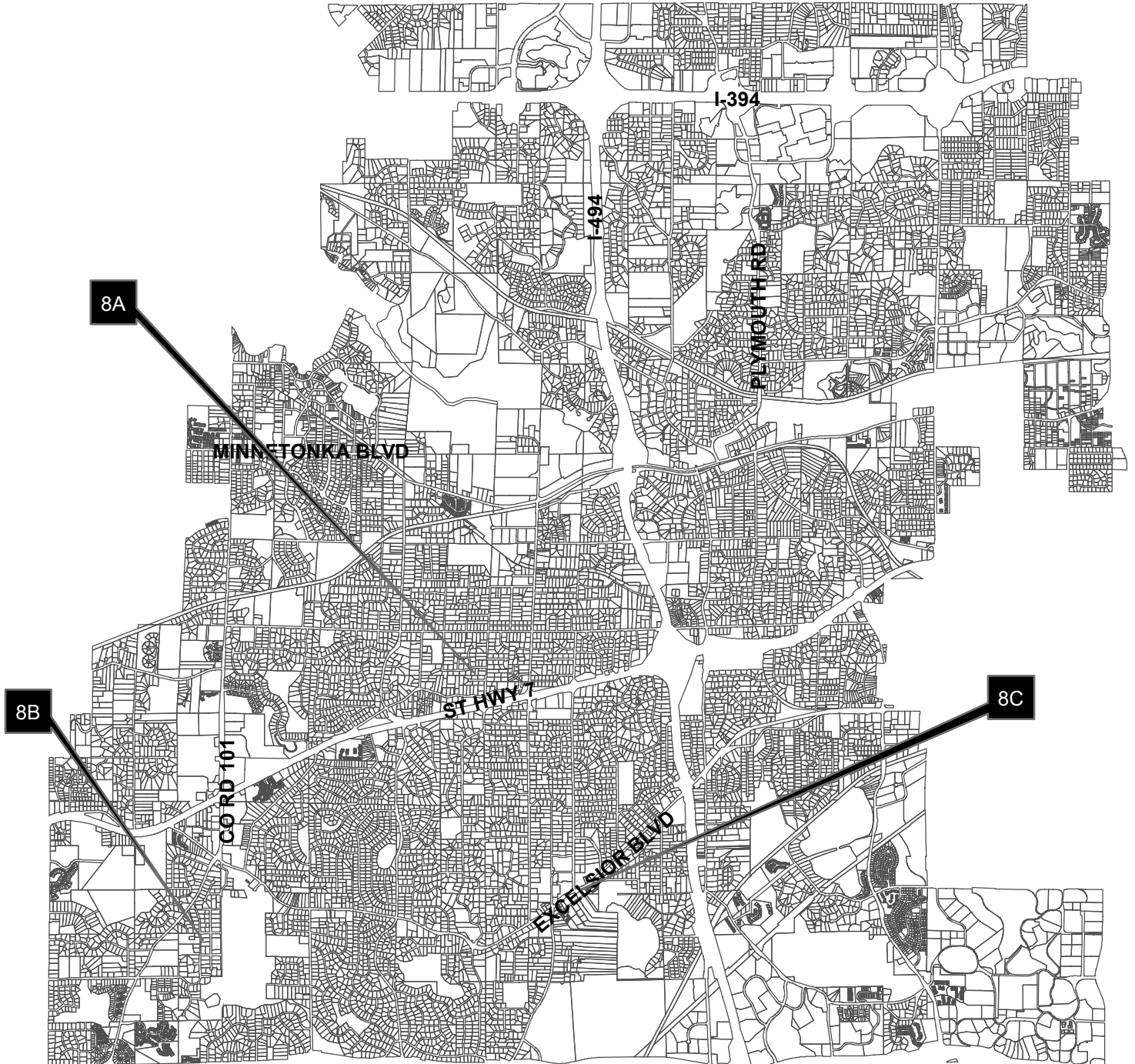




CITY OF  
MINNETONKA

CITY OF MINNETONKA  
PLANNING COMMISSION  
JULY 11, 2019

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





## Planning Commission Agenda

July 11, 2019 – 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:** June 27, 2019
5. **Report from Staff**
6. **Report from Planning Commission Members**
7. **Public Hearings: Consent Agenda**
8. **Public Hearings: Non-Consent Agenda Items**
  - A. Resolution denying a front yard setback variance for a new garage at 15301 Court Road.  
Recommendation: Adopt the resolution denying the proposal (4 votes)
    - Final action, subject to appeal
    - Project Planner: Ashley Cauley
  - B. Resolution approving CONIFER HEIGHTS, a 6-lot subdivision at 5615 Conifer Trail and Mahoney Ave.  
Recommendation: Recommend the city council approve the proposal (4 votes)
    - Recommendation to City Council (July 22, 2019)
    - Project Planner: Ashley Cauley
  - C. Items concerning The Kinsel at Glen Lake  
Recommendation: Recommend the city council approve the proposal (4 votes)
    - Recommendation to City Council (July 22, 2019)
    - Project Planner: Susan Thomas
9. **Adjournment**

**Notices**

1. Please call the planning division at (952) 939-8290 to confirm meeting dates as they are tentative and subject to change.
2. There are currently no applications or items scheduled for the July 11, 2019 planning commission meeting.

<b>Project Description</b>	Bird Song, 13-lot subdivision
<b>Project Address</b>	5410 Oakland Road
<b>Assigned Staff</b>	Drew Ingvalson
<b>Ward Councilmember</b>	Rebecca Schack, Ward 2

<b>Project Description</b>	Schuster Residence, expansion permit
<b>Project Address</b>	2356 Gray's Land Road
<b>Assigned Staff</b>	Drew Ingvalson
<b>Ward Councilmember</b>	Mike Happe, Ward 3

<b>Project Description</b>	Samuel Residence, CUP
<b>Project Address</b>	11405 Timberline Road
<b>Assigned Staff</b>	Ashley Cauley
<b>Ward Councilmember</b>	Rebecca Schack, Ward 2

<b>Project Description</b>	Michaels Residence, variance
<b>Project Address</b>	600 Townes Road
<b>Assigned Staff</b>	Susan Thomas
<b>Ward Councilmember</b>	Mike Happe, Ward 3

<b>Project Description</b>	Minco Realty, CUP
<b>Project Address</b>	15400 Minnetonka Industrial Road
<b>Assigned Staff</b>	Ashley Cauley
<b>Ward Councilmember</b>	Mike Happe, Ward 3

<b>Project Description</b>	Cingi Residence, variance and floodplain alteration
<b>Project Address</b>	17028 Grays Bay Blvd
<b>Assigned Staff</b>	Susan Thomas
<b>Ward Councilmember</b>	Mike Happe, Ward 3

<b>Project Description</b>	Cycle Bar, sign plan
<b>Project Address</b>	12401 Wayzata Blvd
<b>Assigned Staff</b>	Drew Ingvalson
<b>Ward Councilmember</b>	Rebecca Schack, Ward 2

<b>Project Description</b>	Highwood Ridge, 2-lot subdivision
<b>Project Address</b>	14916 Highwood Drive
<b>Assigned Staff</b>	Susan Thomas
<b>Ward Councilmember</b>	Mike Happe, Ward 3

**Minnetonka Planning Commission Meeting**  
July 11, 2019

**Agenda Item 4**

Previous Meeting Minutes from June 27, 2019

**Unapproved  
Minnetonka Planning Commission  
Minutes**

**June 27, 2019**

**1. Call to Order**

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

**2. Roll Call**

Commissioners Hanson, Henry, Knight, Luke, Sewell, and Kirk were present. Powers was absent.

Staff members present: City Planner Loren Gordon, Assistant City Planner Susan Thomas, Senior Planner Ashley Cauley, Planner Drew Ingvalson, Natural Resources Manager Leslie Yetka, and Natural Resources Program Outreach Coordinator Christine Petersen.

**3. Approval of Agenda**

***Sewall moved, second by Hanson, to approve the agenda as submitted with modifications provided in the change memo dated June 27, 2019.***

***Hanson, Henry, Knight, Luke, Sewell, and Kirk voted yes. Powers was absent. Motion carried.***

**4. Approval of Minutes: June 13, 2019**

***Luke moved, second by Henry, to approve the June 13, 2019 meeting minutes as submitted.***

***Hanson, Henry, Knight, Luke, Sewell, and Kirk voted yes. Powers 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 June 24, 2019:

- Adopted a resolution approving a two-lot subdivision, Rutzick Ridge, on Shady Oak Road.
- Introduced an ordinance and referred it to the planning commission regarding items for The Kinsel at Glen Lake at 14317 Excelsior Blvd.
- Review of items concerning Walser Nissan was pulled from the agenda at the request of the applicant.
- Reviewed a concept plan for The Mariner.

- Adopted a resolution approving the final plat and denying the request to mass grade the site prior to issuance of the grading permit for Oakland Estates at 1922 Oakland Road.

The next planning commission meetings are scheduled to be held July 11, 2019 and July 18, 2019.

The annual boards and commissions dinner is scheduled for July 15, 2019 from 5:30 p.m. to 8:30 p.m.

#### **6. Report from Planning Commission Members**

Hanson appreciated city staff visiting employees working in the Opus area to gain feedback on amenities and park items that workers would like added to the area.

Chair Kirk attended the ribbon cutting for the pickle-ball courts in Lone Lake Park. It was well attended. Tournaments will be able to be held since there are eight courts.

#### **7. Public Hearings: Consent Agenda**

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

***Hanson moved, second by Henry, to approve the items listed on the consent agenda as recommended in the respective staff reports as follows with a modification provided in the change memo dated June 27, 2019:***

- A. Resolution approving a side yard setback variance to replace the flat roof of an existing garage with a pitched roof at 14523 Orchard Road.**

Adopt the resolution approving a side yard setback variance to replace the flat roof of an existing garage with a pitched roof at 14523 Orchard Road.

- B. Resolution approving a variance for a front porch addition at 5000 Acorn Ridge Road.**

Adopt the resolution approving a front yard setback variance for a screened porch addition at 5000 Acorn Ridge Road.

- C. Resolution approving an expansion permit for a new garage at 5625 Eden Prairie Road.**

Adopt the resolution approving an expansion permit to allow the construction of a detached, three-car garage within the bluff impact zone at 5625 Eden Prairie Road.

- D. Resolution approving a conditional use permit for an accessory apartment at 3518 Hopkins Crossroad.**

Recommend that the city council adopt the resolution approving a conditional use permit for an accessory apartment at 3518 Hopkins Crossroad.

***Henry, Knight, Luke, Sewell, Hanson, and Kirk voted yes. Powers was absent. Motion carried and the items on the consent agenda were approved as submitted.***

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

## **8. Public Hearings**

### **A. Resolution denying a variance for a front porch addition at 18724 South Lane.**

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

Ingvalson reported. He recommended denial of the application based on the findings listed in the staff report.

Chair Kirk asked if the property would qualify as a small lot. Ingvalson explained that the site would meet two out of three requirements to be considered a small lot. The average lot size within 400 feet of the site must be smaller than 15,000 square feet; the lot must have been created prior to 1966; and the lot cannot exceed 15,000 square feet. The lot is 20,000 square feet, so it is not considered a small lot.

Ingvalson clarified that an enclosed porch would be required to meet a 35-foot front yard setback and a porch that would not be enclosed would be required to meet a 30-foot setback. Staff did not find a unique circumstance with the property.

Aliaksandr Smolau, 18724 South Lane, applicant, stated that:

- The house was located on the lot in 1918.
- He provided pictures of remodeling the house.
- He explained the improvements he is making including adding insulation.
- He listed the benefits of the porch including that it would provide closet space and prevent heat from escaping when the door would be opened.
- He plans to build an attached garage in the future.

