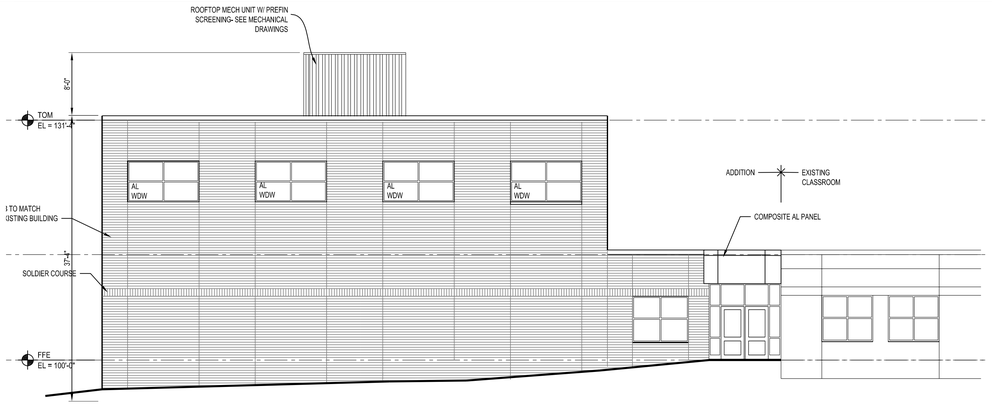
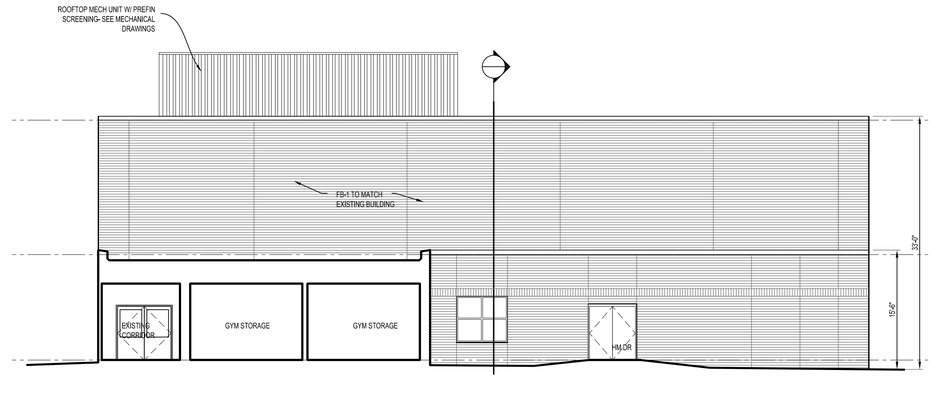
16029

SHEET NUMBER
C3



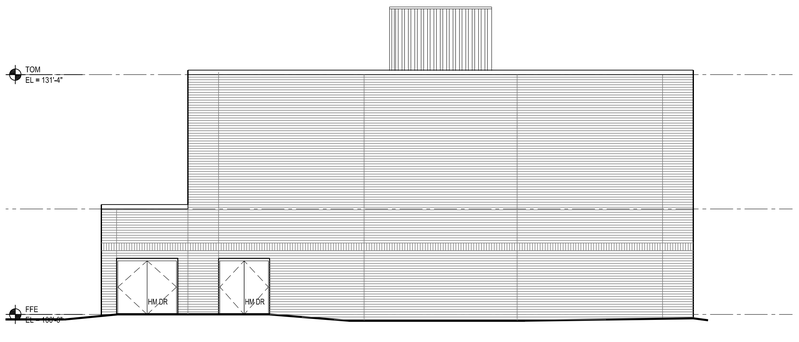
1 A4.1 EAST ELEVATION UNIT A

1/8" = 1'-0"



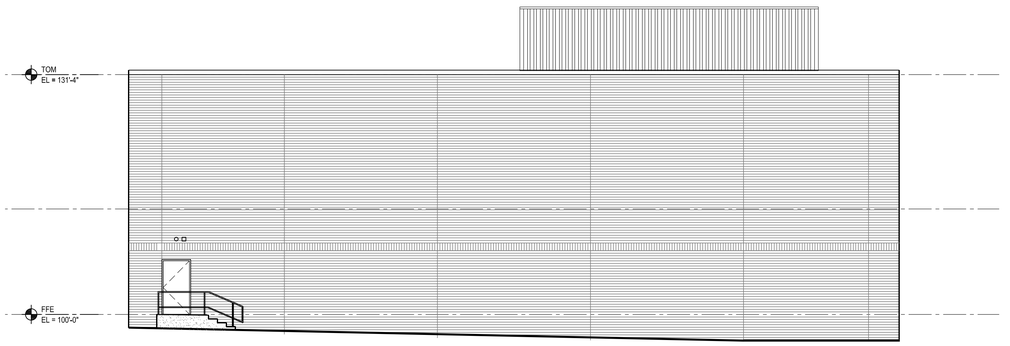
1A A4.1 NORTH ELEVATION UNIT A

1/8" = 1'-0"



2 A4.1 WEST ELEVATION UNIT A

1/8" = 1'-0"



2A A4.1 SOUTH ELEVATION UNIT A

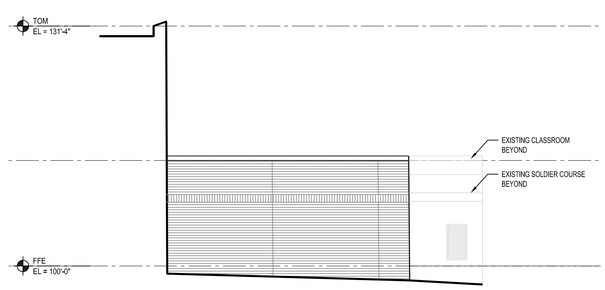
1/8" = 1'-0"

4 A4.1 BIRD'S EYE VIEW

1/8" = 1'-0"

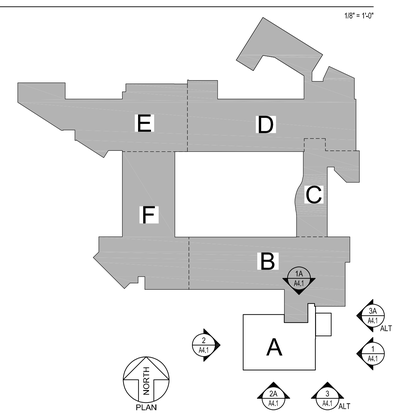
3A A4.1 EAST ELEVATION UNIT A (ALTERNATE)

1/8" = 1'-0"



3 A4.1 SOUTH ELEVATION UNIT A (ALTERNATE)

1/8" = 1'-0"



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CONSULTANTS

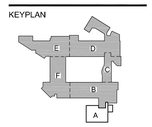
Clear Springs Gymnasium Addition

Minnetonka Public Schools District 276

5701 County Road 101
Minnetonka, Minnesota 55345

PRELIMINARY
-NOT FOR CONSTRUCTION

KEYPLAN



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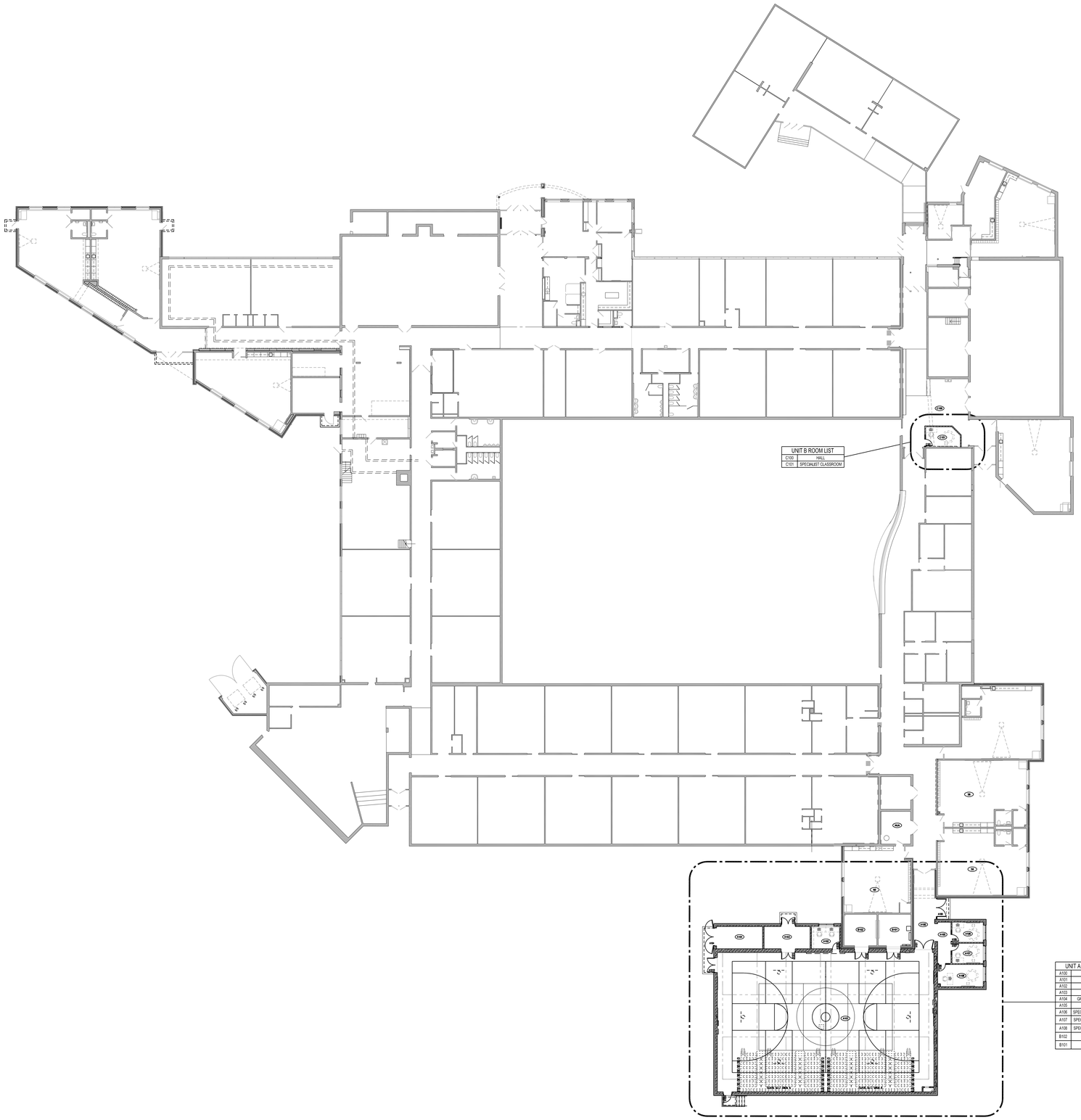
SHEET NAME
EXTERIOR ELEVATIONS

ATS&R PROJECT NO.
16029

SHEET NUMBER
A1.1



1 A1.0 REFERENCE PLAN

1"=20'

NORTH PLAN NORTH ACTUAL

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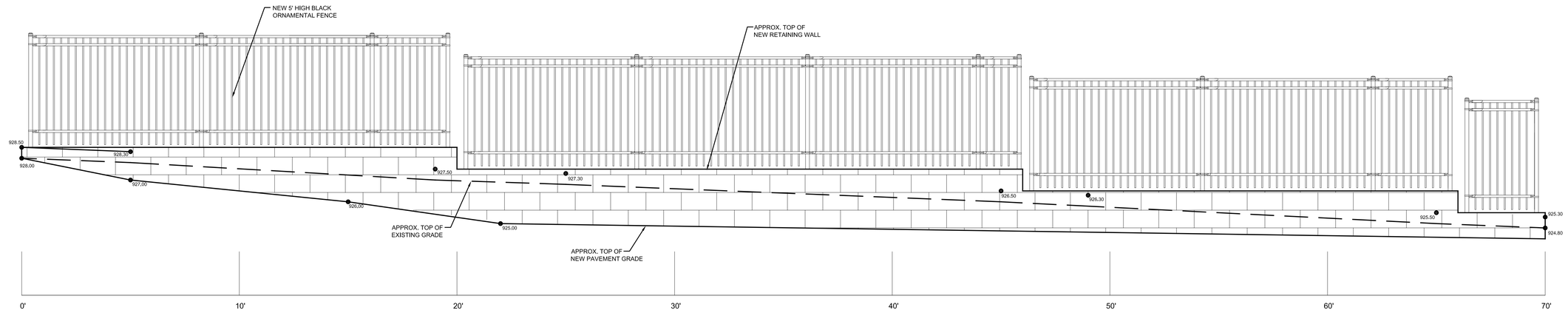
SHEET NAME
REFERENCE PLAN