Henry thought the addition would be good for the house and the neighborhood. He lives in the neighborhood and it is nice to see the house improved. It is a fine line between honoring the code requirements and standards to approve a variance. He saw the proposal as an improvement.

Knight was torn. The front of the house on the west side is closer to the road. The proposal would not extend the entire front of the house, just an enclosed porch. The

proposal would make the house more energy efficient. That is commendable. He was inclined to support approval of the application.

Luke struggled as well. More closet space and usable area would benefit the small house. When the attached garage would be added, that would diminish the need to use the front door. She leaned toward staff's recommendation to deny the application because there would be other options that could be available in the near future.

Sewall felt that the request is reasonable. The rules are in place to prevent more egregious requests. He was glad the rules are in place, but, as long as the request would be reasonable, he supports the proposal. The property is unique and the house was positioned in 1918. He respectfully disagrees with staff's recommendation to deny the application.

Chair Kirk noted that all of the surrounding houses seem close to the road. He recognized the practical difficulties. He did not see a unique circumstance. The lot is narrow with the rear property line located way back. He knew that the difference is only 1.5 feet, but he leaned toward denying the application. The applicant is doing a marvelous job remodeling the house. He thanked the applicant for providing photos. It is good to see a small house being improved and maintained. He applauded the applicant's efforts.

Hanson felt that the application fits the way people are currently living. He saw no problem with the application. The commission has approved similar enclosed porches. The location of the house and shape of the lot make the site unique and are circumstances not created by the homeowner.

Chair Kirk did not want to set a precedent to allow a front yard setback of 28.7 feet from the right of way for an enclosed porch.

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

Sewall stated that the house's location on the lot occurred in 1918 and the shape of the narrow lot is unique and creates a practical difficulty.

***Hanson moved, second by Sewall, to adopt a resolution approving a variance request to construct an enclosed porch onto the single-family home at 18724 South Lane.***

***Hanson, Knight and Sewell voted yes. Henry, Luke, and Kirk voted no. Powers was absent. Motion failed.***

Hanson noted that the staff report states that the proposal would not change the character of the neighborhood. It did not make sense to him to deny the proposal.



Henry voted “no” for approval of the application because there is the potential to construct a garage on the property.

Chair Kirk noted that the house currently meets the 30-foot front yard setback.

***Henry moved, second by Luke, to adopt the resolution denying a variance request to construct an enclosed porch onto the single-family home at 18724 South Lane.***

***Henry, Luke, and Kirk voted yes. Hanson, Knight, and Sewall voted no. Powers was absent. Motion failed.***

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

**B. Items concerning Chase Bank at 4795 County Road 101.**

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

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

Henry asked if there would be a snow removal plan. Cauley answered affirmatively. A snow removal plan would be required as a condition of approval.

Hanson noted that the proposal would increase the number of parking stalls, but the site would still have less than the number required. He asked if there would be proof of parking or a shared parking agreement. Cauley explained that parking variances are already in place for the plaza.

In response to Henry’s question, Cauley explained that the temporary uses would be discontinued if the proposal would be approved by the city council. Cauley studied the site, referenced the Institute of Transportation Engineers (ITE) standards, and reviewed a list of the sizes of each business provided by the Westwind Plaza property owner. The ITE concluded that there would be plenty of parking on site.

Cauley stated that a sign could be added to identify additional parking for customers in back of the building if there would be a parking shortage.

Mark Newman, of Brixmor Property Group, representing the owner of the shopping center, stated that Cauley did a thorough job of explaining the situation. He would like to start construction immediately to beat the frost.

Knight asked why the drive-up window would be backwards. Mark Polienie, architect for the proposal, explained that there would be no teller for the drive thru. It would be a drive-up ATM.

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

Sewall felt that the proposal is reasonable. Every time he visited the site, there was enough parking.

***Henry moved, second by Knight, to recommend that the city council adopt the resolution approving site and building plans with a parking variance and a resolution approving a conditional use permit for a drive-up window for Chase Bank at 4795 County Road 101 with a modification provided in the change memo dated June 27, 2019.***

***Hanson, Henry, Knight, Luke, Sewell, and Kirk voted yes. Powers was absent. Motion carried.***

**C. Items concerning Chipotle at 10995 Red Circle Drive.**

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

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

Luke asked what time the photos of the parking lot had been taken. Cauley answered morning, noon, and evening.

Henry asked if the neighboring Holiday Inn personnel expressed concern for restaurant traffic traveling through their parking area. Cauley answered that no one from the Holiday Inn contacted city staff. There is a shared access agreement that already exists between the two properties.

Sewall asked if there would still be room for snow storage. Cauley invited the applicant to answer.

Scott Murdock, representing the applicant, Chipotle, and Kristen Moen, architect for the proposal, introduced themselves. Ms. Moen pointed out where snow would be stored on the site plan.

Luke asked if the pick-up window would help ease parking constraints. Mr. Murdock answered affirmatively. He expected a quarter of the customers to utilize the pick-up window and not have to park in the lot.

Hanson asked if ordering would have to be done ahead of time or if a patron would be able to order from the vehicle. Mr. Murdock explained that an order would not be able to be made in the pick-up window lane. All orders would be placed and paid for online. There would be temporary waiting areas for patrons to wait for an employee to come to the vehicle to take the order and then deliver the order to the vehicle.

Mr. Murdock stated that other locations have found that the average customer service interaction for patrons who preordered and picked up the order at the pick-up window lasts 15 seconds. There would be no squawk box or menu panel. A large percentage of the Chipotle pick-up windows' clientele are drivers for food delivery services.

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

Chair Kirk asked if efface would be used. Cauley stated that the representation is not a final determination of materials that would be used.

Hanson noted that there is a lot going on in Opus. This feels like a good indication of what will be happening in the area.

Sewall suggested signage that would alert drivers that the pick-up window would operate differently than a traditional drive-thru window. He supports the proposal.

***Luke moved, second by Knight, to recommend that the city council adopt the resolution approving an amendment to the master development plan and final site and building plans with a parking variance and a resolution approving a conditional use permit for a restaurant with a drive-up window and outdoor seating area.***

***Hanson, Henry, Knight, Luke, Sewell, and Kirk voted yes. Powers was absent. Motion carried.***

This item is scheduled to be reviewed by the city council at its meeting on July 8, 2019.

**D. Ordinance amending various sections of city code related to pollinators.**

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

Petersen, Thomas, and Yetka reported. Thomas recommended approval of the application based on the findings listed in the staff report.

Henry confirmed with Peterson that positive changes have already been taking place in Minnetonka. Petersen stated that the amount of herbicides with neonicotinoids used in Minnetonka has already been decreased. Minnetonka has been using goats to remove invasive vegetative species instead of using chemicals. Volunteers completing restoration work has been occurring in Minnetonka for about 20 years.

Petersen said that Janet VanSloun has been working with volunteers for a couple of years to remove buckthorn on the west side of Big Willow Park. This year, swamp milkweed has sprouted and is host to ten monarch caterpillars. Restoration can be highly effective and the fewer chemicals used the better.

Petersen explained that the Mayor's Monarch Pledge specifically addresses the ways that municipalities can contribute to monarch protection and pollinator habitat. The structure and focus helps suggest actions that relate to the organization and community.

Chair Kirk asked if staff has ideas for additional items that should be added to the list. Yetka responded that the last step related to pesticides would be a significant one. Substantive changes to chemical use would be a high bar.

Chair Kirk questioned if mosquito control efforts would be impacted. Petersen understood that the first-round, widespread treatment for mosquitoes uses chemicals that are targeted and used in specific areas shown to be problematic.

Henry asked if the chemicals used for spraying for mosquitoes are considered neonicotinoids. Yetka answered in the negative. Those chemicals target mosquito larvae. It is not the same mechanism that impacts pollinators. The chemical used for mosquitos is not emitted into the air.

In response to Henry's question, Thomas explained that the ordinance would apply to any land use application that would be required to have a landscape plan.

Henry suggested adding native plants to the city's tree sale. Petersen said that the trees and shrubs selected for the sale have benefits for pollinators. Perennials are sold at the pollinator field-day event which she invited everyone to attend July 10, 2019 at Lone Lane Park from 4 p.m. to 7 p.m. There will be two native plant sale vendors selling grasses, shrubs, and vegetation including milkweed.

Luke noted that restriction of the type of chemicals used in Minnetonka is not included in the ordinance. Thomas stated that the best way to address the use of chemicals is being reviewed. A council policy may be created to address the issue.

Hanson was proud and impressed, but he thought more could be done.

In response to Sewall's question, Yetka explained that the 25 percent criteria was created by staff. The goal is to be enduring, layered, and sustainable. The challenge will be to prompt a shift in thinking. Sewall agreed. He thought requiring 50 percent of landscaping to be native would be reasonable. He supports the proposal.

Chair Kirk felt it would be good to start the initiative in a way that would ensure 100 percent success. He supports revisiting the percentage amount in a year. Sewall agreed.

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

Chair Kirk supports the proposal.

Knight asked if development of the lite rail would be able to meet the proposed ordinance's requirements. Thomas explained that the proposed ordinance works as a positive and promotes creating habitat, not as a restriction.

Luke likes the idea of requiring developers to plant native vegetation for landscaping, but she did not want to prevent a project like a bike trail or lite rail from happening in an effort to protect existing habitat. She suggested councilmembers consider the wording. Thomas explained that the zoning ordinance helps promote public safety, health, and welfare. Yetka noted that the city's ordinances already protect woodland preservation areas and wetland communities which are types of habitats. The mitigation component is a part of that to allow flexibility.

Hanson noted that the proposed ordinance would not be punitive, but would be a positive influence. The language is not specific enough to require mitigation. He appreciated the thoughtfulness to protect the city.

Henry was glad that steps would be taken to increase the number of pollinators. He asked what the next steps would be to address chemical usage. Yetka did not have a timeline. The Mayor's Monarch Pledge has been being worked on for two years. She hoped the chemical issue would be tackled during the next year. Petersen added that natural resources staff have been talking with residents about native habitat. This is an active part of the city's outreach and engagement programs.

Sewall felt the mechanisms would still be in place to allow the best decisions to be made for the city and the environment.

***Hanson moved, second by Knight, to recommend that the city council adopt the ordinance amending various sections of the city code related to pollinators.***

***Hanson, Henry, Knight, Luke, Sewell, and Kirk voted yes. Powers was absent. Motion carried.***

**9. Adjournment**

***Hanson moved, second by Luke, to adjourn the meeting at 9 p.m. Motion carried unanimously.***

By: \_\_\_\_\_  
Lois T. Mason  
Planning Secretary

**Minnetonka Planning Commission Meeting**  
July 11, 2019

**Agenda Item 7**

Public Hearing: Consent Agenda

**None**

**Minnetonka Planning Commission Meeting**  
July 11, 2019

**Agenda Item 8**

Public Hearing: Non-Consent Agenda

**MINNETONKA PLANNING COMMISSION**  
**July 11, 2019**

**Brief Description** A front yard setback variance to construct an attached garage with living space above at 15301 Court Road

**Recommendation** Adopt the resolution denying the request

**Background**

The property at 15301 Court Road is just under 25,000 square feet in area. Both the existing home and 1,000 square foot detached garage were constructed in the early 1960s, prior to the adoption of the city's first zoning ordinance.

In 2016, the previous property owners proposed several additions to the home, including a garage with breezeway and connection to the rear of the home. Except for the conversion of the tuck under garage into living space, the improvements were never completed.

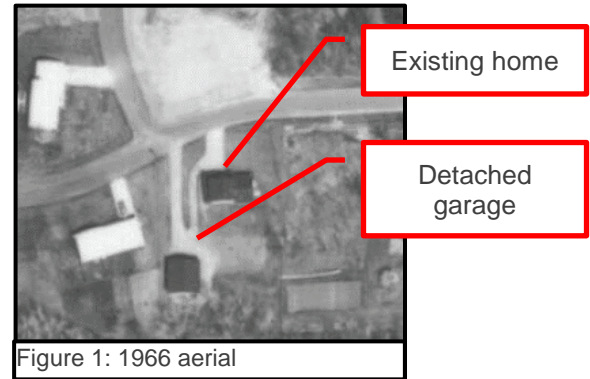


Figure 1: 1966 aerial

**Proposal**

Black Dog Homes Co., on behalf of the property owners, is proposing to construct a new, attached garage on the west side of the existing home. The two-car garage would be set back 31-feet from the front property and would have living space above.

	<b>Required</b>	<b>Existing</b>	<b>Proposed</b>
<i>Front yard setback (north)</i>	35-feet	33-feet	31-feet

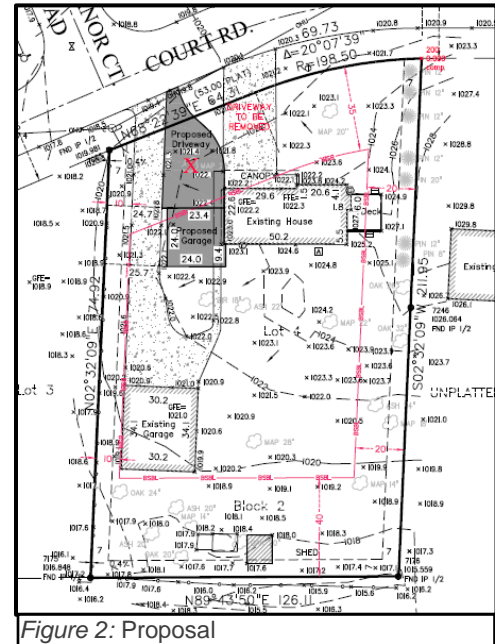


Figure 2: Proposal

**Staff Analysis**

The city may approve a variance from city code requirements, only if an applicant meets all of the variance standards outlined in city code. The following is intended to summarize staff's review of the project relative to those standards:

**Does the proposed variance meet the intent of the ordinance and the comprehensive guide plan?**

Yes. The proposal is consistent with the intent of the ordinance and the comprehensive guide plan, as:



- The existing home has a nonconforming setback of 33-feet. Despite being set back from the home, the proposed garage would have a setback of 31-feet because of the configuration of the front property line and roadway. This would provide for adequate separation between the roadway and the home.
- One of the guiding principles within the comprehensive plan is to maintain, preserve, and enhance single-family neighborhoods. The proposal and associated variance would allow for investment into an existing single-family residential home.

**Does the applicant establish a practical difficulty?**

Generally yes. However, staff finds that the variance request would alter the character of the neighborhood and is not the result of a circumstance unique to the property.

- The plat of HIGHLAND MANOR and the construction of the existing home occurred prior to the adoption of the city's first zoning ordinance. As a result, the existing home does not meet the current setback requirements. The garage would be set back roughly 10 feet further back than the existing home. The upper story living area would be setback an additional 1.5 feet.
- Court Road has a slight curve, which has created a uniquely configured property line. However, there are opportunities on the property to construct a two-car garage and living space additions on the property, which would not require a variance.
- All but one other home in the neighborhood meet the city's front yard setback requirement. The requested variance would allow for the construction of a structure that encroaches further into the required setback.

**Staff Recommendation**

Adopt the resolution denying a variance request to construct a garage addition onto the west side of the existing home.

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

### Supporting Information

<b>Project No.</b>	19017.19a
<b>Property</b>	15301 Court Road
<b>Applicant</b>	All properties to the north, south, east, and west are: <ul style="list-style-type: none"><li>• Zoned R-1, single family residential;</li><li>• Guided for low-density residential;</li><li>• Improved with single-family residential homes.</li></ul>
<b>Planning</b>	Guide Plan designation: low density residential Zoning: R-1, low density residential
<b>Existing detached garage</b>	Under the current ordinance, detached garages in excess of 1,000 sq. feet are conditionally permitted within residential zoning districts. The existing garage is 1,040 square feet. However, since the garage was constructed prior to the adoption of the city's first zoning ordinance, it is considered nonconforming.
<b>Impervious Surface</b>	The property is located outside of the city's shoreland overlay district and therefore does not have a maximum impervious surface allocation.
<b>McMansion</b>	<p>The McMansion Policy is a tool the city can utilize to ensure new homes or existing homes requesting a variance are consistent with the character of the existing home within the neighborhood. By policy, the floor area ratio (FAR) of the subject property cannot be greater than the largest FAR of properties within 1,000 square feet on the same street, and a distance of 400 feet from the subject property.</p> <p>As proposed, the property would comply with the city's McMansion Policy. Currently, the property's FAR is 0.07. The proposed garage would only slightly increase the property's FAR to 0.08. This is still significantly less than the largest FAR in the neighborhood, which is 0.25.</p>
<b>Variance Standard</b>	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)

**Appeals**

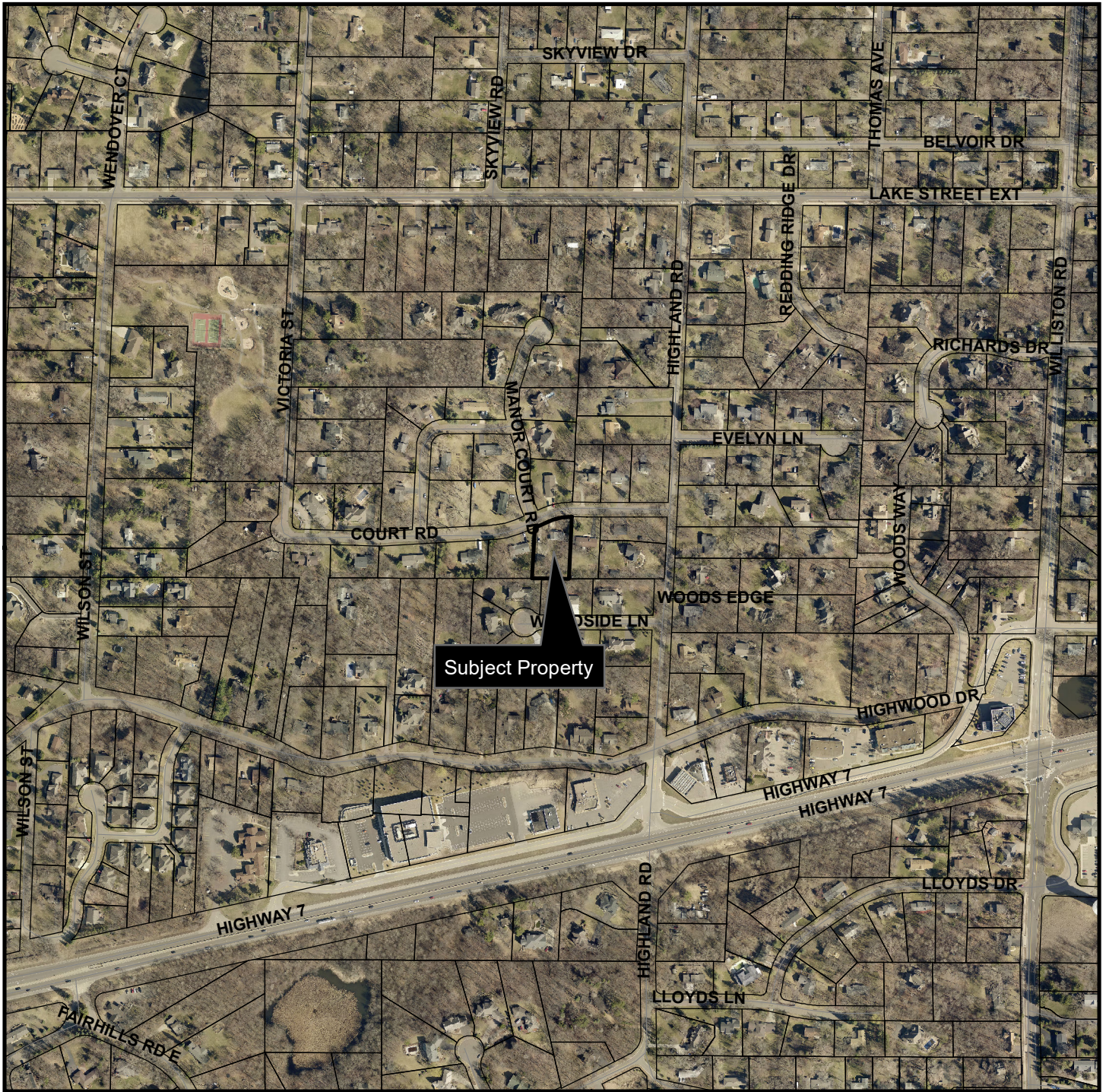
Any person aggrieved by the planning commission's decision about the requested variances may appeal such decision to the city council. A written appeal must be submitted to the planning staff within ten days of the date of the decision.

**Neighborhood  
Comments**

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

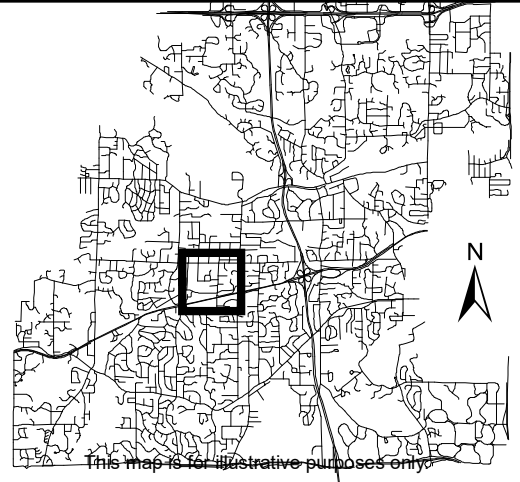
**Deadline for  
Decision**

Sept. 21, 2019



### Location Map

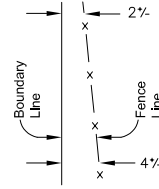
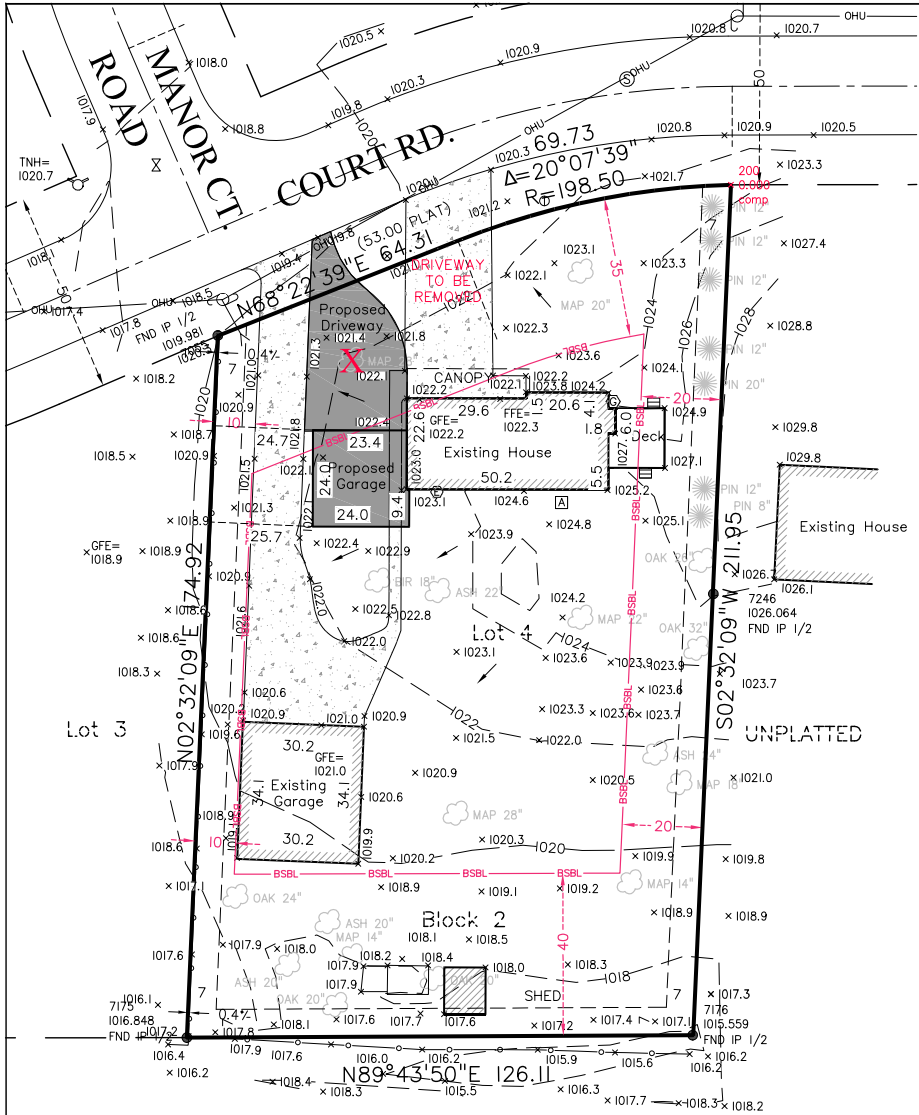
Project: Titze Residence  
Address: 15301 Court Rd