ATS&R PROJECT NO.
16029

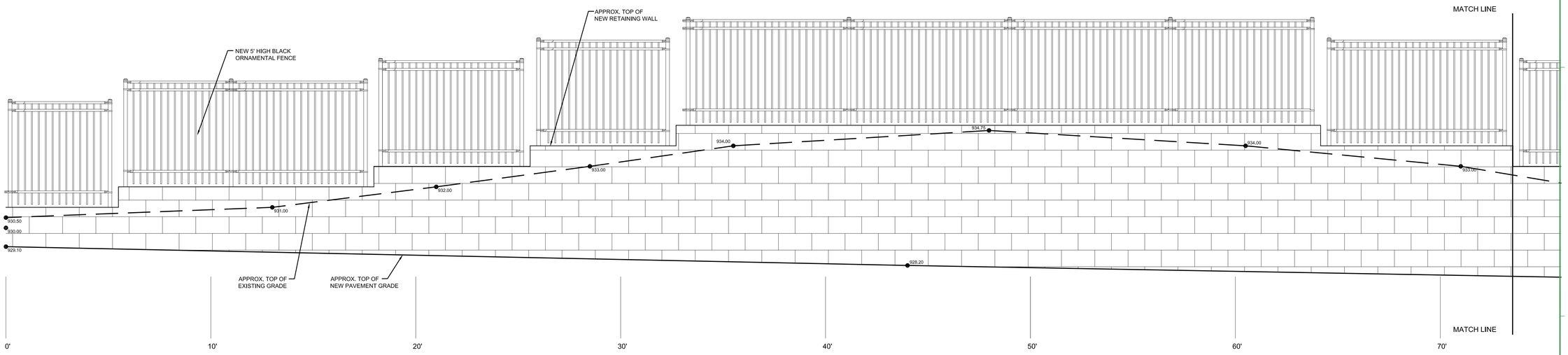
SHEET NUMBER
A1.0

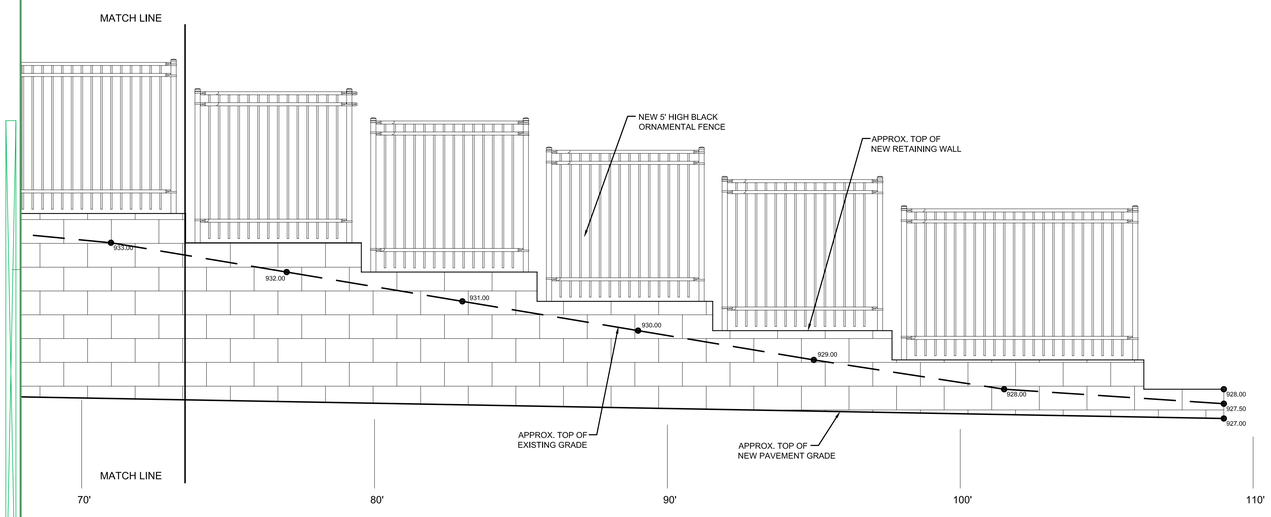


NORTH RETAINING WALL ELEVATION

NO SCALE

NORTH

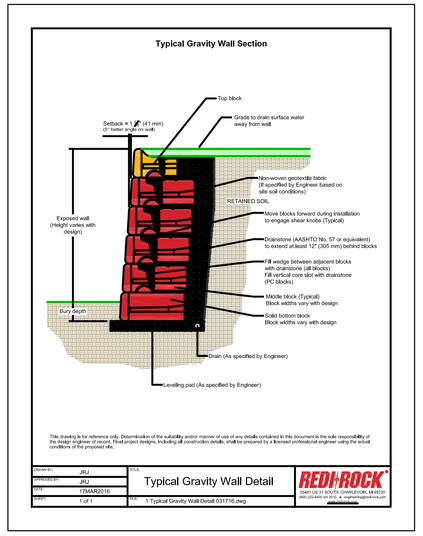




SOUTH RETAINING WALL ELEVATION

NO SCALE

NORTH



ALL NEW RETAINING WALL
TO BE REDI-ROCK OR EQUAL

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SIGNATURE:
TYPED OR PRINTED NAME: CLIFFORD W. BUNNAM
DATE 8-24-17 REGISTRATION NO. 17094

⚠ REVISED 9-12-17

Renovations and Additions to:
Clear Springs Elementary School
Minnetonka Public Schools District 276
5701 County Rd #101
Minnetonka, Minnesota 55345

KEYPLAN

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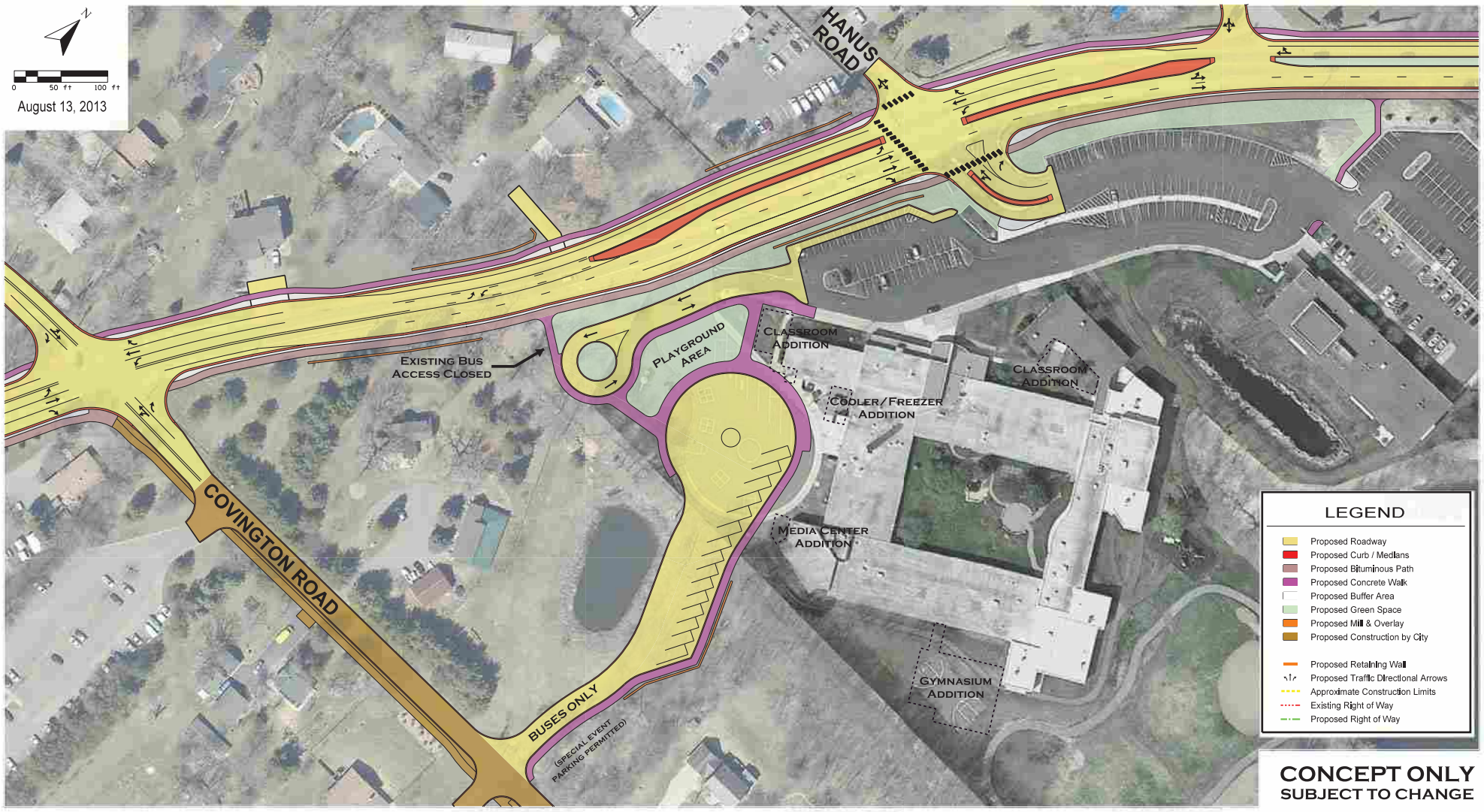
SHEET NAME

ATS&R PROJECT NO.
16028

SHEET NUMBER
C6

2013 Site Plan

Date: Printed: 8/13/2013
WSB Filename: K:\01538-120\Cad\Exhibits\School\School - Bus Access on Covington Only.dgn



CSAH 101 Improvements - County Project No. 9917
From CSAH 62 to Hutchins Drive - Hennepin County, Minnesota

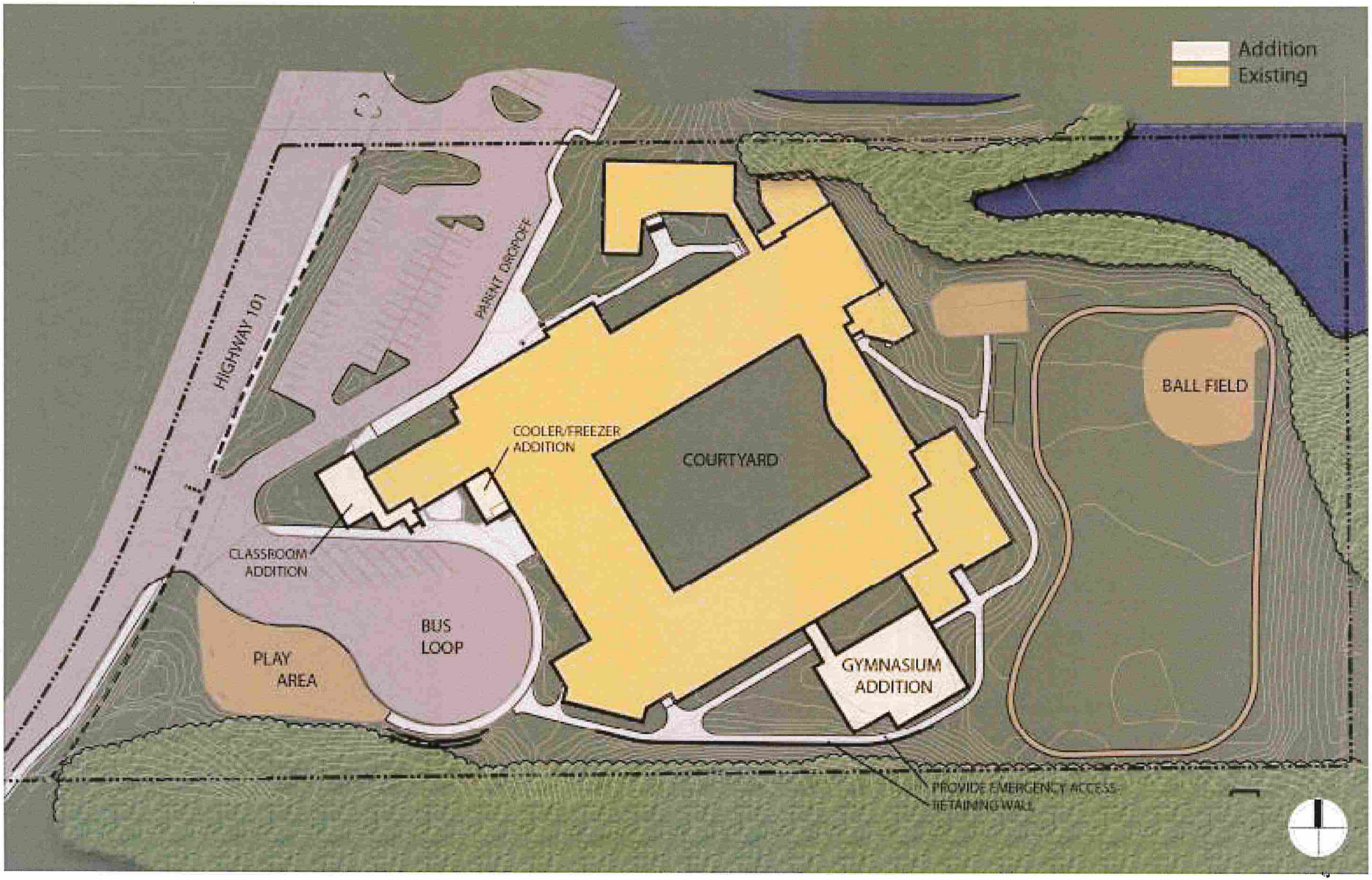
Figure 1
Bus Access on Covington Road

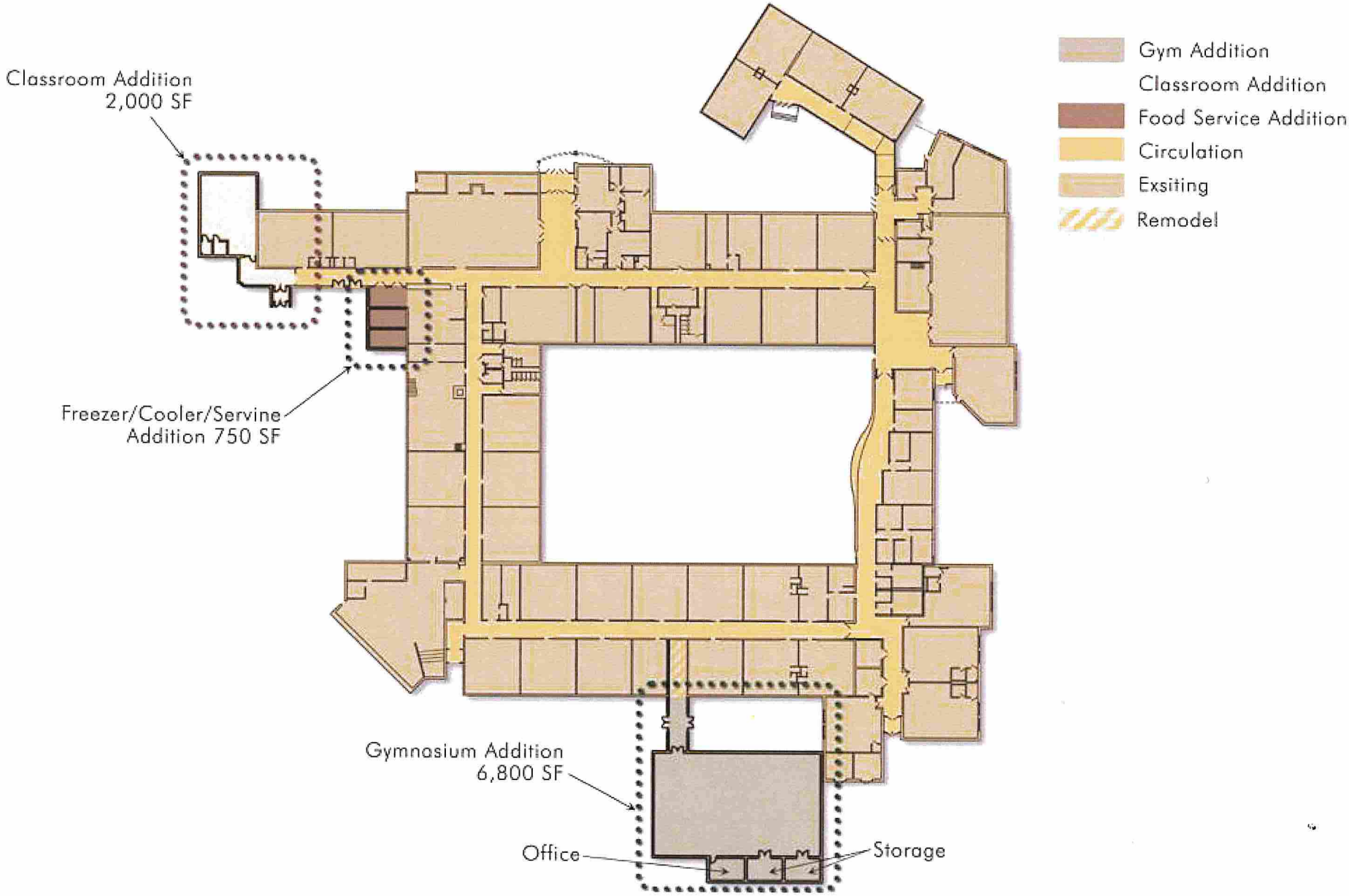
CO RD 101
Reconstruction Project
Floodplain, Wetland, Trees

Master Plan

Site Plan

Clear Springs





ATS&R Planners, Architects and Engineers

Floor Plan

Clear Springs

Resolution No. 2017-xx

Resolution approving final site and building plans, with setback variance, for an addition at Clear Spring Elementary, 5071 County Road 101

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

Section 1. Background.

1.01 Minnetonka Public School District #276 has requested approval of final site plans, with setback variance from 50 feet to 25 feet, for an addition to the Clear Spring Elementary School building.

1.02 The property is located 5071 County Road 101. It is legally described as follows:

That part of the Southwest Quarter of the Northwest Quarter of Section 31, Township 117 North, Range 22 West, of the 5th Principal Meridian described as follows:

Beginning at a point on the west line of said Southwest Quarter of the Northwest Quarter, distant 825.34 feet northerly from the southwest corner of said Southwest Quarter of the Northeast Quarter; thence easterly, a distance of 508.17 feet, along a line passing through a point on the east line of said Southwest Quarter of the Northeast Quarter, distant 815.61 feet northerly from the southeast corner of said Southwest Quarter of the Northeast Quarter to the center line of State Highway No. 101; thence southerly along said center line, a distance of 12.66 feet, to the intersection with a line 503.85 feet southerly of, measured at a right angle to and parallel with the northerly line of said Southwest Quarter of the Northeast Quarter, said point being the point of beginning of the land to be described; thence easterly along said parallel line, a distance of 794.69 feet to said east line; thence southerly along said east line, a distance of 477.55 feet to the intersection with a line 330.00 feet northerly of, measured at a right angle to and parallel with the south line of said Southwest Quarter of the Northeast

Quarter; thence westerly along last said parallel line, a distance of1021.00 feet to the center line of said State Highway No. 101; thence northerly along said centerline to the point of beginning.

1.03 On November 16, 2017, the planning commission held a hearing on the proposal. 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.

Section 2. General Standards.

2.01 City Code §300.27, Subd. 5, states that in evaluating a site and building plan, the city will consider its compliance with the following:

1. Consistency with the elements and objectives of the city's development guides, including the comprehensive plan and water resources management plan;

2. Consistency with the ordinance;

3. Preservation of the site in its natural state to the extent practicable by minimizing tree and soil removal and designing grade changes to be in keeping with the general appearance of neighboring developed or developing areas;

4. Creation of a harmonious relationship of buildings and open spaces with natural site features and with existing and future buildings having a visual relationship to the development;

5. Creation of a functional and harmonious design for structures and site features, with special attention to the following:

   a) an internal sense of order for the buildings and uses on the site and provision of a desirable environment for occupants, visitors and the general community;

   b) the amount and location of open space and landscaping;

   c) materials, textures, colors and details of construction as an expression of the design concept and the compatibility of the same with the adjacent and neighboring structures and uses; and

d) vehicular and pedestrian circulation, including walkways, interior drives and parking in terms of location and number of access points to the public streets, width of interior drives and access points, general interior circulation, separation of pedestrian and vehicular traffic and arrangement and amount of parking.

6. Promotion of energy conservation through design, location, orientation and elevation of structures, the use and location of glass in structures and the use of landscape materials and site grading; and

7. Protection of adjacent and neighboring properties through reasonable provision for surface water drainage, sound and sight buffers, preservation of views, light and air and those aspects of design not adequately covered by other regulations which may have substantial effects on neighboring land uses.

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

Section 3. Findings.

3.01 The proposal would meet site and building plan standards outlined in the City Code §300.27, Subd. 5.

1. The proposal has been reviewed by the city planning, engineering, and natural resources staff and has been found to be generally consistent with the city's development guides, including the water resources management plan.

2. But for the setback variance, the proposal is consistent with all ordinance standards and requirements.

3. While the proposal would require grading in the southwest corner, the gymnasium addition would generally be located in a relatively flat

area. Retaining walls are proposed to provide for a more suitable walking environment and to reduce the amount of required grading.

4. The proposed addition would have reasonable visual and physical relationships to the existing site features and building.

5. The proposed addition would be appropriately located and integrated into the existing site and building. While sidewalks would need to be relocated, they would continue to provide reasonable access to the building and site.

6. The proposal would need to comply with the recently adopted energy code.

7. While the proposal would visually change the site, the additions would be reasonably screened from the residential properties to the south. An underground storage facility is proposed to accommodate the increased impervious surface. As a condition of this resolution, the applicant must submit erosion control and tree protection plans.

3.02 The proposal meets the variance standard outlined in City Code §300.07 Subd. 1(a):

1. PURPOSE AND INTENT OF THE ZONING ORDINANCE: The intent of the zoning ordinance is to provide for appropriate separation between adjacent buildings. The variance request would allow for reasonable siting of the addition on the property; the addition would be located more than 150 feet from the nearest residential structure. Further, additional screening would be provided by existing vegetation and topography.

2. CONSISTENT WITH THE COMPREHENSIVE PLAN: The request is consistent with policies identified in the comprehensive plan. A primary policy identified in the plan is to support and collaborate with schools, agencies non-profits and others that support a diverse lifecycle and cultural services to attract and retain residents and families to Minnetonka.

3. PRACTICAL DIFFICULTIES: There are practical difficulties in complying with the ordinance:

    a. REASONABLENESS: The proposed variance is reasonable, as the existing school does not currently meet the required 50-foot setback. While the addition would be setback 25-feet

from the property line, it would be more than 150 feet from the nearest residential structure. Screening of the addition would be provided by existing topography and vegetation.

b. UNIQUE CIRCUMSTANCE: Despite the property's large size, the orientation and configuration of the building and existing site improvements restrict the available buildable area of the property. The existing school currently has a 40-foot nonconforming setback from the south property line.

While the addition could be constructed on the east side – or rear – of the school building without a setback variance, additional site disturbance would be required to create a suitable exterior access to the space. Coupled with the existing setback, this presents a unique circumstance not common to all educational facilities.

c. CHARACTER OF THE LOCALITY: The addition would be reasonably screened from adjacent residential properties to the south. The lower third of the 30-foot tall gymnasium would be screened by existing topography. Additional screening would be provided by existing, off-site topography and vegetation.

Section 4. Planning Commission Action.

4.01 The Planning Commission approves final site plans for Clear Spring Elementary. Approval is based on the findings outlined in section 4 of this resolution. Approval is subject to the following conditions:

1. Subject to staff approval, the site must be developed and maintained in substantial conformance with the following plans, except as modified by the conditions below:

- Demolition and erosion plan date-stamped October 24, 2017
- Layout plan date-stamped October 24, 2017
- Grading and drainage plan date-stamped October 24, 2017
- Section and Elevations date-stamped October 24, 2017
- Floor plan date-stamped October 24, 2017
- Retaining wall details date-stamped September 12, 2017

2. Prior to issuance of a building permit:

a) Submit the following items associated with site work:

1) An electronic PDF copy of all required plans and specifications.

2) Three full size sets of construction drawings and sets of project specifications.

3) Final site, grading, drainage, utility, landscape, and tree mitigation plans, and a stormwater pollution prevention plan (SWPPP) for staff approval.

   a. Final landscaping plan must meet minimum landscaping and mitigation requirements as outlined in ordinance. However, at the sole discretion of natural resources staff, mitigation may be adjusted based on site conditions.

   b. Final stormwater management plan must:

      1. Meet the requirements of the city's Water Resources Management Plan, Appendix A. Design. In addition, supplemental calculations must be submitted detailing conformance with the city's:

         - Rate Control: maintain existing rates leaving the site for the 2-, 10-, and 100-year events.

         - Volume: the storm chambers must capture 1" of the entire site's impervious surface. Soil borings are required to verify infiltration rates.

         - Water Quality: materials must be submitted (MIDS or p8 model) to demonstrate that 68% of the total phosphorus and 90% of the TSS are removed.

   c. Final construction plan. The applicants should work with staff to reduce the minimize tree loss for the southern construction access.

4) Individual letters of credit or cash escrow for 125% of a bid cost or 150% of an estimated cost to construct comply with grading permit and 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: (1) as-built drawings have been submitted; (2) a letter certifying that the underground facility has been completed according to the plans approved by the city has been submitted; (3) vegetated ground cover has been established; and (4) required landscaping or vegetation has survived one full growing season.

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) 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.

7) Submit a construction and future access map for staff review and approval. This plan must show that emergency vehicle access can be provided around the perimeter of the building.

b) The following must be completed:

1) This resolution must be recorded at Hennepin County.

2) Install erosion control, and tree protection fencing and any other measures identified on the SWPPP for staff inspection. These items must be maintained throughout the course of construction.

3) Schedule and hold a preconstruction meeting with building, planning, and natural resources as determined by city staff.

c) Permits may be required from other outside agencies including, Hennepin County, the Riley Purgatory Bluff Creek Watershed District, and the MPCA. It is the applicant's or property owner's responsibility to obtain any necessary permits.

4. All rooftop and ground mounted mechanical equipment, and exterior trash and recycling storage areas, must be enclosed with materials compatible with the principal structure, subject to staff approval. Low profile, self-contained mechanical units that blend in with the building architecture are exempt from this screening requirement.

5. Retaining walls over 4-feet in height must be structurally engineered and be signed by a licensed structural engineer.

6. The property owner is responsible for replacing any required landscaping that dies.

7. During construction the streets must be kept free of debris and sediment.

8. Construction activity or access must not utilize the newly constructed bus corral.

9. Construction must begin by December 31, 2018 unless the planning commission grants a time extension.

Adopted by the Planning Commission of the City of Minnetonka, Minnesota, on November 16, 2017.

Brian Kirk, Chairperson

ATTEST:

Kathy Leervig, Deputy City Clerk

ACTION ON THIS RESOLUTION:

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

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Planning Commission of the City of Minnetonka, Minnesota, at a duly authorized meeting held on November 16, 2017.

Kathy Leervig, Deputy City Clerk

Minnetonka Planning Commission Meeting

November 16, 2017

Agenda Item 9

Other Business

MINNETONKA PLANNING COMMISSION
November 16, 2017

Brief Description	Concept plan review for Dominium at 11001 Bren Road East.
Action Requested	Discuss concept plan with the applicant. No formal action required.

Background

Dominium is proposing to redevelop the existing commercial properties at 11001 Bren Road East. The concept plan contemplates redevelopment of the existing office building to construct 475 units of rental housing within 3 buildings on the 9.4 acre site. The proposed housing will provide a mix of unit types from 1 to 3 bedroom units. The units are intended to serve senior and workforce housing markets and would be priced for those earning 60 percent of the area's median income. (See attached plans)

The existing site includes an office building and associated surface parking lot. Green space exists adjacent to the buildings and at the periphery of the parking lots. The site has steep grade changes along the west and northwestern edges of the property then sloping gradually from west to east. A wetland exists within the wooded area along the northern portion of the property. Site access is from Bren Road East located at the southeastern portion of the property. An existing trail extends along the southern portion of the site connecting to the broader Opus trail system.

Surrounding land uses are primarily office or business warehouse oriented. The site is zoned I-1 Industrial District and guided mixed use in the 2030 comprehensive plan.

Adjacent to the site is the future Green Line light rail transit extension and Opus Station. The station platform is immediately across Bren Road East from the proposed housing. The existing trail connection would be maintained and possibly in an improved condition. Construction on the rail line is anticipated to begin in 2018 with operations commencing in 2021. The Opus Station area plan identifies the site and other adjacent properties in close proximity to the station as candidates for redevelopment as new housing and employment. In planning for the Green Line extension, a housing analysis was performed for each of the 15 stations to project market demand for housing within ½ mile of the stations within the next 15 years. The analysis projected the market would likely demand over 11,000 housing units for the entire line from Eden Prairie to Minneapolis, of which, 600 housing units were projected for the Opus Station. (See SWLRT Housing Gaps Analysis)

Key Issues

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

- **Change of land use:** The Opus business park was originally designed as a large mixed use development providing the opportunity for people to live, work and play. Despite the land use change from an employment use to housing, it is consistent with the vision for Opus. The housing gaps analysis also shows the need for additional housing in close proximity to the Opus Station.

- **Housing Type -** The plan identifies units that would be accessible to those earning 60 percent of the area's median income or a unit rent range from $800 to $1200 per month. The city is losing affordable housing at an alarming rate. During the period from 2010 to 2015, the number of housing units affordable to households earning less than 80 percent of the area median income decreased by more than 2,200 housing units.

- **Site Plan:** The proposed site plan shows three buildings, two 4 stories in height and one 5 stories in height. All would have underground garage parking with additional shared surface parking. Access to the site is located in the existing location and at a new access point on the north property line just west of the connection to Bren Road West.

  The site plan shows a number of amenity areas located throughout the site. Additional internal trails and walkways connect to the Opus trail system. Comments about the size, location and level of amenity of these areas are appropriate discussion items.

- **Building Character:** Building elevations have not been provided. Input on building massing and desired character is important. This project could be the first redevelopment project near the Opus Station and will establish a design character for other projects to follow.

Review Process

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

- **Neighborhood Meeting**. The developer held a neighborhood meeting on October 16, 2017. Approximately 30 people attended the meeting raising concerns about building height and scale, grading and retaining walls, effect on property values, traffic, occupancy, affordable housing and crime.

- **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

Staff recommends the planning commission provide comment and feedback on the identified key issues and others the planning commission deems appropriate. The discussion is intended to assist the applicant with future direction that may lead to the preparation of more detailed development plans.

Originator: 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 would 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.

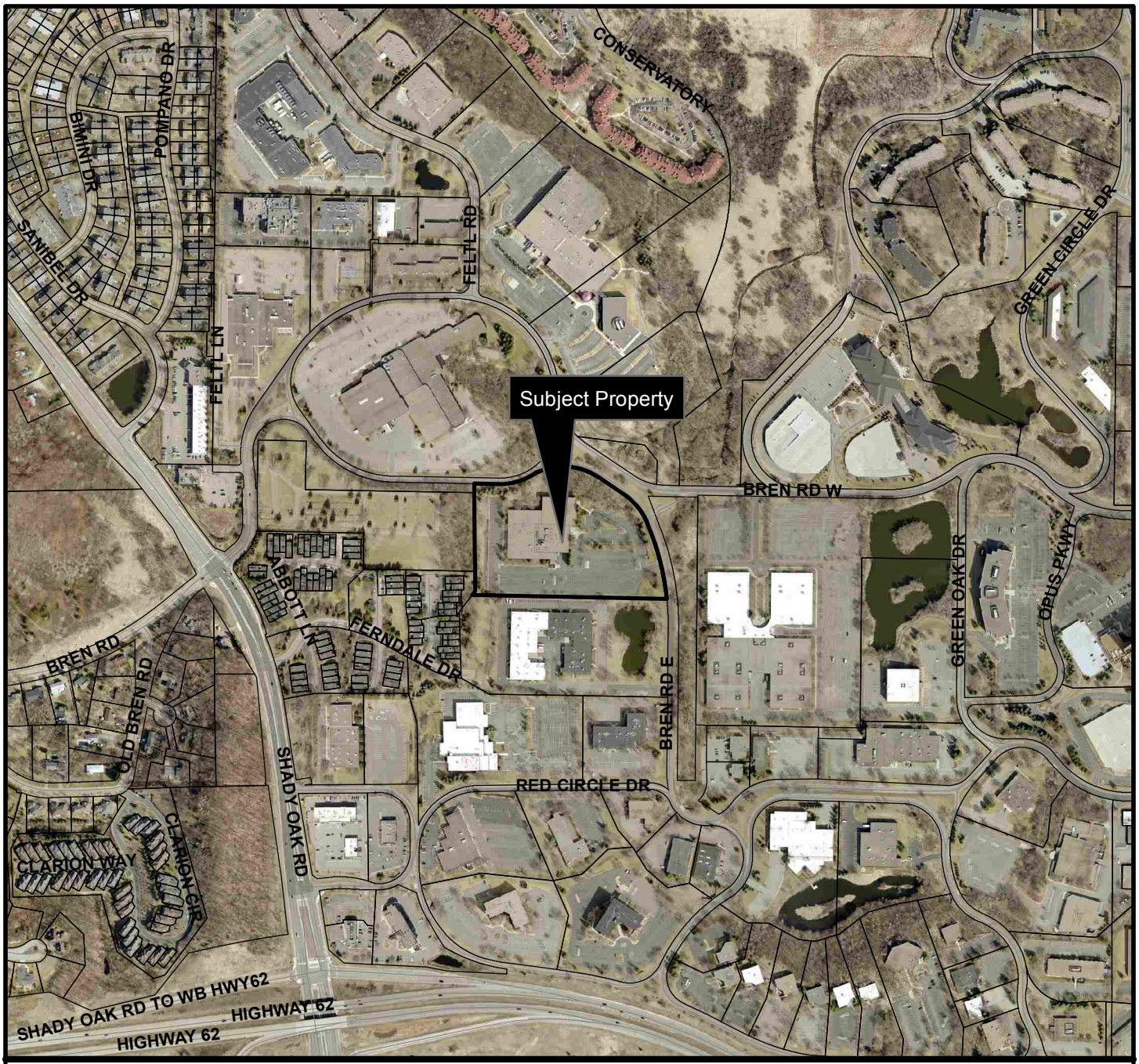
- **Public.** Neighbors and the general public will be encouraged and enabled to participate in the review process to the extent they are interested. However, effective public participation involves shared responsibilities. While the city has an obligation to provide information and feedback opportunities, 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.