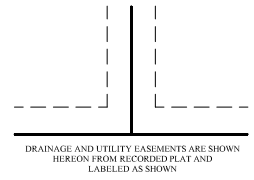
## 15301 Court Road Expansion Permit – Written Statement

The proposed home addition entails adding a two-stall attached garage and master suite above connecting to the existing second floor. We plan to renovate the existing living room to accommodate a mudroom entry from the new garage and would also convert an existing upstairs bedroom into a laundry room. This project provides much desired space and functionality as our two children grow up. We are seeking an expansion permit as the corner of the proposed addition would exceed the 35' setback from the front of the property, similar to the existing house. We are not able to find an alternative floor plan that still provides a reasonable hallway with circulation to the second-floor addition without slightly infringing on the '35 setback.

We love our home, neighborhood and lot. Additionally, we are eager to have our kids in the Minnetonka school district. Therefore, we would be very excited to get approval to upgrade our living space.



Fence ties are shown on the side of the boundary line that the fence is located on.



**SITE ADDRESS:** 51301 Court Road, Minnetonka, Minnesota 55345

**NOTES:**

- 1.) Existing utilities shown are shown in an approximate way only. The contractor shall determine the exact location of any and all existing utilities before commencing work. He agrees to be fully responsible for any and all damages arising out of his failure to exactly locate and preserve any and all existing utilities.
- 2.) Must maintain a minimum 2% slope gradient to accommodate positive drainage.
- 3.) All offset irons are measured to hundredths of a foot and can be used as benchmarks.
- 4.) The proposed driveway shown is conceptual only and does not purport to show exactly how the driveway shall be built.
- 5.) A title opinion was not furnished to the surveyor as part of this survey. Only easements per the recorded plat are shown unless otherwise denoted hereon.
- 6.) Proposed grades shown adjacent to building foundation refers to top of black dirt.
- 7.) Benchmark: City of Minnetonka Benchmark #21-02: 999.31 (NGVD29) at intersection of Court Road and Victoria Street.

**Setbacks**

Min. Front Yard Setback = 35'  
 Min. Side Yard Setback = 10' Minimum, 30' Total  
 Min. Rear Yard Setback = 40'

**Tree Removal Plan**

Maple = 28"

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.

Dated this 22nd day of May 2019.

*David B. Pemberton*

David B. Pemberton, PLS  
 pemberton@sathre.com  
 Minnesota License No. 40344

**SURVEY LEGEND**

STORM DRAIN	472.5 GROUND ELEVATION	EXISTING TREE	CONCRETE CURB
CATCH BASIN	(092.5) PROPOSED ELEVATION	PROPOSED TREE	SANITARY SEWER
GATE VALVE	WETLAND BUFFER POST	PROPOSED TREE	STORM SEWER
HYDRANT	HAND HOLE	BITUMINOUS	WATERMAIN
IRON PIPE SET	ELECTRIC TRANSFORMER	CONCRETE	PROPOSED SILT FENCE
IRON PIPE FOUND	TELEPHONE PEDESTAL	CONTOUR PROPOSED	DRAIN TILE
SANITARY MANHOLE	UTILITY PEDESTAL	CONTOUR EXISTING	FENCE
DENOTES SUMP PUMP	SEWER SERVICE ELEVATION	DRAINAGE ARROW	BUILDING SETBACK LINE

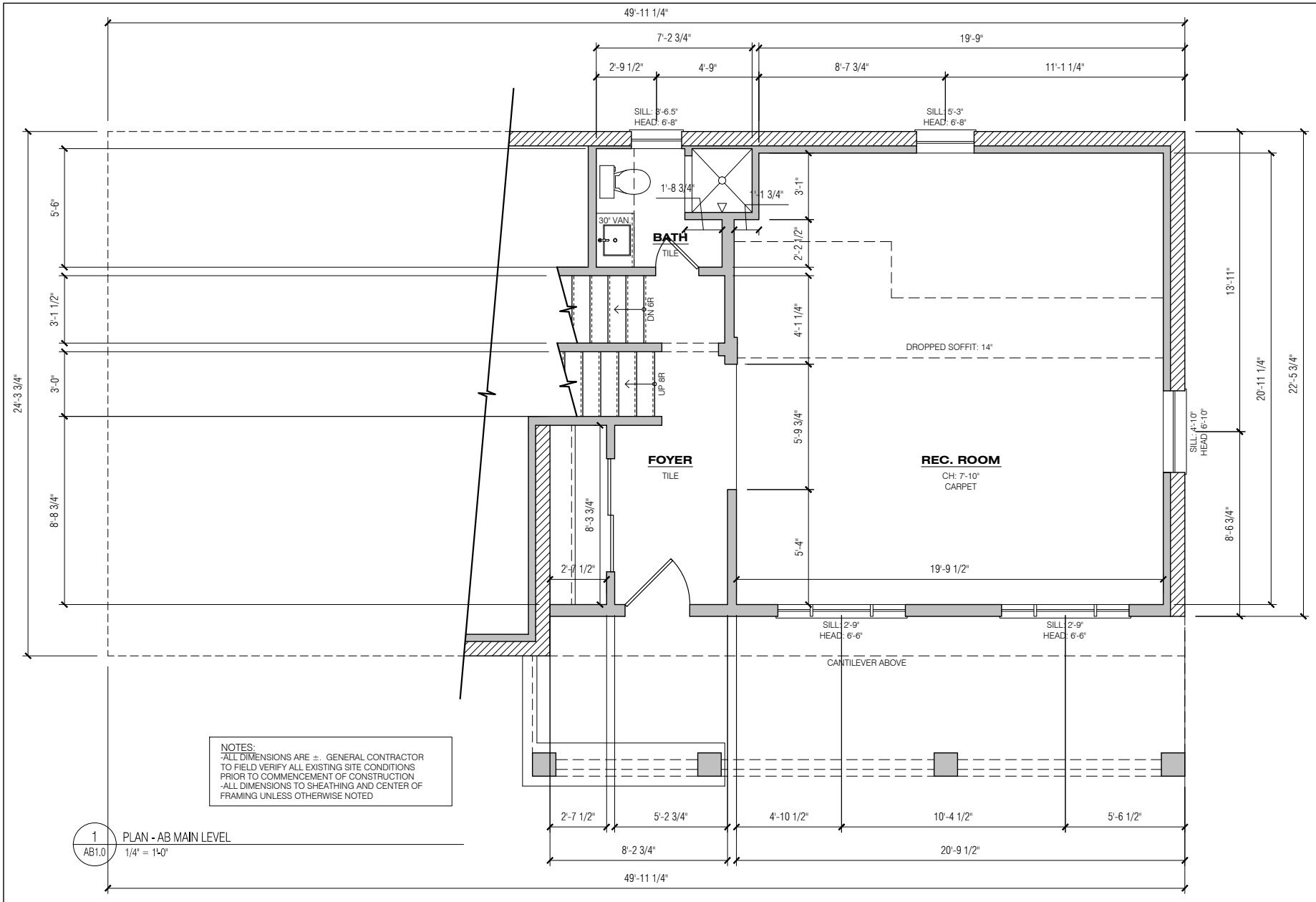
JOB #:	REVISIONS
16755-004-001	Original Survey Dated 11/24/15
FIELD CREW: CL/SR	Add prop, garage and driveway
DRAWN BY: BDH	TREE PLAN EMW 5-23-19
CHECKED BY: DBP	
DATE: 11/24/15	

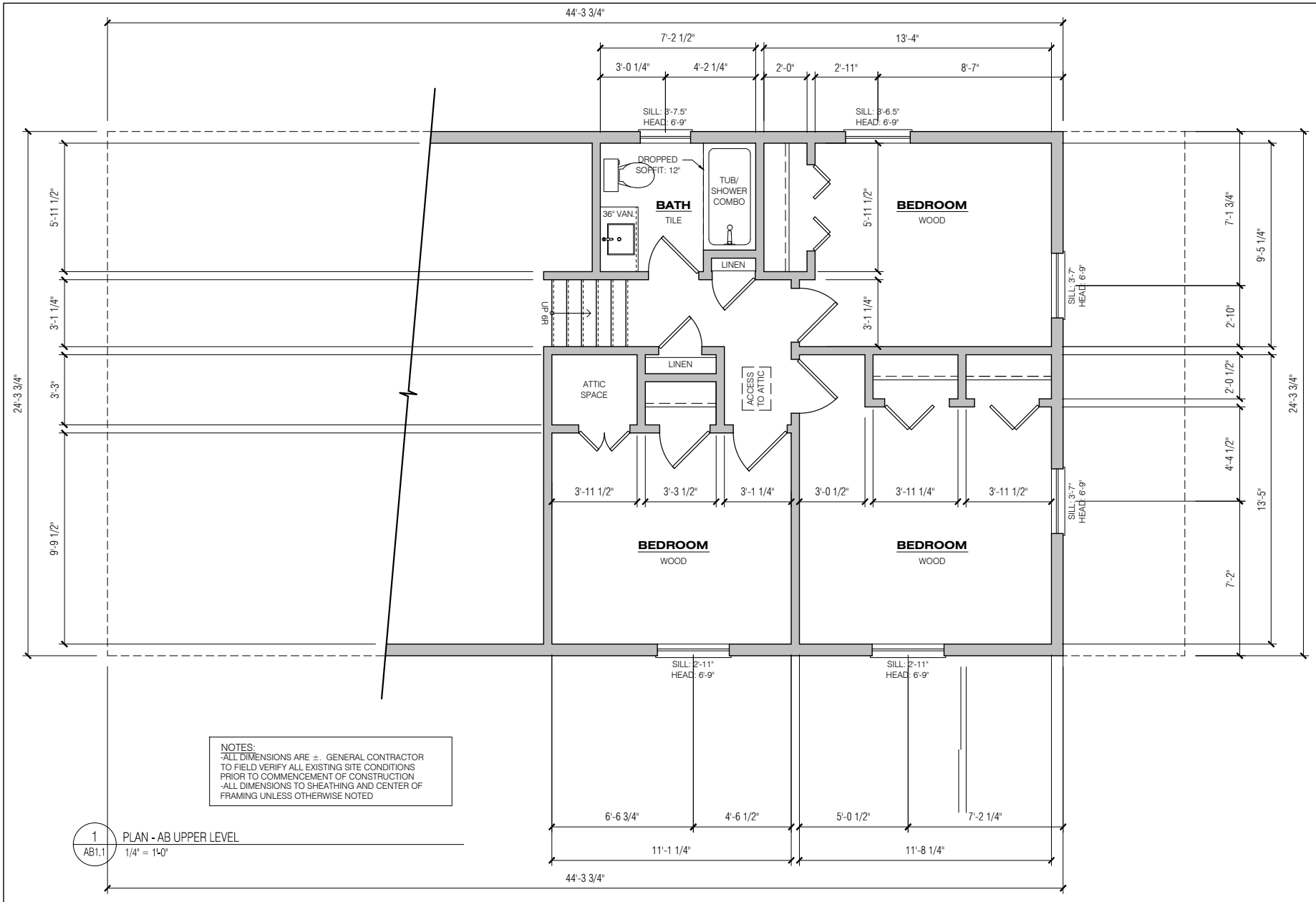
**SATHRE-BERGQUIST, INC.**  
 150 SOUTH BROADWAY WAYZATA, MN. 55391 (952) 476-6000