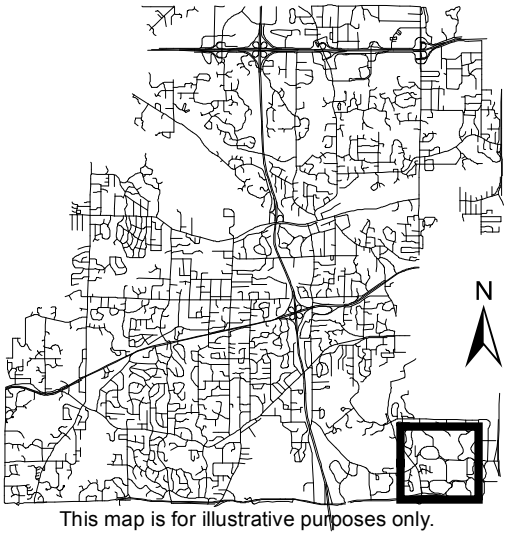
- **City Council.** As the ultimate decision maker, the city council must be in a position to equitably and consistently weigh all input from their staff, the general public, planning commissioners, applicants and other advisors. Accordingly, council members traditionally keep an open mind until all 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

Dominium
Address: 11001 Bren Rd E



This map is for illustrative purposes only.

City of minnetonka

TITLE COMMITMENT EXCEPTIONS

(Per Schedule B, Part II of the herein referenced Title Commitment)

The property depicted on this survey and the easements of record shown hereon are the same as the property and the easements described in the Commitment for Title Insurance issued by Commercial Partners Title, LLC, as agent for Old Republic National Title Insurance Company, File No. 53041, effective date May 19, 2017. The numbers below correspond to those in the title commitment.

1-8 do not require comment.

9. Subject to an easement for sanitary sewer purposes in favor of the City of Minnetonka as contained in CR Book 73, Page 3995823. Partially vacated by Resolution No. 81-6541 adopted April 20, 1981, filed May 6, 1981, as Document No.1423875 .**[Partially vacated easements. Shown hereon as drainage and utility easements per the plat of OPUS 2 EIGHTH ADDITION.]**

10. Together with the right of the owner of that part of Lots 1 and 2, Block 1, Opus 2 Eighth Addition embraced within Outlots D, G and F, The Townhouses of Shady Oak to an easement for road purposes over Ferndale Drive as provided in Document No. 1086026 (See Order Document No. 1293383), as shown by recital on the Certificate of Title. **[Undefined area on property, Ferndale Drive is shown on available maps, west of the property, Not Shown hereon.]**

11. Subject to a 30 foot sanitary sewer easement in favor of the City of Minnetonka as described in Parcel No. 25 in instrument filed January 12, 1973, as CR Document No. 3995823 (Now as to part of Lot 1), as shown by recital on the Certificate of Title. Partially vacated by Resolution No. 81-6541 adopted April 20, 1981, filed May 6, 1981, as Document No. 1423875. **[Partially vacated easements. Shown hereon as drainage and utility easements per the plat of OPUS 2 EIGHTH ADDITION.]**

12. Subject to a reservation unto Clover Drive, Inc., and its successors and assigns, of an easement for secondary road purposes. **[Located along the south property line in the Southeast corner of the site, Shown hereon.]**

13. Subject to a reservation unto Clover Drive, Inc., its successors and assigns, of an easement 2.00 feet in width for concrete edging purposes over, under and across that portion of said Lots 1 and 2 lying adjacent to the public right-of-way designated as Bren Road West and Bren Road on the recorded plat of Opus 2 Eighth Addition, as shown by recital on the Certificate of Title. **[Alonge the Easterly and northerly property lines Shown hereon.]**

14. Easements for utilities and drainage as shown on the recorded plat of Opus 2 Eighth Addition. **[Located along the south, easterly and northerly property lines, Shown hereon.]**

15. Easement for public right-of-way purposes, in favor of the City of Minnetonka, a municipal corporation, as created in document dated May 27, 1976, filed August 30, 1976, as Document No. 1188617. **[Located in the Northeast side of the property, Shown hereon.]**

16. Permanent easement reserved in Declaration of Industrial Standards and Protective Covenants dated April 7, 1981, filed April 8, 1981, as Document No. 1420987. Assigned as shown by Assignment dated September 6, 1983, filed April 3, 1984, as Document No.1570465. **[Easements defined per plat]**

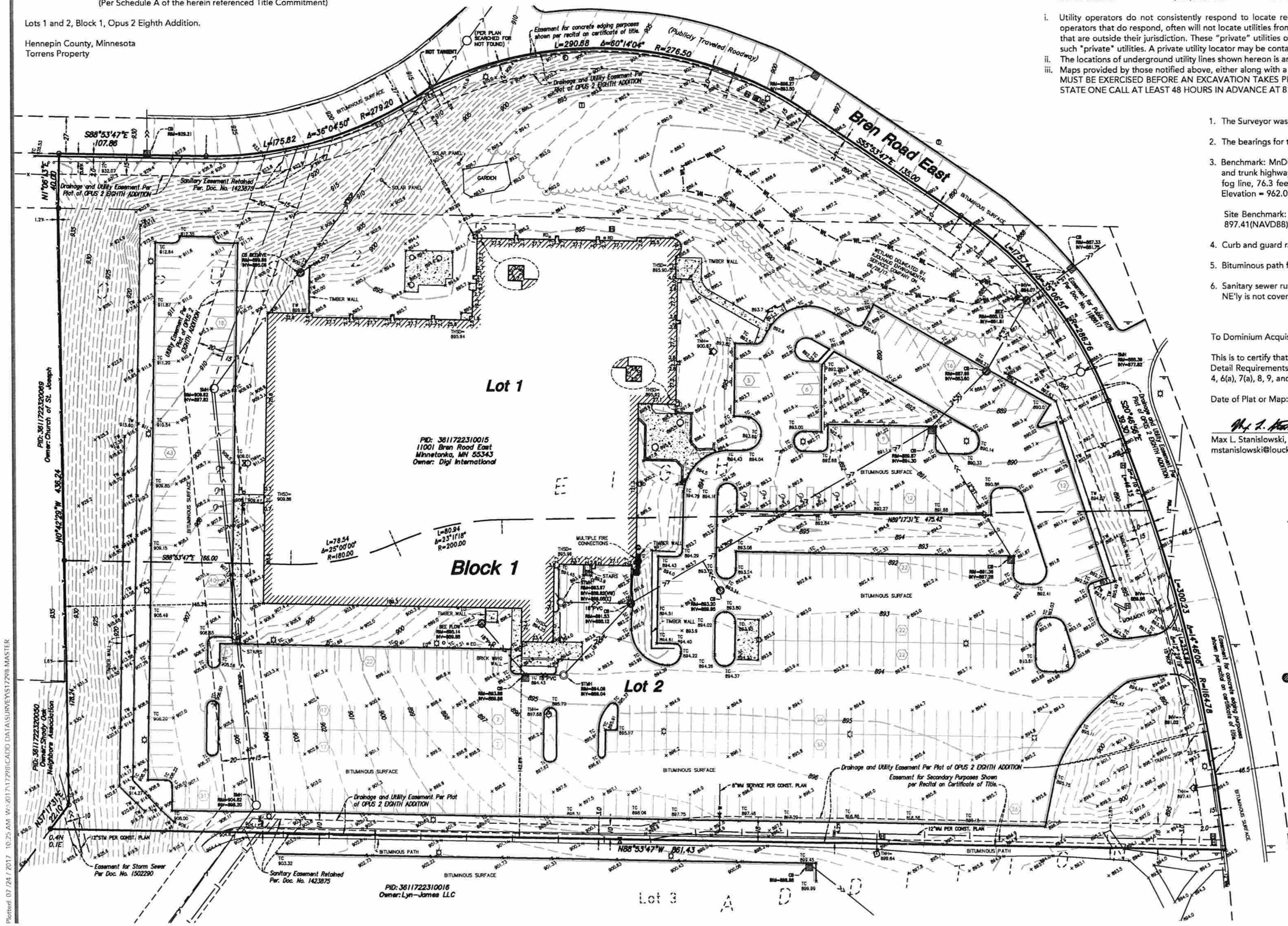
17. Easement for storm sewer purposes, in favor of the City of Minnetonka, a Minnesota municipal corporation, as created in document dated October 12, 1982, filed February 23, 1983, as Document No. 1502290. **[Located at the southwest corner of the property, Shown hereon.]**

DESCRIPTION OF PROPERTY SURVEYED

(Per Schedule A of the herein referenced Title Commitment)

Lots 1 and 2, Block 1, Opus 2 Eighth Addition.

Hennepin County, Minnesota
Torrens Property



ALTA/NSPS OPTIONAL TABLE A NOTES

(The following items refer to Table A optional survey responsibilities and specifications)

1. Monuments placed (or a reference monument or witness to the corner) at all major corners of the boundary of the property, unless already marked or referenced by existing monuments or witnesses to the corner are shown hereon.

2. The address, if disclosed in documents provided to or obtained by the surveyor, or observed while conducting the fieldwork is 11001 Bren Road East, Minnetonka, MN 55343.

3. This property is contained in Zone X (areas determined to be outside the 0.2% annual chance floodplain) per Flood Insurance Rate Map No. 27053C0343F, Community Panel No. 0343F, effective date of November 4, 2016.

4. The Gross land area is 409,223 +/- square feet or 9.39 +/- acres.

6. (a) Any current zoning classification, setback requirements, height and floor space area restrictions, and parking requirements, shown hereon, are per a report or letter provided to the surveyor by the City of Minnetonka dated 7/13/2017, for the subject property are as follows:

   Zone I-1, Industrial;
   Setback requirements were not provided in the letter by the client.

7. (a) Exterior dimensions of all buildings are shown at ground level.

8. Substantial features observed in the process of conducting fieldwork, are shown hereon.

9. Striping of clearly identifiable parking spaces on surface parking areas and lots are shown hereon. The number and type of clearly identifiable parking stalls on this site are as follows: 427 Regular + 9 Disabled = 436 Total Parking Stalls.

11. We have shown underground utilities on and/or serving the surveyed property per Gopher State One-Call Ticket Nos. 171592945, 171592952 and 171841569. The following utilities and municipalities were notified:

CITY OF MINNETONKA	(952)988-8400	COMCAST	(800)762-0592	CENTURYLINK	(855)742-6062
CENTER POINT ENERGY	(406)541-9571	SPRINT/LONG DISTANCE	(800)521-0579	LEVEL3COMMUNICATIONS	(877)366-8344
XCEL ENERGY	(800)848-7558	ZAYO BANDWIDTH	(888)267-1063		

i. Utility operators do not consistently respond to locate requests through the Gopher State One Call service for surveying purposes such as this. Those utility operators that do respond, often will not locate utilities from their main line to the customer's structure or facility. They consider those utilities "private" installations that are outside their jurisdiction. These "private" utilities on the surveyed property or adjoining properties, may not be located since most operators will not mark such "private" utilities. A private utility locator may be contacted to investigate these utilities further, if requested by the client.
ii. The locations of underground utility lines shown hereon is an approximation based on available maps, unless otherwise noted on the survey.
iii. Maps provided by those notified above, either along with a field location or in lieu of such a location, are very often inaccurate or inconclusive. EXTREME CAUTION MUST BE EXERCISED BEFORE AN EXCAVATION TAKES PLACE ON OR NEAR THIS SITE. BEFORE DIGGING, YOU ARE REQUIRED BY LAW TO NOTIFY GOPHER STATE ONE CALL AT LEAST 48 HOURS IN ADVANCE AT 811 or (651) 454-0002.

SURVEY REPORT

1. The Surveyor was not provided utility easement documents for the subject property except for those shown on the Survey.
2. The bearings for this survey are based on the Hennepin County Coordinate System NAD 83 (1986 Adjust).
3. Benchmark: MnDOT name HEART, in Minnetonka, 1.0 mile west along trunk highway 62 from the junction of trunk highway 62 and trunk highway 169 in Eden Prairie, at trunk highway 62 mile point 104.75, 45.0 feet north of the westbound trunk highway 62 fog line, 76.3 feet south of the ramp from shady oak road to westbound trunk highway 62, 1.5 feet south of the witness post. Elevation = 962.095 (NAVD88)

   Site Benchmark: Top nut of fire hydrant located south of the entrance to the site on the west side of Bren Road. Elevation = 897.41(NAVD88)
4. Curb and guard rail falls on the property along Bren Road E.
5. Bituminous path falls on the property along the south line.
6. Sanitary sewer runs through the west side of the property. The sewer running S'ly is covered by an easement. The sewer running NE'ly is not covered by an easement.

CERTIFICATION

To Dominium Acquisition, LLC; Digi International Inc. Commercial Partners Title, LLC; and Old Republic Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1 - 4, 6(a), 7(a), 8, 9, and 11 of Table A thereof. The field work was completed on July 06, 2017.