**CERTIFICATE OF SURVEY**  
 PREPARED FOR  
**MATTHEW TITZE**

Section 21 - Township 117 - Range 22

**SCALE IN FEET**







Existing elevation



FITZE RESIDENCE  
15301 COURT ROAD, MINNETONKA, MN 55345

Converted garage area

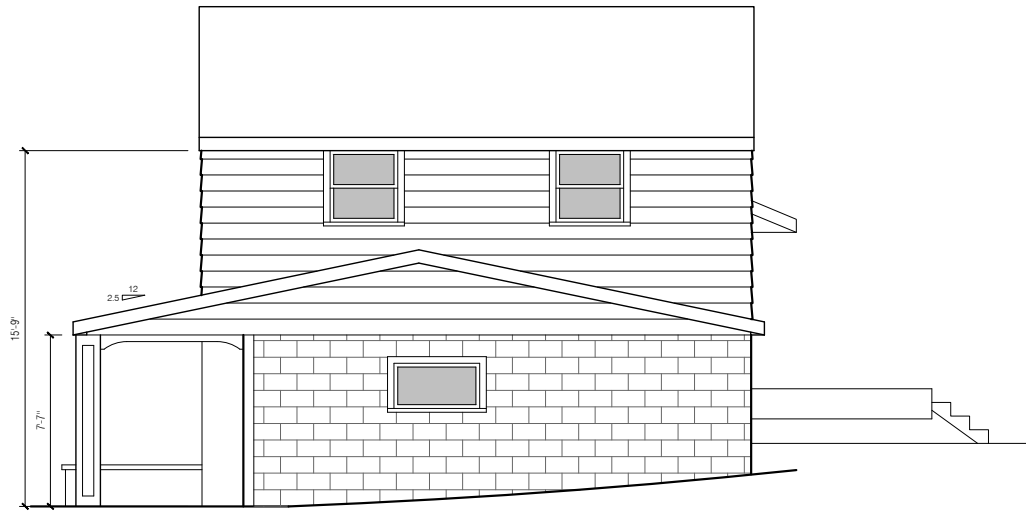


1 ELEVATION - AB FRONT  
AB2.0 3/16" = 1'-0"

ISSUE DATE
5.24.19

**AB2.0**  
AB EXTERIOR  
ELEVATIONS

Existing elevation



1 ELEVATION - AB RIGHT SIDE  
AB2.1 3/16" = 1'-0"



TITZE RESIDENCE  
15301 COURT ROAD, MINNETONKA, MN 55345

ISSUE DATE
5.24.19

**AB2.1**  
AB EXTERIOR  
ELEVATIONS

Existing elevation



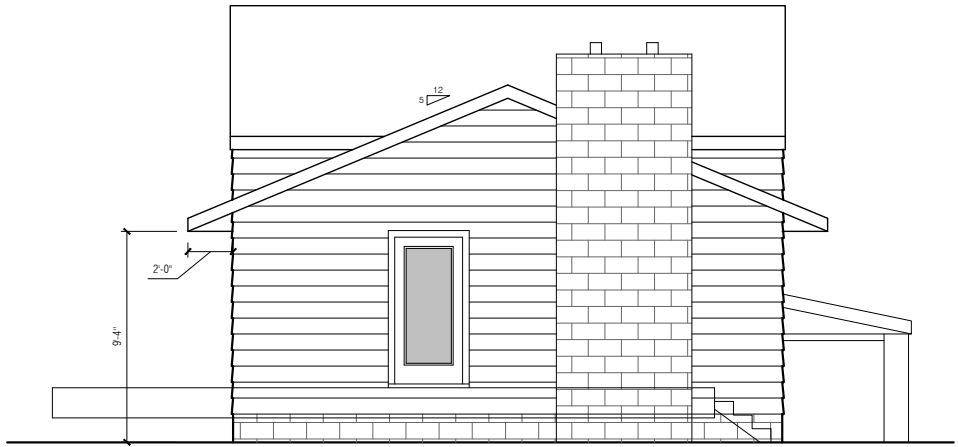
TITZE RESIDENCE  
15301 COURT ROAD, MINNETONKA, MN 55345

ISSUE DATE
5.24.19

1 ELEVATION - AB REAR  
AB2.2 3/16" = 1'-0"

**AB2.2**  
AB EXTERIOR  
ELEVATIONS

Existing elevation

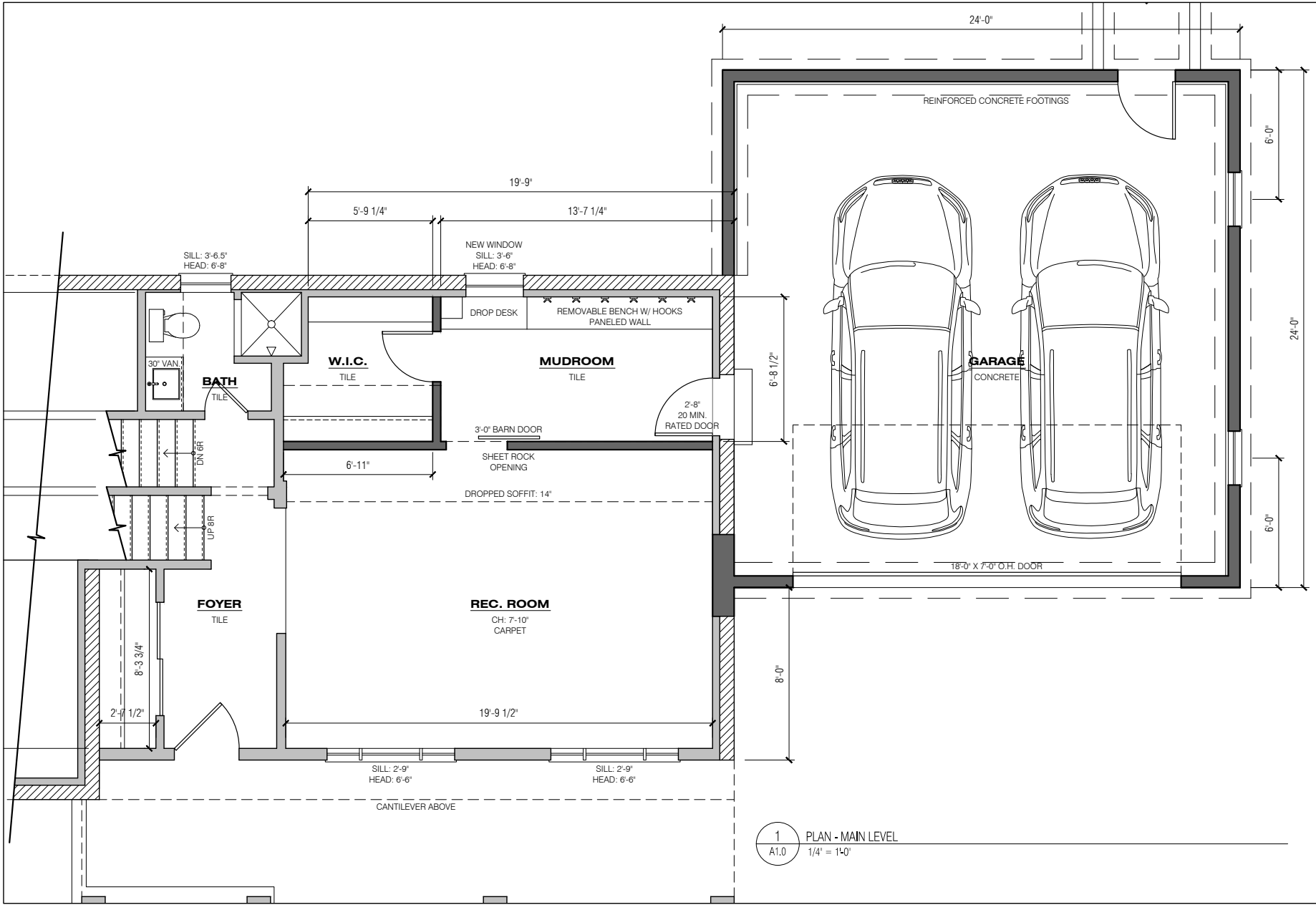


TITZE RESIDENCE  
15301 COURT ROAD, MINNETONKA, MN 55345

ISSUE DATE
5.24.19

1 ELEVATION - AB LEFT SIDE  
AB2.3 3/16" = 1'-0"

**AB2.3**  
AB EXTERIOR  
ELEVATIONS



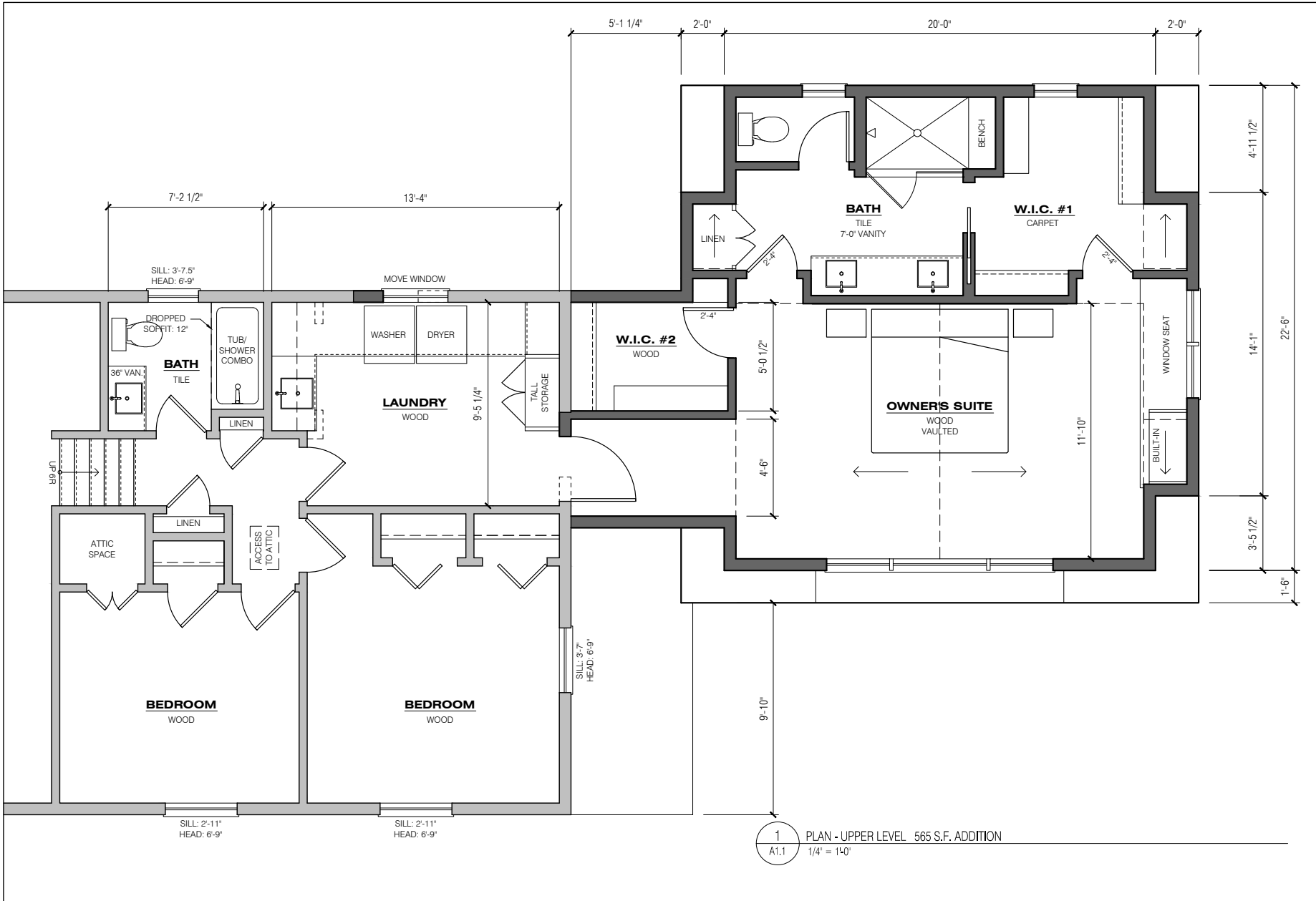
1 PLAN - MAIN LEVEL  
A1.0 1/4" = 1'-0"