Date of Plat or Map: July 24, 2017

[signature]
Max L. Stanislowski, PLS Minnesota License No. 48988
mstanislowski@loucksinc.com

MAX L. STANISLOWSKI LICENSED LAND SURVEYOR No. 48988 STATE OF MINNESOTA

SURVEY LEGEND

AS	ASH	HYDRANT	STORM SEWER
BA	BASSWOOD	GATE VALVE	SANITARY SEWER
BO	BOXELDER	POWER POLE	WATERMAIN
CO	COTTONWOOD	LIGHT POLE	CULVERT
EL	ELM	YARD LIGHT	CTV UNDERGROUND CABLE TV
FR	MISC FRUIT	GUY WIRE	ELE UNDERGROUND ELECTRIC
LO	LOCUST	SIGN	FO UNDERGROUND FIBER OPTIC
PI	PINE	.972.5 SPOT ELEVATION	GAS UNDERGROUND GAS
SP	SPRUCE	ELECTRIC TRANSFORMER	TEL UNDERGROUND TELEPHONE
TR	TREE (GEN)	TELEPHONE PEDESTAL	UTL UNDERGROUND UTILITY
	CATCH BASIN	ELECTRIC MANHOLE	OH OVERHEAD UTILITY
	STORM MANHOLE	GAS VALVE	FM FORCE MAIN
	SANITARY MANHOLE	TELEPHONE MANHOLE	CHAIN LINK FENCE
	FIBER MANHOLE	ELECTRIC METER	CONCRETE CURB
	GUARDPOST	GAS METER	CONCRETE
RD	ROOF DRAIN	HAND HOLE	872 CONTOUR
FC	FIRE CONNECTION	POST INDICATOR VALVE	GUARDRAIL
EO	ELECTRIC OUTLET		

N

0 40 80
SCALE IN FEET

○ DENOTES 1/2 INCH X 14 INCH IRON MONUMENT SET, MARKED "LS 48988"
● DENOTES IRON MONUMENT FOUND
△ DENOTES NAIL MONUMENT FOUND

11001 BREN ROAD EAST

MINNETONKA, MN 55343

DOMINIUM DEVELOPMENT AND ACQUISITIONS, LLC.

2905 NORTHWEST BOULEVARD
SUITE 150
PLYMOUTH, MN 55441

LOUCKS

PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL

7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
763.424.5505
www.loucksinc.com

CADD QUALIFICATION

SUBMITTAL/REVISIONS

07-14-17	SURVEY ISSUED
07-24-17	REVISED UTILITY ESMT

PROFESSIONAL SIGNATURE

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

[signature]
Max L. Stanislowski - PLS

License No.	48988
Date	07-14-17

QUALITY CONTROL

Loucks Project No.	17298
Project Lead	MLS
Drawn By	NRS
Checked By	MLS
Field Crew	DJP/BEP

VICINITY MAP

ALTA/NSPS LAND TITLE SURVEY

1 OF 1

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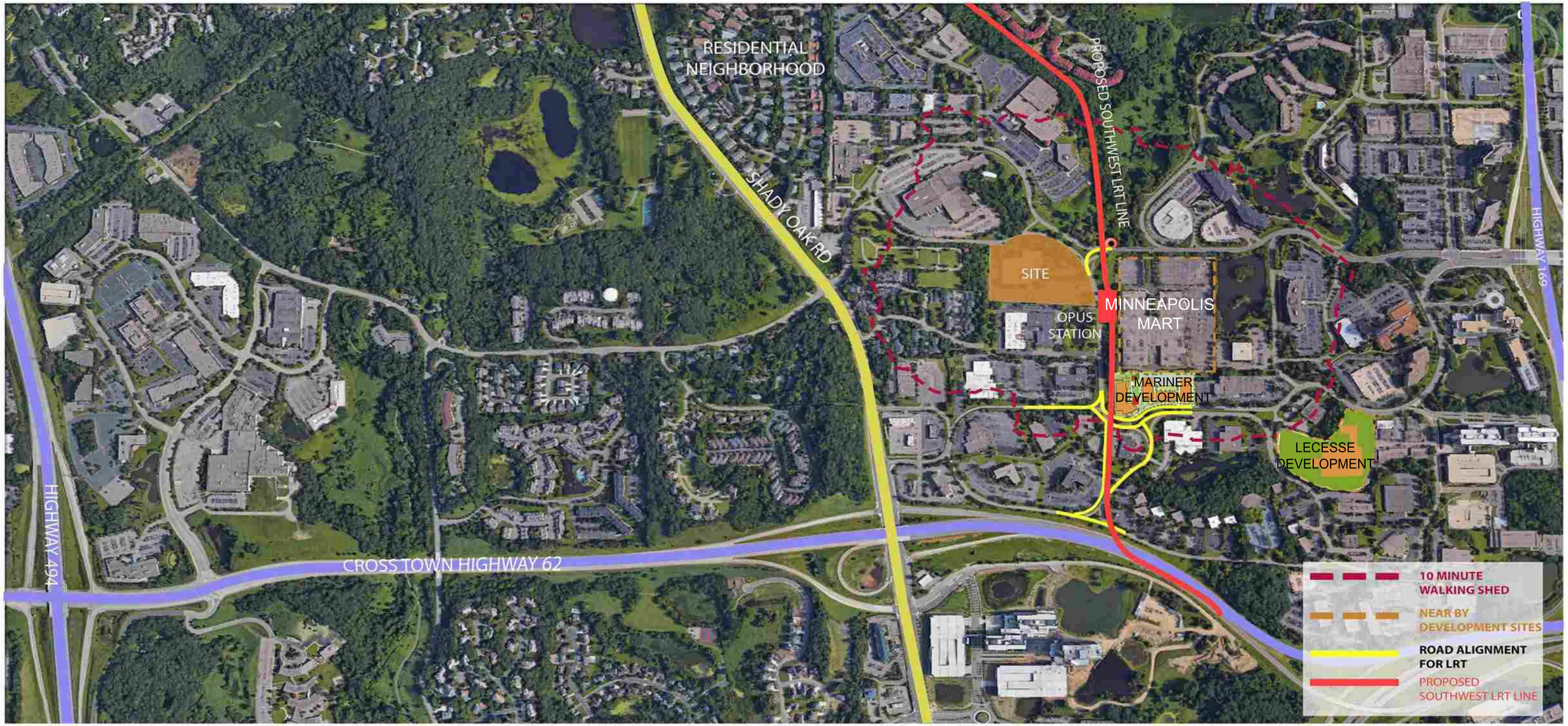

MINNETONKA DEVELOPMENT

SITE CONTEXT

10-09-17

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DOMINIUM

BKV GROUP

PARKING DATA				
	BUILDING A	BUILDING B	BUILDING C	TOTAL
GARAGE PARKING	75 STALLS	210 STALLS	103 STALLS	388 STALLS
SURFACE PARKING	53 STALLS	16 STALLS	59 STALLS	128 STALLS
TOTAL PARKING	128 STALLS	226 STALLS	162 STALLS	516 STALLS
RATIO PER UNIT	1 : 1.42	1 : .86	1 : 1.30	1 : 1.08
RATIO PER BED	1 : .76	1 : .46	1 : .69	1 : .57

BUILDING DATA				
	BUILDING A	BUILDING B	BUILDING C	TOTAL
1 BEDROOM	31 UNITS = 34.5%	83 UNITS = 32%	40 UNITS = 32%	154 UNITS = 32%
2 BEDROOM	39 UNITS = 43.5%	126 UNITS = 48%	60 UNITS = 48%	225 UNITS = 47%
3 BEDROOM	20 UNITS = 22%	53 UNITS = 20%	25 UNITS = 20%	98 UNITS = 21%
TOTAL UNITS	90 UNITS	262 UNITS	125 UNITS	477 UNITS
TOTAL BEDS	169 BEDS	494 BEDS	235 BEDS	898 BEDS

BREN ROAD DEVELOPMENT - PRELIMINARY MASTER PLAN

SCALE: 1" = 80'-0"

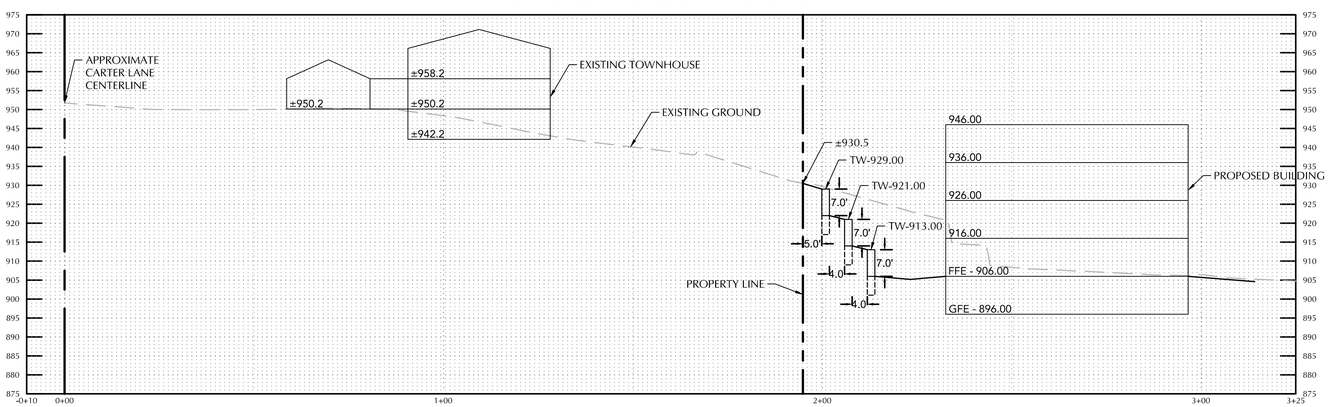
DATE: 10/13/2017

N

DOMINIUM

BKV GROUP

11001 BREN ROAD E - CROSS SECTION



11001 BREN ROAD E

MINNETONKA, MN

LOUCKS

PLANNING
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL

7200 Hemlock Lane, Suite 300
Maple Grove, MN 55369
763.424.5505
www.loucksinc.com

SUBMITTAL/REVISIONS

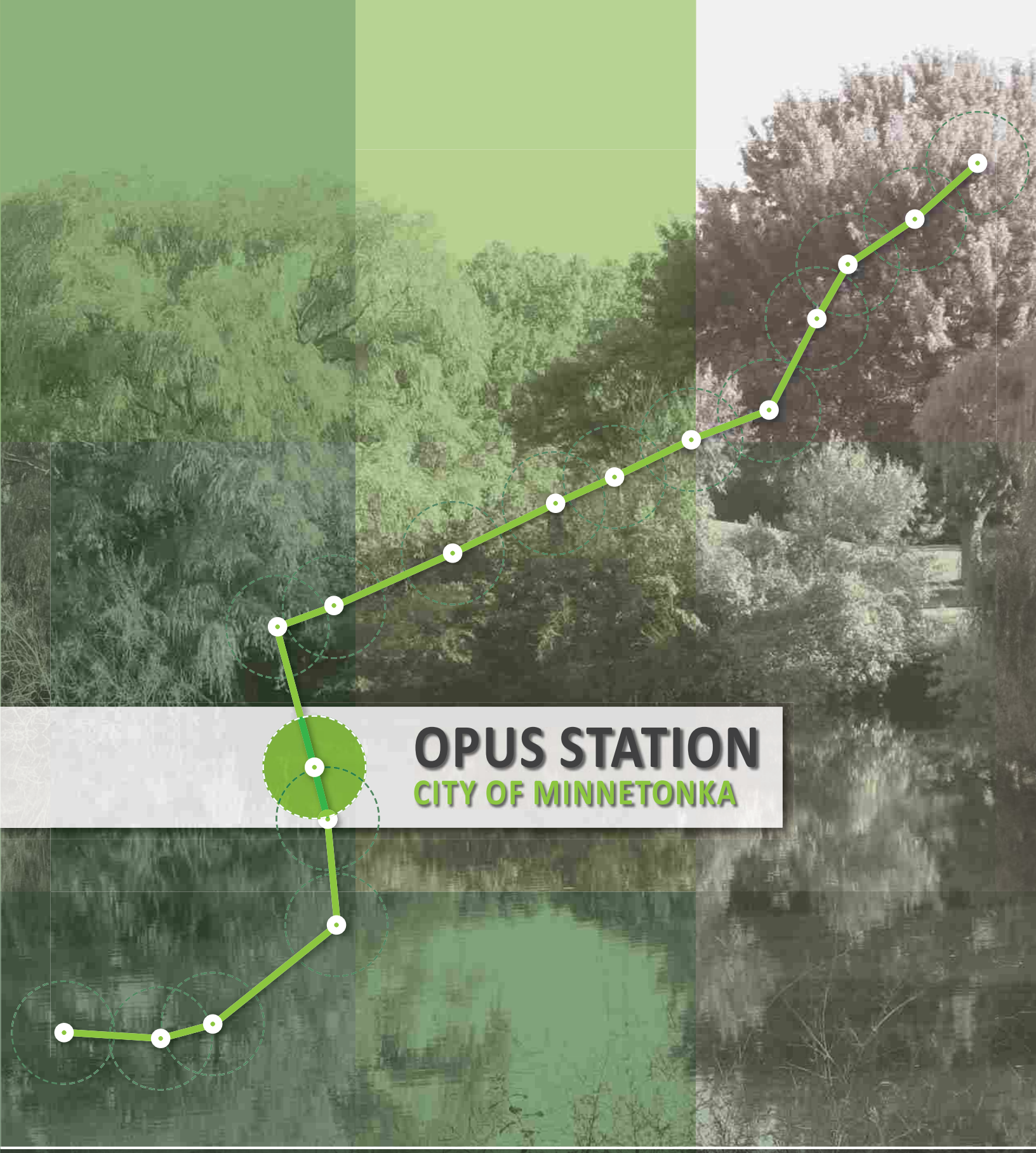
PROFESSIONAL SIGNATURE

QUALITY CONTROL

CROSS SECTION

10/12/17

Plotted: 10 /12 / 2017 11:24 AM W:\2017\17298A\CADD DATA\CIVIL\ .dwg Working Files\C17298A-MASTER Cross Section



OPUS STATION

CITY OF MINNETONKA

SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK

TRANSITIONAL STATION AREA ACTION PLAN

Hoisington Koegler Group Inc.

SOUTHWEST LRT community works

www.swlrtcommunityworks.org

Hennepin

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

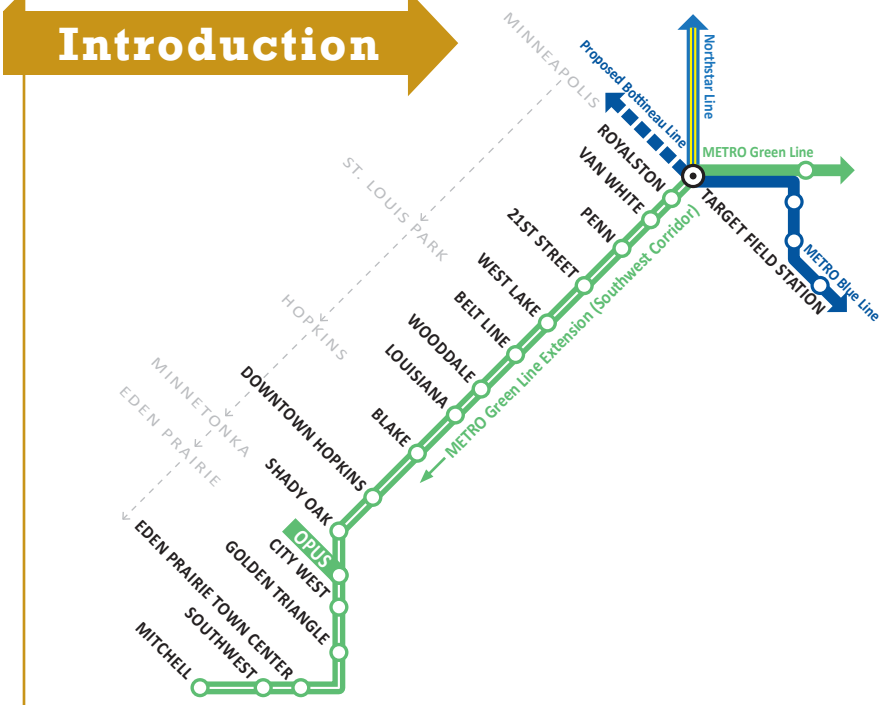
WHERE ARE WE TODAY? 13-4
A description of existing conditions in the station area, including:

- 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:

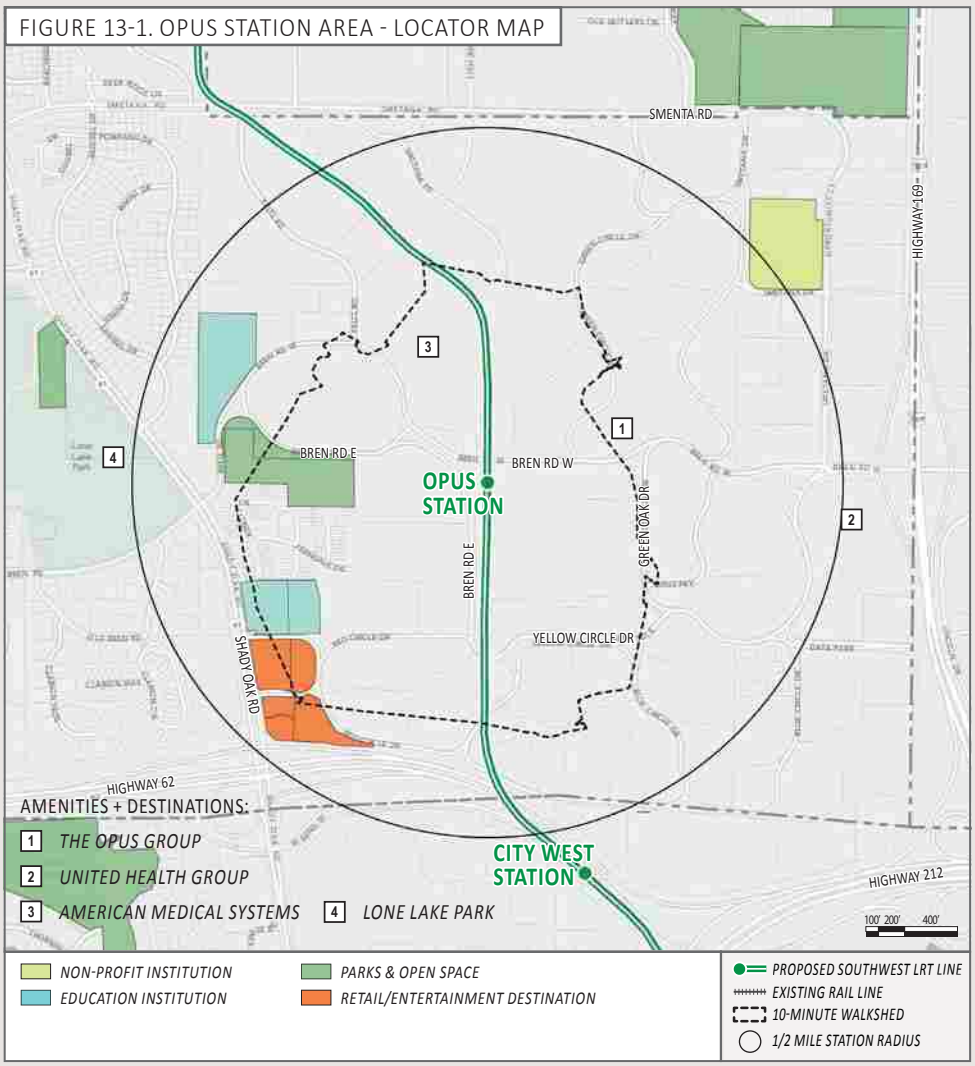
A prestigious employment area connected to the station via an extensive network of trails and centered upon a walkable mixed-use core.

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.

FIGURE 13-1. OPUS STATION AREA - LOCATOR MAP



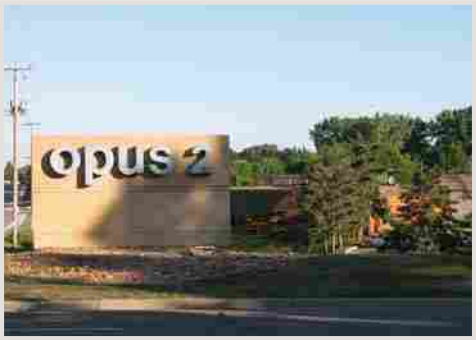
NOTE: 10-minute walkshed approximates the area accessible within a 10-minute walk from the station platform using only the existing sidewalk/trail network. See Glossary for walkshed assumptions and methodology.

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.

OPUS STATION AREA TODAY:



West entrance on Shady Oak Road

Existing office

Local wetland

Existing trail underpass

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.

FIGURE 13-2. EXISTING LAND USE

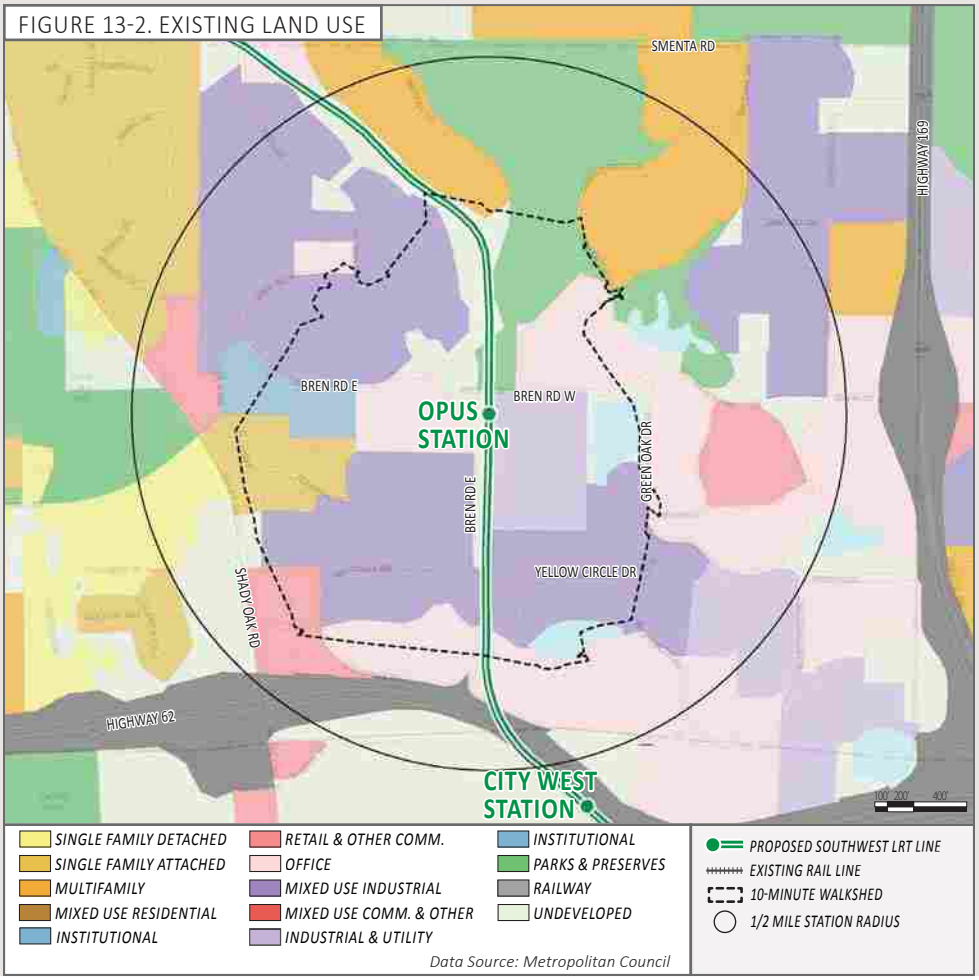
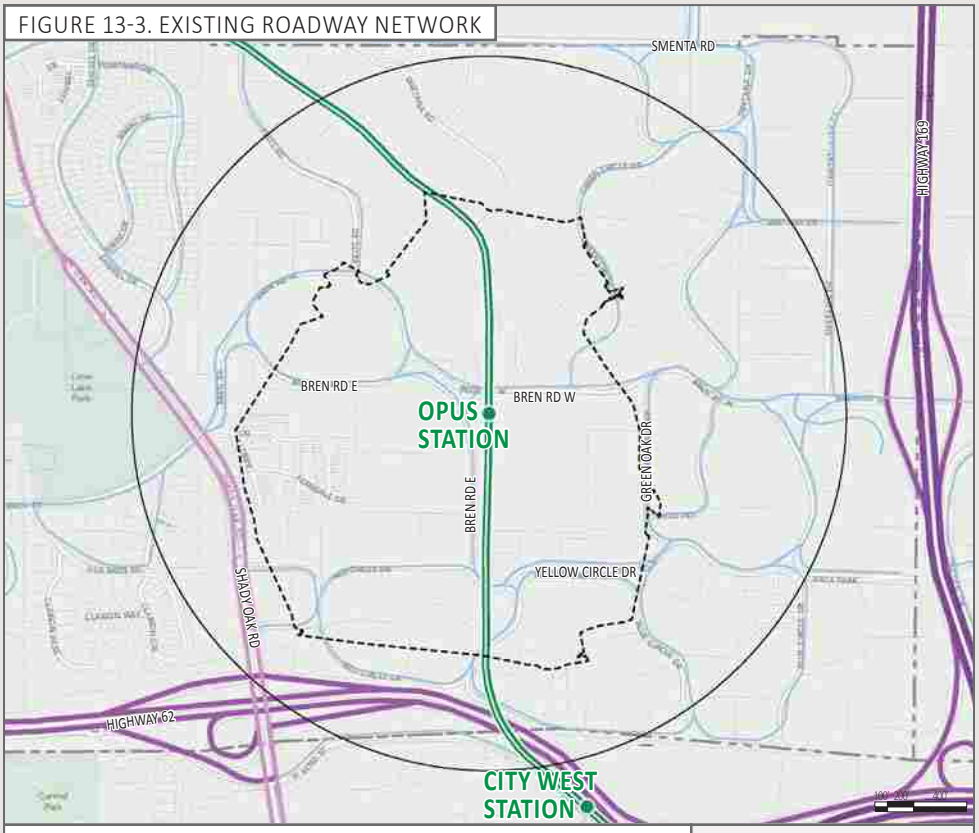


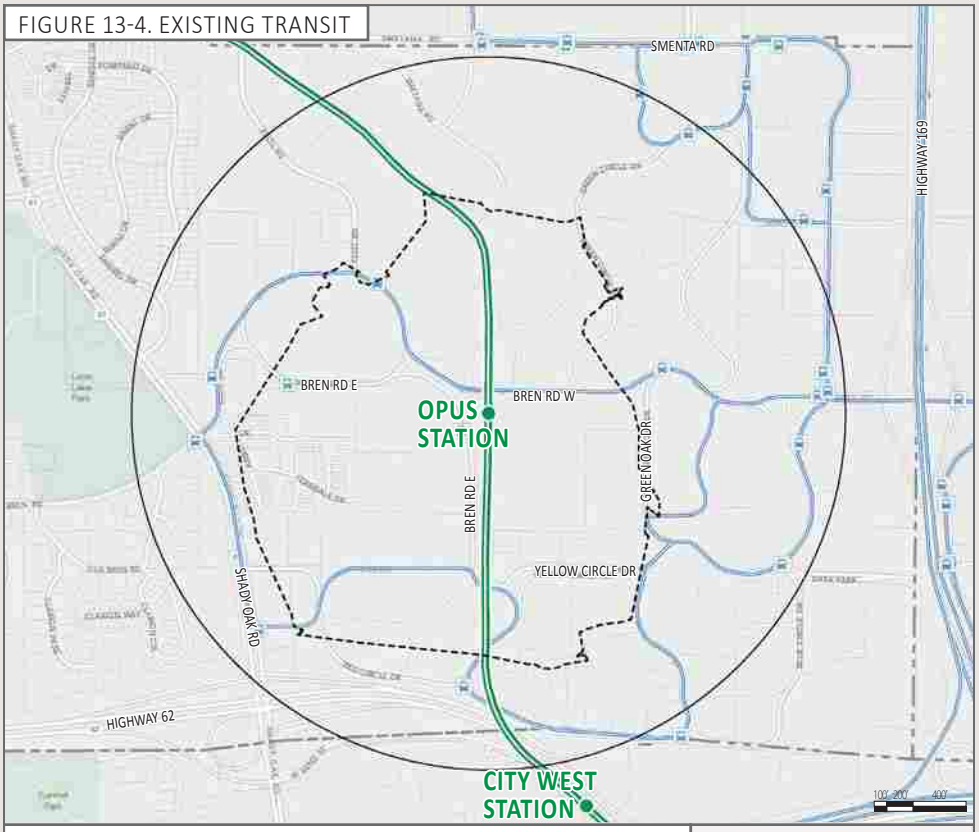
FIGURE 13-3. EXISTING ROADWAY NETWORK



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.

FIGURE 13-4. EXISTING TRANSIT



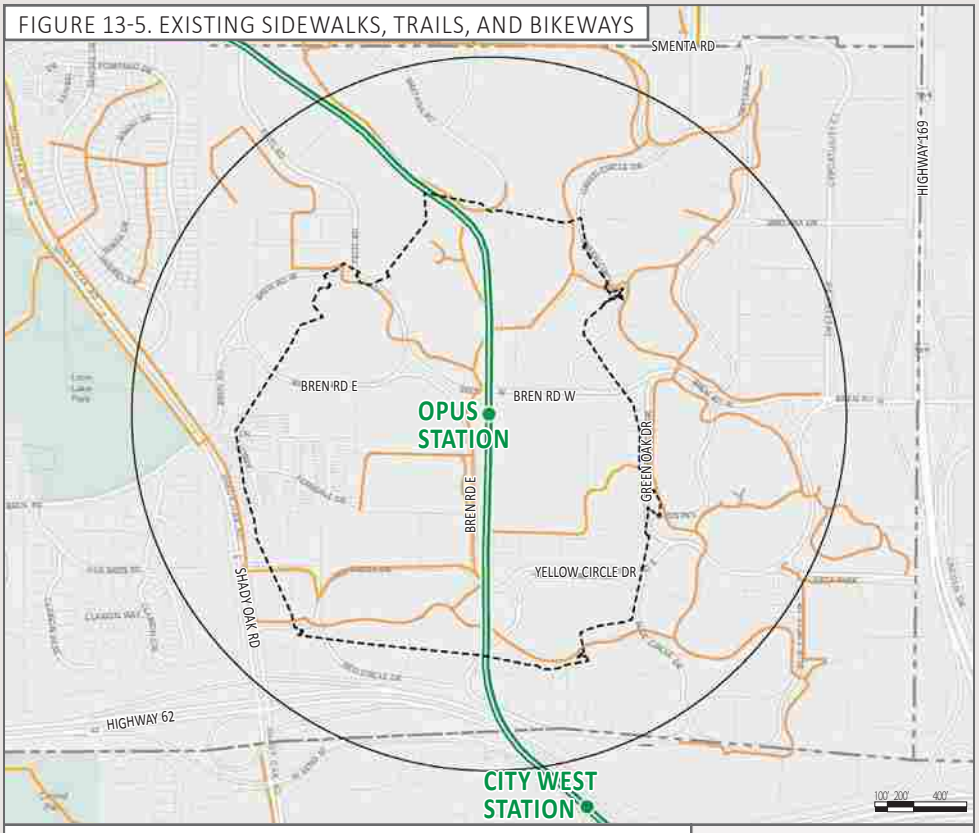
Transit

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.