TITZE RESIDENCE  
15301 COURT ROAD, MINNETONKA, MN 55345

ISSUE DATE
5.24.19

A1.0  
PLAN  
MAIN LEVEL



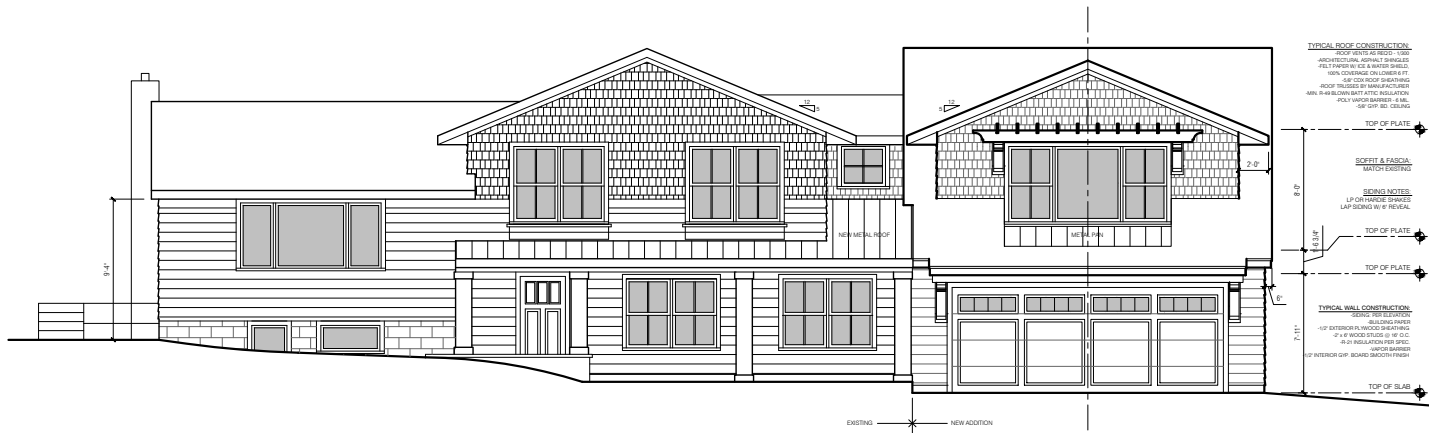
1 PLAN - UPPER LEVEL. 565 S.F. ADDITION  
1/4" = 1'-0"



TITZE RESIDENCE  
15301 COURT ROAD, MINNETONKA, MN 55345

ISSUE DATE
5.24.19

A1.1  
PLAN  
UPPER LEVEL



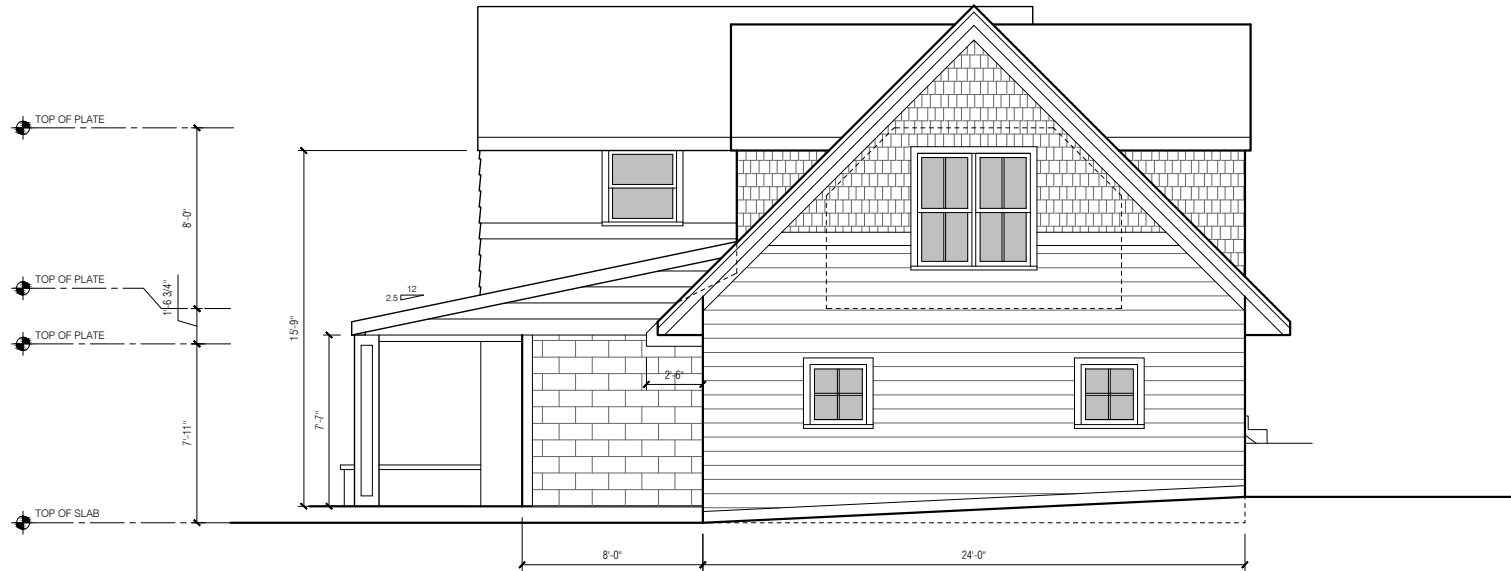
TITZE RESIDENCE  
15301 COURT ROAD, MINNETONKA, MN 55345

1 ELEVATION - FRONT  
A2.0 1/8" = 1'-0"

ISSUE DATE

5.24.19

A2.0  
ELEVATION



1 ELEVATION - SIDE  
A2.1 3/16" = 1'-0"

TITZE RESIDENCE  
15301 COURT ROAD, MINNETONKA, MN 55345

ISSUE DATE

5.24.19

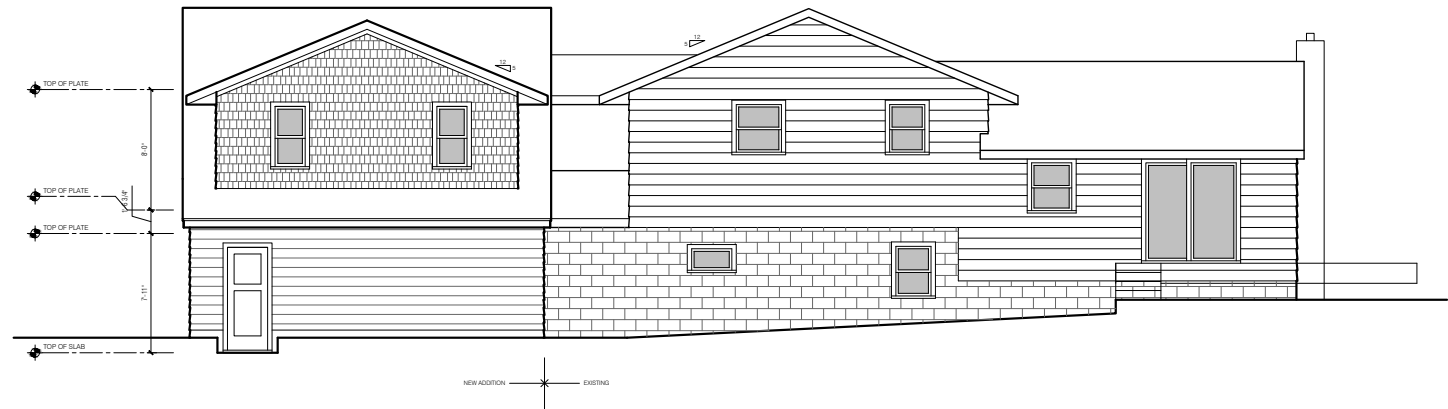
A2.1

ELEVATION





TITZE RESIDENCE  
15301 COURT ROAD, MINNETONKA, MN 55345



1 ELEVATION - REAR  
A2.2 1/8" = 1'-0"

ISSUE DATE
5.24.19

A2.2  
ELEVATION

**Resolution No. 2019-**

**Resolution denying front yard setback variance for an attached garage with living space above at 15301 Court Road**

---

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

Section 1. Background.

1.01 The subject property is located at 15301 Court Road. The property is legally described as:

Lot 3, Block 2, HIGHLAND MANOR, Hennepin County, Minnesota.

1.02 Black Dog Homes Co., on behalf of the property owners, has submitted a proposal to construct a two-car, attached, garage with living space above. The existing home does not meet current setback requirements, and the proposed garage would encroach further into the setback.

	<b>Required</b>	<b>Existing</b>	<b>Proposed</b>
<i>Front yard setback (north)</i>	35-feet	33-feet	31-feet

1.03 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 requested variance would not meet all of the variance standards as outlined in City Code §300.07, Subd. 1:

1. Intent of the Ordinance: The proposal is consistent with the general purposes and intent of the zoning ordinance. The intent of the front yard setback is to provide for consistent building lines within a neighborhood and to provide for adequate separation between homes and roadways. The existing home has a nonconforming setback of 33-feet. The proposed garage would visually maintain a similar setback.
2. Consistent with the Comprehensive Guide Plan: The proposed variance is consistent with the comprehensive guide plan. The guiding principles in the plan provide for maintaining, preserving, and enhancing existing the single-family neighborhood. The proposal would allow for investment into single-family residential homes.
3. Practical Difficulties: The subject request does not meet all three standards. While the request is reasonable, it would not be the result of a circumstance unique to the property and would alter the character of the neighborhood.
  - a) Reasonableness: The plat of HIGHLAND MANOR and the construction of the existing home occurred prior to the adoption of the city's first zoning ordinance. As a result, the existing home does not meet the current setback requirements. The garage would be set back roughly 10 feet further back than the existing home. The upper story living area would be setback an additional 1.5 feet.
  - b) Circumstance Unique to the Property: Court Road has a slight curve, which has created a uniquely configured property line. However, there are opportunities on the property to construct a two-car garage and living space additions on the property, which would not require a variance.
  - c) Neighborhood Character: All but one other home in the neighborhood meet the city's front yard setback requirement. The requested variance would allow for the construction of a structure that encroaches further into the required setback.