FIGURE 13-5. EXISTING SIDEWALKS, TRAILS, AND BIKEWAYS



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.

FIGURE 13-6. EXISTING SANITARY SEWER

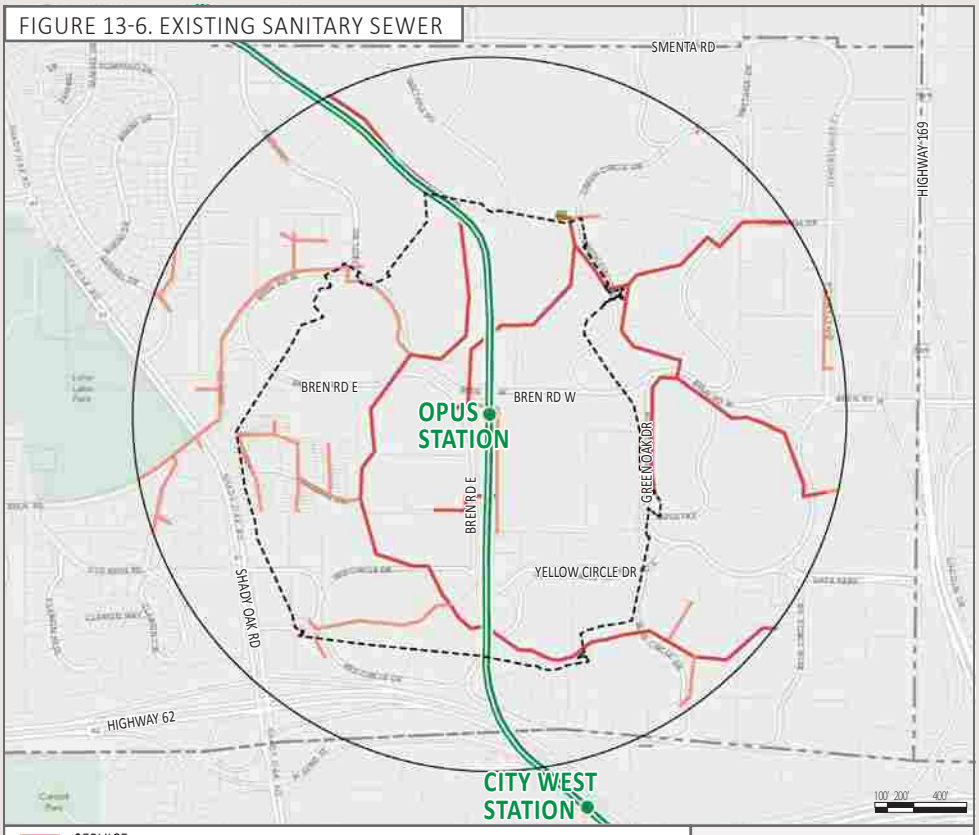
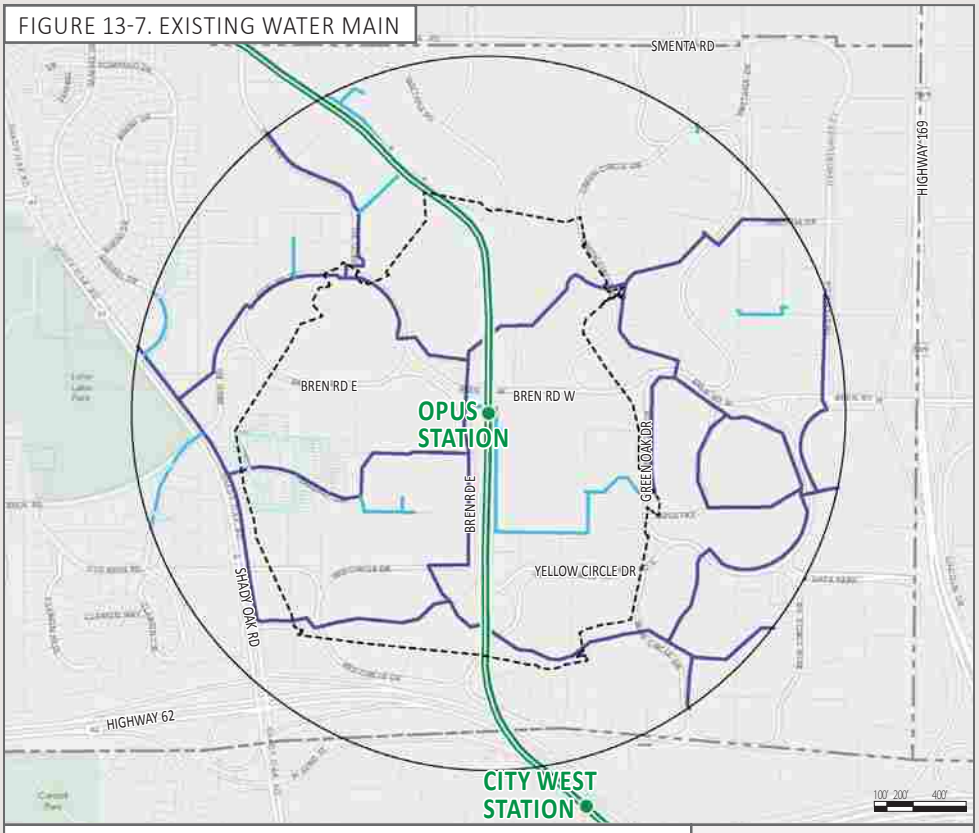


FIGURE 13-7. EXISTING WATER MAIN

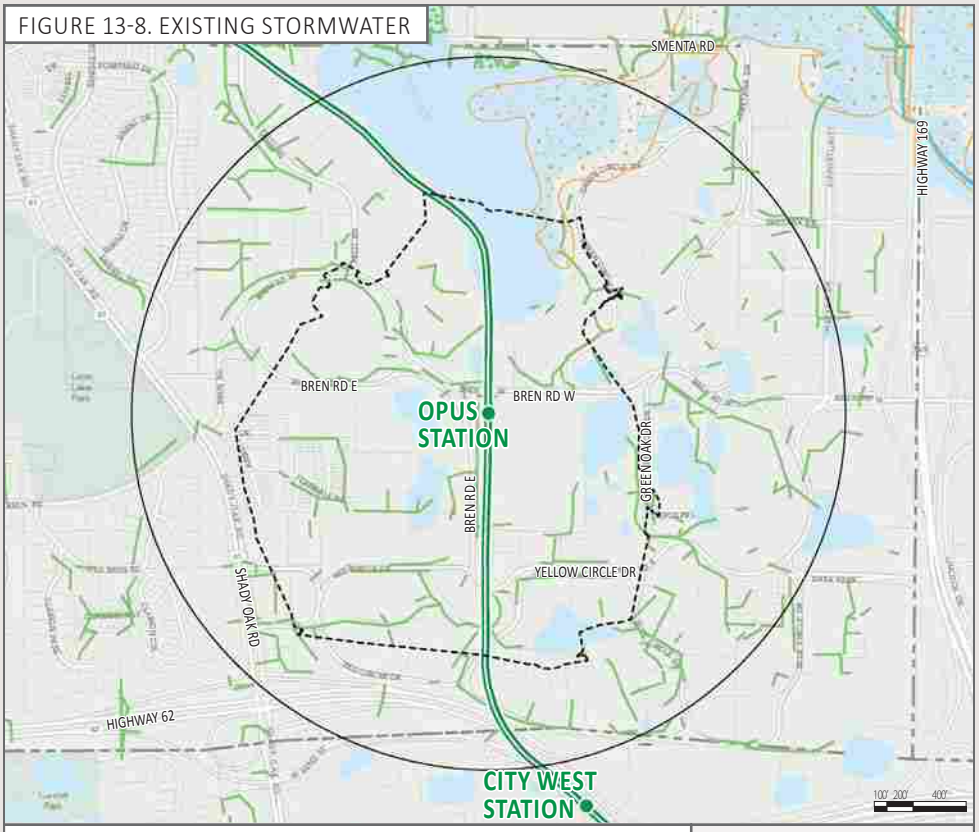


Existing Water Main

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.

FIGURE 13-8. EXISTING STORMWATER



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.

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 enhancedments

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

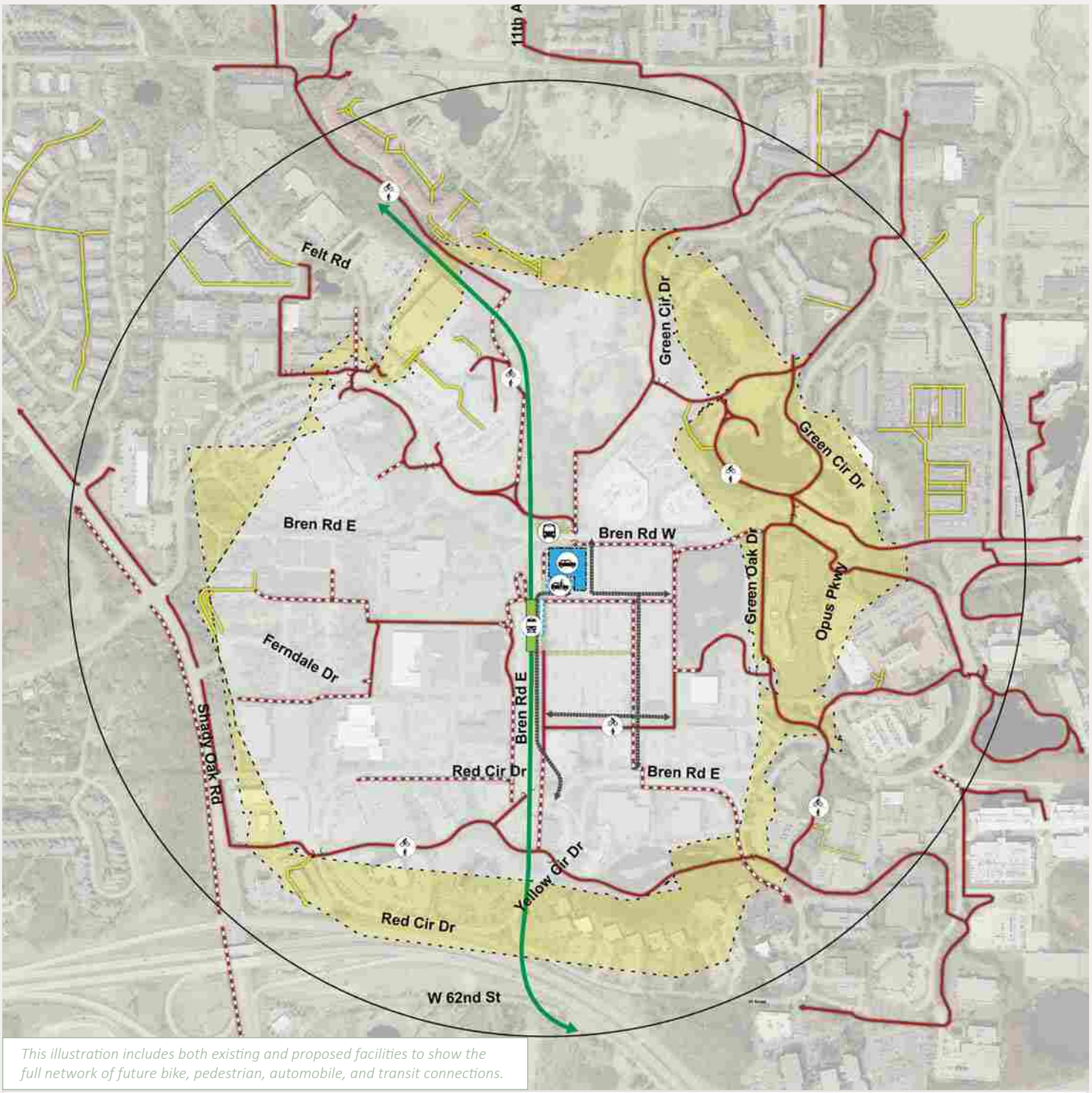
Long-Term Improvements:

» 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

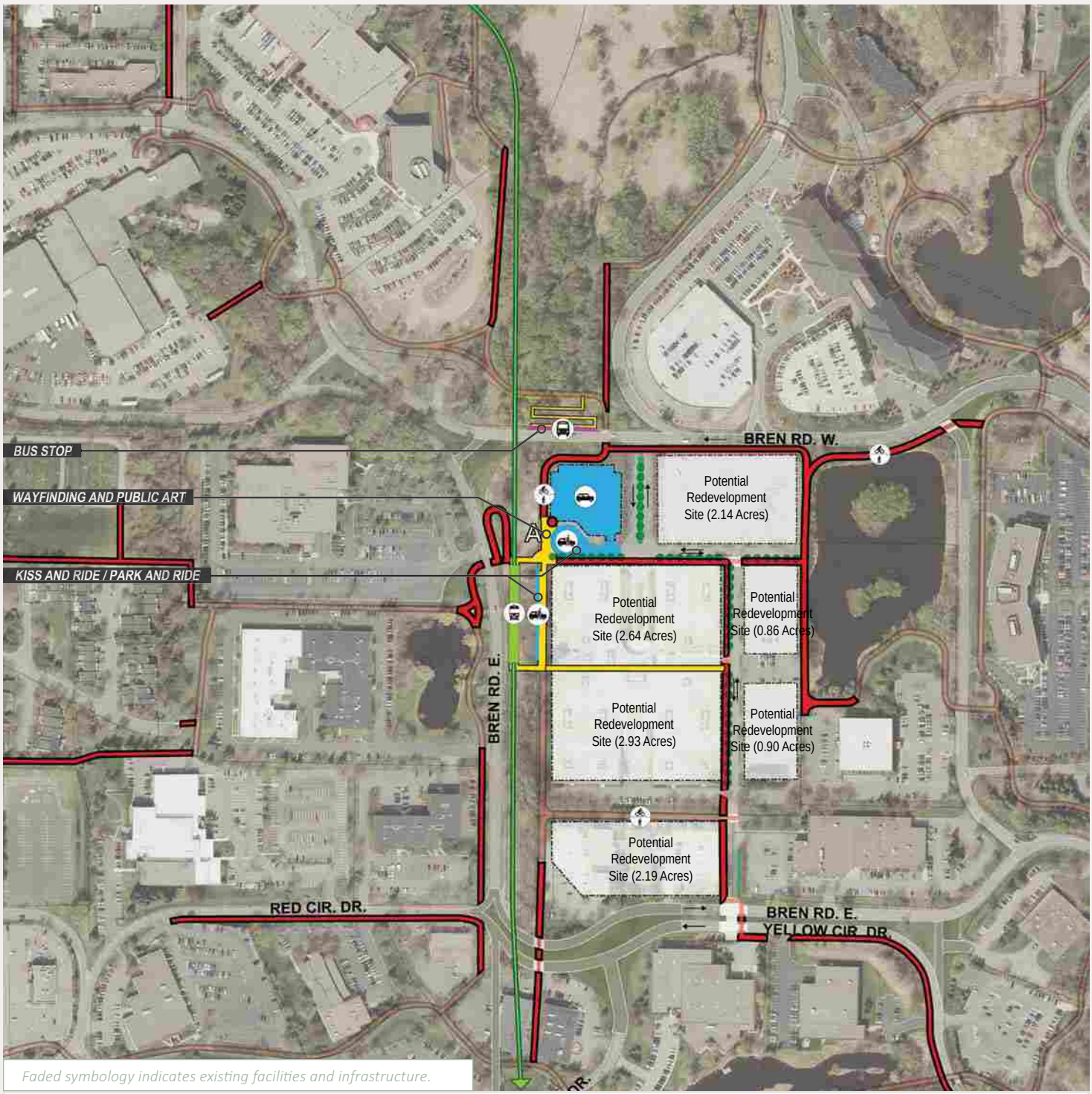


This illustration includes both existing and proposed facilities to show the full network of future bike, pedestrian, automobile, and transit connections.

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

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



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

FIGURE 13-11. OPENING DAY STATION AREA IMPROVEMENTS

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

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

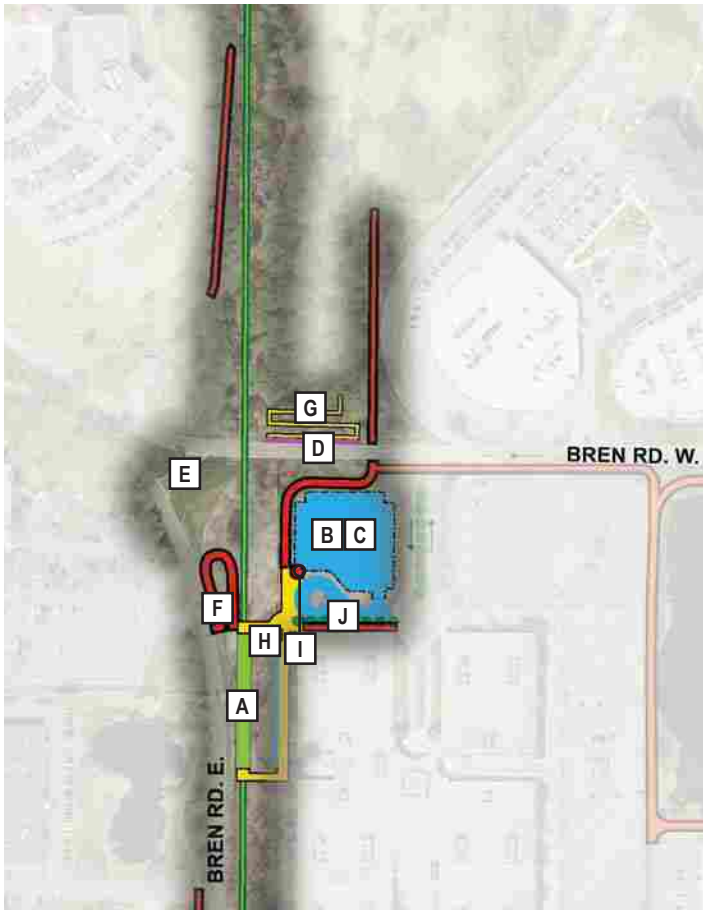
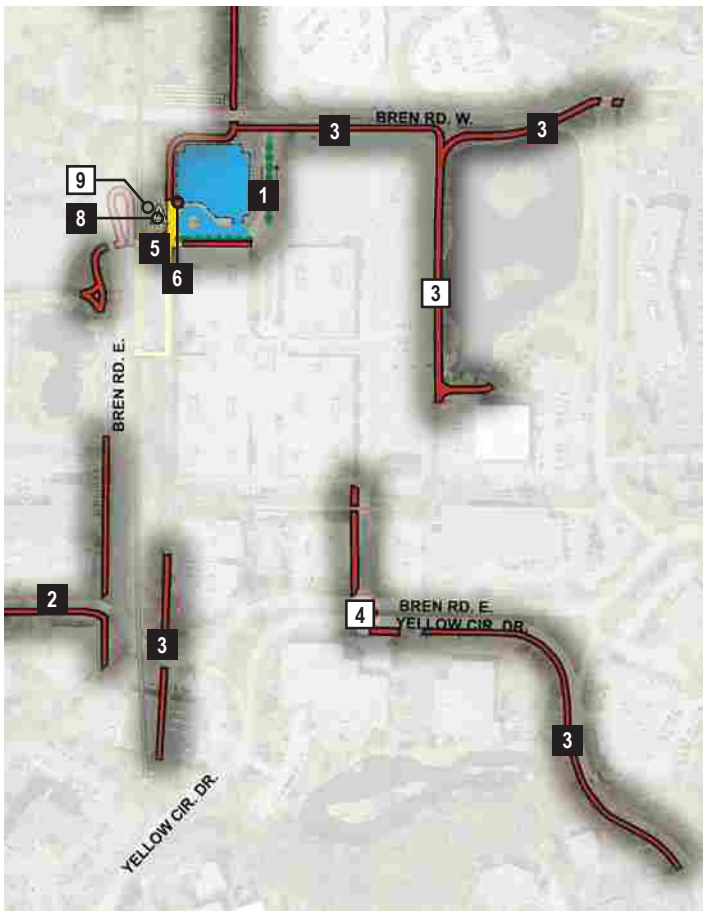
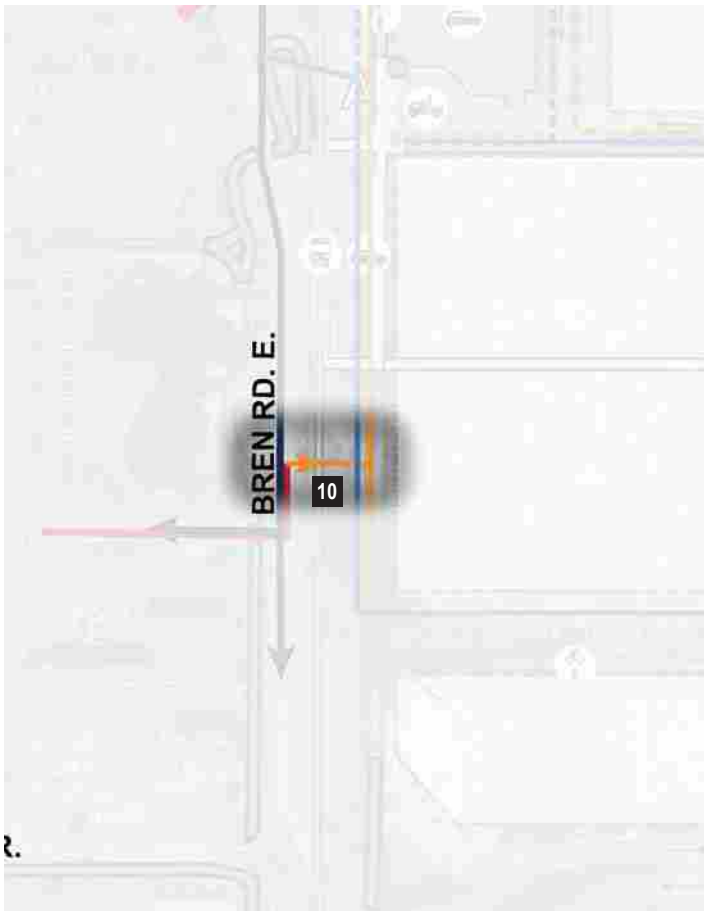


FIGURE 13-13. SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY STATION AREA IMPROVEMENTS





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.

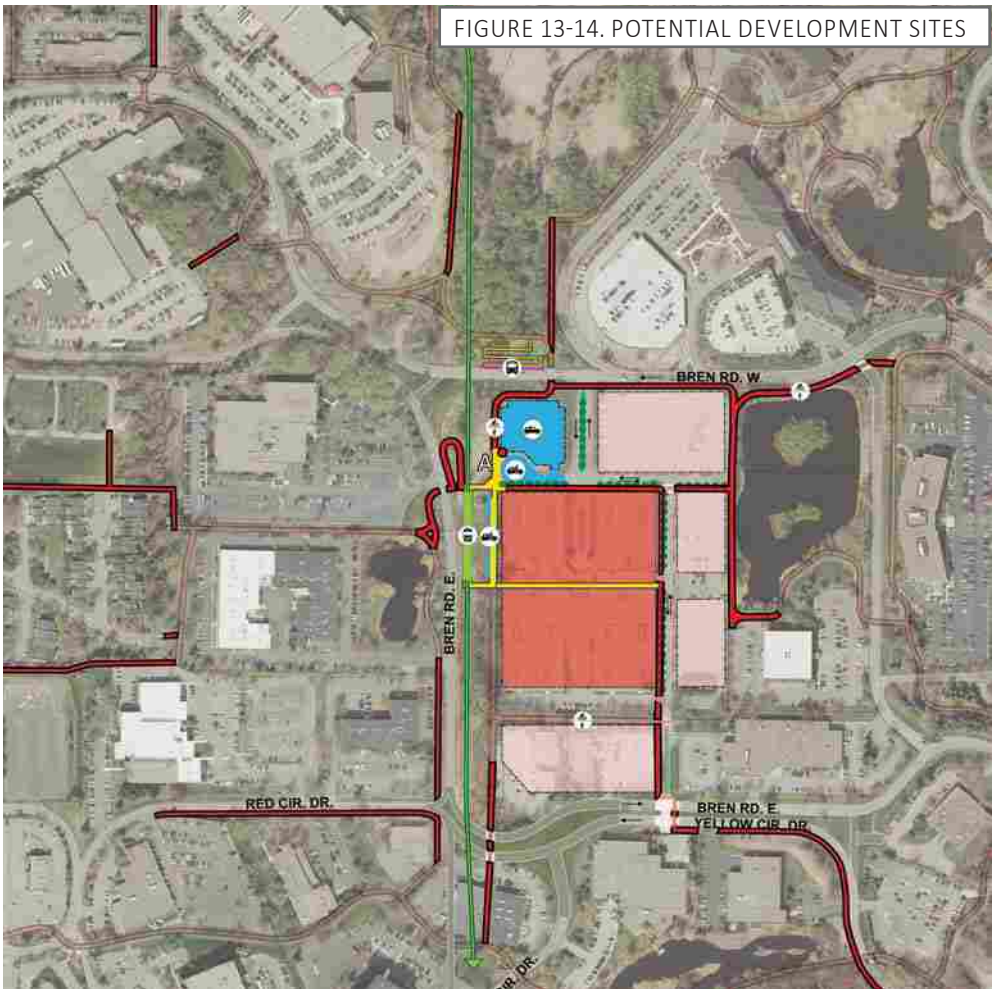
LAND USES

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.

FIGURE 13-14. POTENTIAL DEVELOPMENT SITES



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.

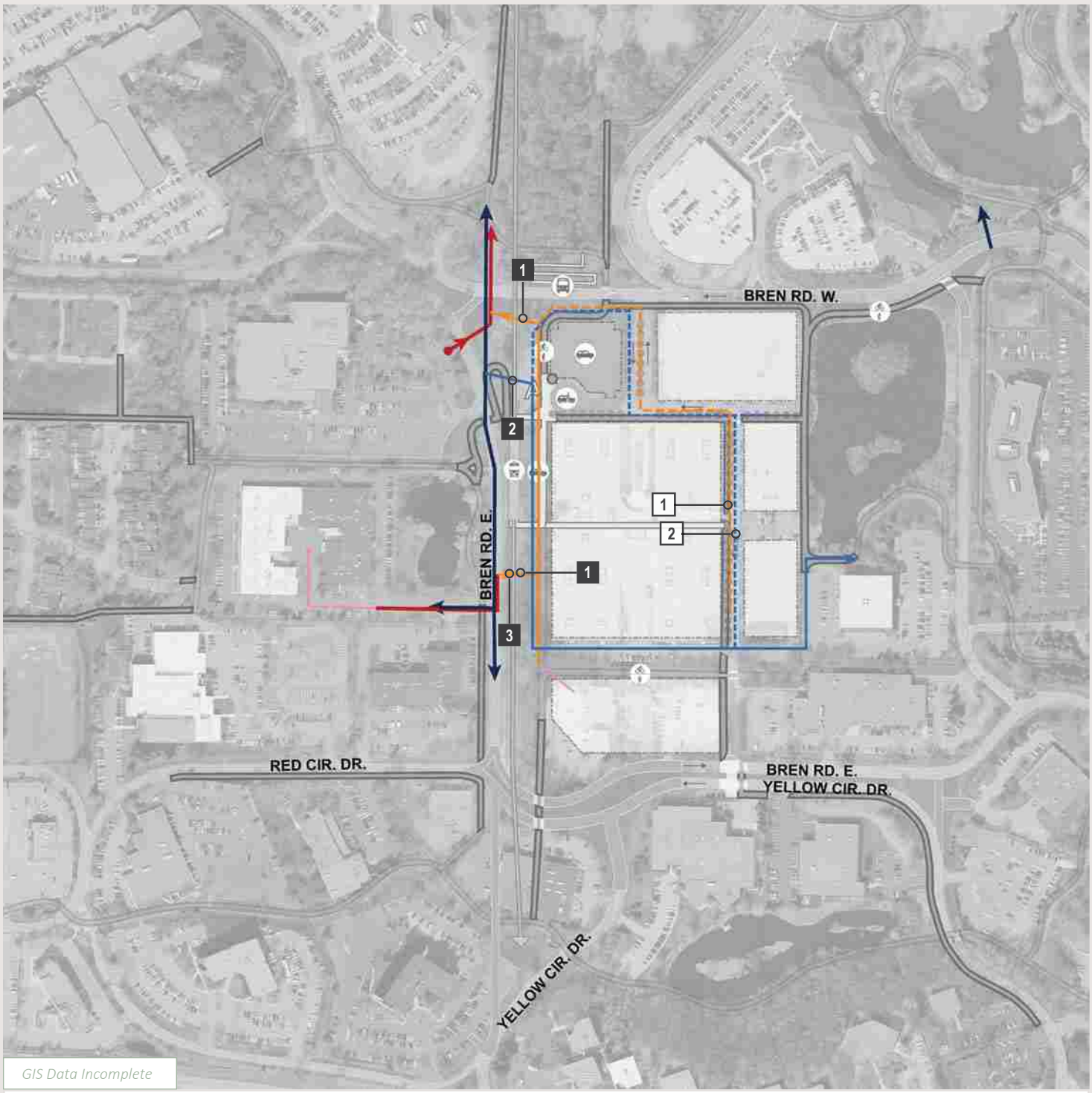
Opening Day Recommendations:

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



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