Section 4. Planning Commission Action.

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

Adopted by the Planning Commission of the City of Minnetonka, Minnesota, on July 11, 2019.

---

Brian Kirk, Chairperson

Attest:

\_\_\_\_\_  
Fiona Golden, Deputy City Clerk

Action on this resolution:

Motion for adoption:

Seconded by:

Voted in favor of:

Voted against:

Abstained:

Absent:

Resolution adopted.

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Planning Commission of the City of Minnetonka, Minnesota, at a duly authorized meeting held on July 11, 2019.

\_\_\_\_\_  
Fiona Golden, Deputy City Clerk

**MINNETONKA PLANNING COMMISSION**  
**July 11, 2019**

**Brief Description** Resolution approving the preliminary plat of CONIFER HEIGHTS, 6-lot subdivision of existing properties at 5615 Conifer Trail and 5616 Mahoney Ave

**Recommendation** Recommend the city council adopt the resolution approving the preliminary plat

**Background**

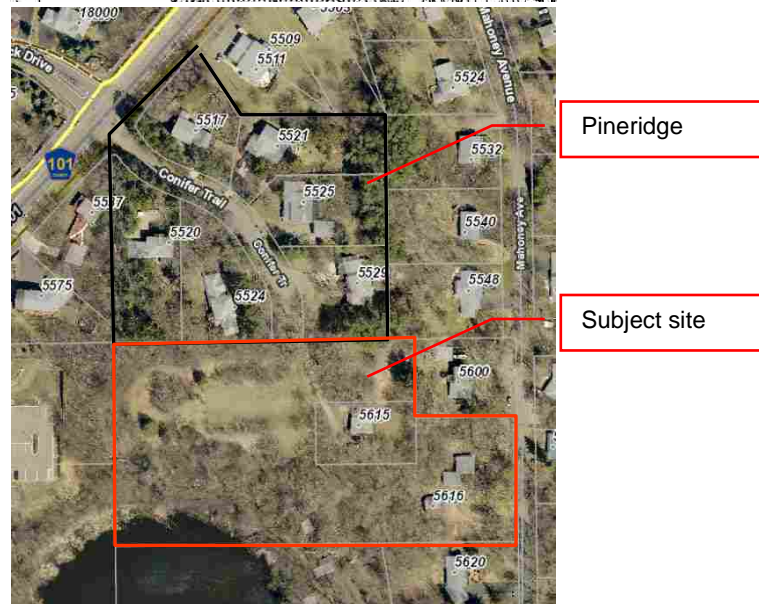
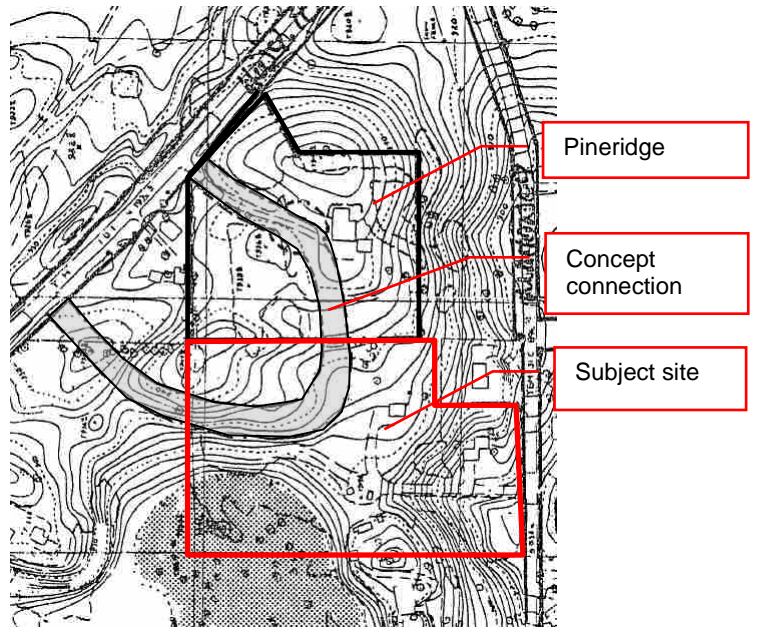
The subject site is comprised of two properties – 5615 Conifer Trail and 5616 Mahoney Ave – and is located east of County Road 101.

In 1984, the city reviewed the subdivision to the north of the subject site, PINERIDGE. At the time, the city envisioned a potential looped connection of Conifer Trail through the subject site back to County Road 101. The PINERIDGE developer worked with the city to allow access for future development.

The city ultimately approved the PINERIDGE subdivision with right-of-way platted to the southern property line. The approval included a temporary cul-de-sac at the terminus of Conifer Trail to allow reasonable access to PINERIDGE until future development occurred. Stormwater, from the six PINERIDGE properties, was directed into a temporary retention pond at the end of the temporary cul-de-sac with the intent that the stormwater would eventually be incorporated into the subject site’s stormwater plan or city utility services.

Since the looped connection concept was developed, Minnetonka Public Schools, ISD #276 purchased the western property and constructed a district service center. A looped connection is no longer possible.

Based on aerial photography, it does not appear the stormwater basin required by the 1984 approvals was constructed.



## Proposal Summary

The following information is intended to summarize the proposal submitted by Capital Development, LLC. Additional information associated with the proposal can be found in the "Supporting Information" section of this report.

- **Existing Site Conditions.** The subject site is approximately 4.4 acres in size. The highest point of the property is in the northwest corner of the site and the property slopes downward towards the Manage 1 wetland in the southwest corner of the site and to Mahoney Ave to the east. The site is not a woodland preservation area but has 12 high-priority trees and 115 significant trees.
- **Proposed Lots.** As proposed, the existing structures would be removed, and six new single-family homes would be constructed. All of the lots would meet minimum lot standards and would range in size from 22,495 square feet to 36,065 square feet. Five of the new homes would have access to a newly constructed cul-de-sac extension of Conifer Trail. The remaining lot would have access via Mahoney Ave.
- **Site impacts.** The temporary cul-de-sac of Conifer Trail would be removed to construct an extension of the cul-de-sac into the site. Grading would then occur to allow for the construction of the new homes and driveways.

Utilities. Sanitary sewer utilities would be extended from Mahoney Ave into the site. Water and stormwater utilities would be extended from Conifer Trail into the site. Stormwater would be collected and conveyed to a proposed stormwater basin in the southeast corner of the site.

Trees. The proposed grading would result in the removal of, or substantial impact, to 33-percent of the site's high priority trees. The trees onsite are generally of the box elder, elm, poplar, cherry, ash, and oak varieties.

## Primary Questions and Analysis

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

- **Are the proposed lots reasonable?**

Yes. The proposed lots would meet all minimum size and dimensional standards as outlined in city code. The submitted plans indicate that a stormwater facility would be on an outlot. Following a discussion with city staff, the developer has since decided to incorporate the outlot into Lot 6.

Lot	AREA		WIDTH		
	Total	Buildable *	ROW	Setback	
CODE	22,000 sf	3,500 sf	80 ft, but 65 ft at cul- de-sac bulb	110 ft	125 ft
1	27,690 sf	24,220 sf	159 ft	116 f	215 ft

<b>2</b>	32,361 sf	22,400 sf	68 ft	114 ft	215 ft
<b>3</b>	33,255 sf	14,885 sf	80 ft	162 ft	125 ft
<b>4</b>	24,318 sf	16,390 sf	75.5 ft	114 ft	163 ft
<b>5</b>	22,493 sf	17,565 sf	131 ft	126 ft	178 ft
<b>6**</b>	36,063 sf	13,585 sf	200 ft	200 ft	179 ft

\* Area rounded to nearest 5 ft

\*\* includes the outlot which would be incorporated into the lot

- **Does the proposal align with the city’s development concept?**

Yes. The intent of the conceptual connection developed during the review of the PINERIDGE subdivision was to provide for orderly and thoughtful redevelopment of the subject site. The plan indicated that a looped connection would extend from County Road 101 from the north, through the subject site, and loop back west back to County Road 101. Since the development of the concept, the Minnetonka School District purchased and developed the property to the west. This, coupled with the topography on the west side of the subject site, would make a looped connection unlikely at this time. As such, the extension of the cul-de-sac would meet the intent of the concept and would result in less site impact than the original concept.

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

Yes. The proposed subdivision has been reviewed to ensure conformance with the city’s tree protection ordinance, which regulates tree removal and mitigation. Woodland preservation areas (WPA) have the highest level of protection during the subdivision of a property. During subdivision, no more than 25-percent of the WPA and 35-percent of the property’s high priority trees may be removed or impacted by the development. There are no WPAs on the site. However, there are 12 high priority trees and 115 significant trees. The subdivision would comply with the city’s tree protection ordinance.

<b>Trees</b>	<b>Existing</b>	<b>Number Removed</b>	<b>Percent Removed</b>
High-priority	12	4	33%
Significant	115	86	75%

**Staff Recommendation**

Recommend the city council adopt the resolution approve the preliminary plat of CONIFER HEIGHTS.

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

### Supporting Information

<b>Project No.</b>	19016.19a
<b>Property</b>	5615 Conifer Trail and 5616 Mahoney Ave
<b>Applicant</b>	Capital Development, LLC
<b>Surrounding Land Uses</b>	Properties to the north, east and south are improved with single family homes, zoned R-1, and guided for low-density residential. Property to the west is the district service center, zoned R-1, guided low density and institutional.
<b>Planning</b>	Guide Plan designation: Low density residential Zoning: R-1
<b>Wetland</b>	There is a wetland complex with associated floodplain in the southwest corner of the site. The submitted plans indicate that the proposed homes would comply with required setbacks. Staff will evaluate final building permit plans to ensure conformance.
<b>Grading and Stormwater</b>	<p>In order to evaluate the impacts of the anticipated grading, the city requires that all subdivision applications illustrate general home footprints and associated grading plans for each of the homes must occur in substantial conformance with the final grading plan.</p> <p>The general grading plan indicates that grading would occur to build new homes and driveways. Grading associated with the stormwater basin in the southeast corner of the site would also occur.</p> <p>Staff is continuing to evaluate the PINERIDGE approvals, and the proposed CONIFER HEIGHTS plan to determine if all of the conditions are met.</p>
<b>Outlot</b>	The plans indicate the stormwater basin would be located on an outlot south of Lot 6. Staff has indicated to the developer that the city no longer prefers outlots be part of subdivisions. The developer has indicated that the outlot could be incorporated into Lot 6. This has been included as a condition of approval.
<b>PINERIDGE cul-de-sac</b>	The temporary cul-de-sac at the terminus of Conifer Trail would be removed in order to extend the cul-de-sac. The temporary easement associated with the existing terminus would also terminate. As a condition of approval, the developer must work with the adjacent property owners to restore yards and driveways to be consistent with the city's driveway ordinance.
<b>Natural Resources</b>	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

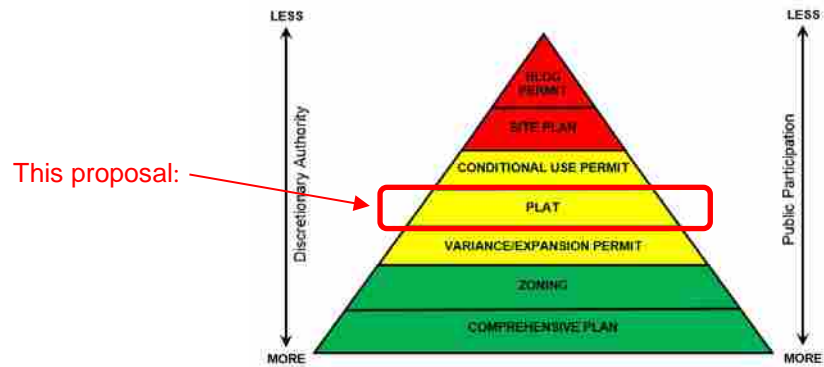


control, and tree protection fencing. As a condition of approval, the applicant must submit a construction management plan detailing these management practices.

**Approval**

The planning commission makes a recommendation to the city council, which has the final authority to approve or deny the request.

**Pyramid of Discretion**



**Motion Options**

The planning commission has the following options:

1. Concur with staff's recommendation. In this case, a motion should be made recommending the city council approve the proposal based on the findings outlined in the staff-drafted resolution.
2. Disagree with staff's recommendation. In this case, a motion should be made recommending the city council deny the proposal. 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.

**Neighborhood Comments**

The city sent notices to 23 area property owners and received no comments.

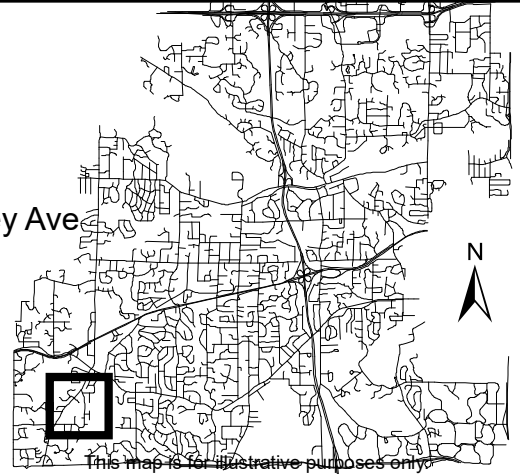
**Deadline for Decision**

Sept. 17, 2019



## Location Map

Project: Conifer Heights  
Address: 5615 Conifer Tr & 5616 Mahoney Ave





Responsive partner.  
Exceptional outcomes.

March 23, 2019

City of Minnetonka, MN  
14600 Minnetonka Boulevard  
Minnetonka, MN 55345

RE: Preliminary Plat Approval – Conifer Heights

**To Whom It May Concern:**

We are pleased to submit this application for Preliminary Plat Approval for the proposed Conifer Heights Subdivision, a 6-lot single family residential development, located at 5615 Conifer Trail and 5616 Mahoney Ave.

Enclosed is the project narrative, civil plans, and stormwater management plan. The application fee and signed application has been provided under separate transmittal.

We are excited to bring this project to Minnetonka and look forward to working with you to make it a success. If you have any questions about this package, please call Jack Ammerman at 763-252-6897.

Sincerely,

**Wenck Associates, Inc.**

A handwritten signature in black ink that reads 'Jack Ammerman'.

Jack Ammerman  
Project Manager  
Civil Engineer

enc: project narrative, civil drawings

CC: Fred Stelter

May 23<sup>rd</sup>, 2019

City of Minnetonka, MN  
14600 Minnetonka Boulevard  
Minnetonka, MN 55345

## Conifer Heights – Project Narrative

### Background

The proposed Conifer Heights subdivision is a 6-lot single family development located at 5615 Conifer Trail and 5616 Mahoney Ave Minnetonka, MN. The proposed development will replat the two parcels to provide for a new public roadway extension, six new single-family lots, a public stormwater management basin, and new sanitary, water, and storm utilities. The existing parcels contain two single-family homes that will be demolished for the development.

### Site

The existing condition of the site is mostly vacant woodland with two single-family homes on each parcel. The existing homes, garages, and appurtenances will be demolished to allow for Conifer Trail to be extended into the site with a new cul-de-sac. A 14,000 sf outlot in the southeast corner of the development will be dedicated to the City for use as a stormwater management area.

The site is approximately 4.67 acres and zoned R-1, Low Density Residential. The proposed development fits within the required parameters of the R-1 district and is consistent with the existing zoning and land use for the area. The proposed parcels meet the requirements of the R-1 District per the tables below.

SITE ANALYSIS TABLE		
5616 MAHONEY AVE & 5615 CONIFER TR MINNETONKA, MN 55345		
EXISTING ZONING	R-1, LOW DENSITY RESIDENTIAL	
PROPOSED USE	RESIDENTIAL HOUSING	
SETBACK SUMMARY	BUILDING	
FRONT / STREET ROW	35'	
SIDE	10'	
SIDE	SUM OF SIDE SETBACKS ≥ 30'	
REAR	40' OR 20% OF LOT DEPTH	
LOT AREA MINIMUM	22,000	
LOT WIDTH MINIMUM	110 AT SETBACK	
LOT DEPTH MINIMUM	125'	
MAX. BUILDABLE AREA	3,500 SF	
MAX. HEIGHT	35'	
MAX. DRIVEWAY WIDTH	TWO-CAR GARAGE 20'	THREE-CAR GARAGE 30'

SITE DIMENSION TABLE					
LOT	LOT AREA (SF)	SETBACK LOT WIDTH (LF)	ROW LOT WIDTH (LF)	LOT DEPTH (LF)	BUILDABLE AREA (SF)
LOT 1	27,690	112.4	112.6	332.5	3,500
LOT 2	27,873	112.4	78.0	214.2	3,500
LOT 3	22,764	177.5	95.8	130.7	3,500
LOT 4	24,318	115.1	83.3	162.2	3,500
LOT 5	22,493	126.8	126.8	179.0	3,500
LOT 6	22,038	122.7	122.7	179.6	3,500

The proposed development disturbs approximately 3.25 acres and proposes to install approximately 1.0 acres of new impervious area at ultimate build out, which includes the building footprints and public street.

### Access and Parking

Site access is provided via extending Conifer Trail south into the development with a new cul-de-sac. Roughly 15,700 SF of public right of way will be dedicated to the City for this extension.

Lots one through five will be provided frontage off of the extended Conifer Trail, while lot six will have frontage along Mahoney Avenue. Each lot will have a private driveway and garage for residential vehicles parking.

### Landscape and Tree Preservation

The proposed landscape plan addresses the City of Minnetonka requirements for overstory tree plantings. A tree survey was conducted for the site and has been provided with the submittal documents.

A tree preservation plan has been created showing the existing trees on the property, High Priority Trees, and Significant Trees per City Code. The plan has been included within the submittal documents to show that the proposed development impacts 4 High Priority trees, which is 35% of those on site.

### Grading and Drainage

Proposed site grades are generally between 1.5% and 4.5% within the street and driveways. Landscape grades vary but do not exceed 3:1. All runoff from impervious driveways and street will be collected via storm sewer and conveyed to the proposed stormwater treatment system in the southeast corner of the site.

### Wetland

A wetland is located in the southwest corner of the development and was delineated by Wenck Associates on 10/2/2018. The required 25' buffer and 10' buffer setback has been incorporated

into the development plans. MnRAMs for the wetland and the WCA approval have been included in the submittal for review.

## Stormwater Treatment

The City of Minnetonka requires stormwater treatment to be provided for all new development. The existing site typical falls from west to east, with runoff discharging into the southwest wetland and sheet flowing overland to Mahoney Avenue. The proposed development will collect impervious runoff and direct stormwater to a new infiltration basin in the southeast. This basin is sized to meet rate control for the development and provide infiltration per City requirements for the 1.1" water quality volume. A P8 model run was conducted that shows the proposed infiltration basin provides 60% TP and 90% TSS removal per City requirements. A forebay and sumped manholes are provided for pretreatment. The basin discharges further west to an existing wetland on the east side of Mahoney Avenue.

## Utilities

The proposed development will provide a new public 8" sanitary sewer main from the extended Conifer Trail that ties into the existing sanitary sewer within Mahoney Avenue. A new 6" watermain loop will run parallel to the sanitary sewer, connecting the existing watermain within Conifer Trail and Mahoney Ave. Each new lot will have residential services pulled from the new utility mains.

# PRELIMINARY CIVIL CONSTRUCTION PLANS

## FOR

# CONIFER HEIGHTS RESIDENTIAL

### MAY 2019

CITY OF MINNETONKA  
HENNEPIN COUNTY, MINNESOTA

### OWNER

CAPITAL DEVELOPMENT LLC  
14505 43RD AVE N  
PLYMOUTH, MN 55446  
(P) - 612-325-7414  
CONTACT: FRED STELTER

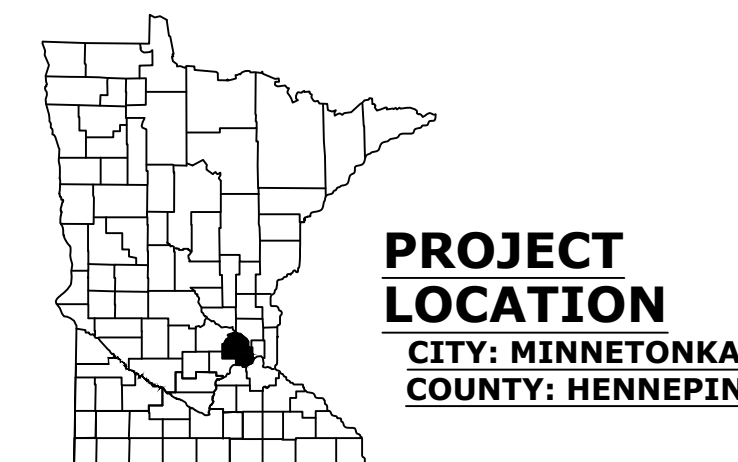
### ENGINEER



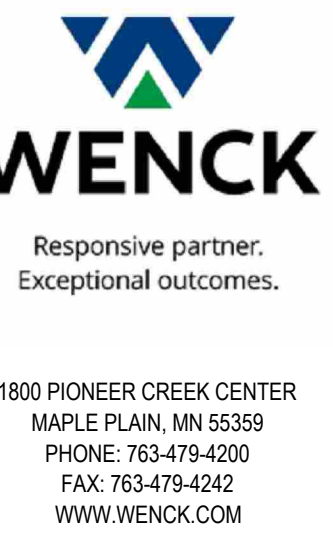
WENCK ASSOCIATES, INC.  
1800 PIONEER CREEK CENTER  
MAPLE PLAIN, MN 55359  
(P) - 763-479-5126  
CONTACT: JARED WARD, P.E.



VICINITY MAP  
NOT TO SCALE



SHEET INDEX	
SHEET NUMBER	SHEET TITLE
G-101	COVER SHEET
G-102	SURVEY
G-103	TREE SURVEY
G-103	TREE PRESERVATION PLAN
C-101	EXISTING CONDITIONS
C-102	SITE PLAN
C-201	PRE CONSTRUCTION EROSION CONTROL AND DEMOLITION PLANS
C-202	POST CONSTRUCTION EROSION CONTROL PLAN
C-301	GRADING PLAN
C-401	UTILITY PLAN
C-801	DETAILS
C-802	DETAILS
C-803	DETAILS
C-804	DETAILS
C-805	DETAILS
L-100	LANDSCAPE PLAN
L-101	LANDSCAPE DETAILS AND NOTES



CLIENT:  
  
CAPITAL DEVELOPMENT LLC

PROJECT TITLE:  
**CONIFER HEIGHTS RESIDENTIAL**  
5616 MAHONEY AVE AND 5615 CONIFER TRAIL  
MINNETONKA, MN 55345

DATE	DESCRIPTION	ISSUE NO.
03/08/2019	PRELIMINARY CONCEPT	1
05/09/2019	PRELIMINARY PLAN CHECKSET	2

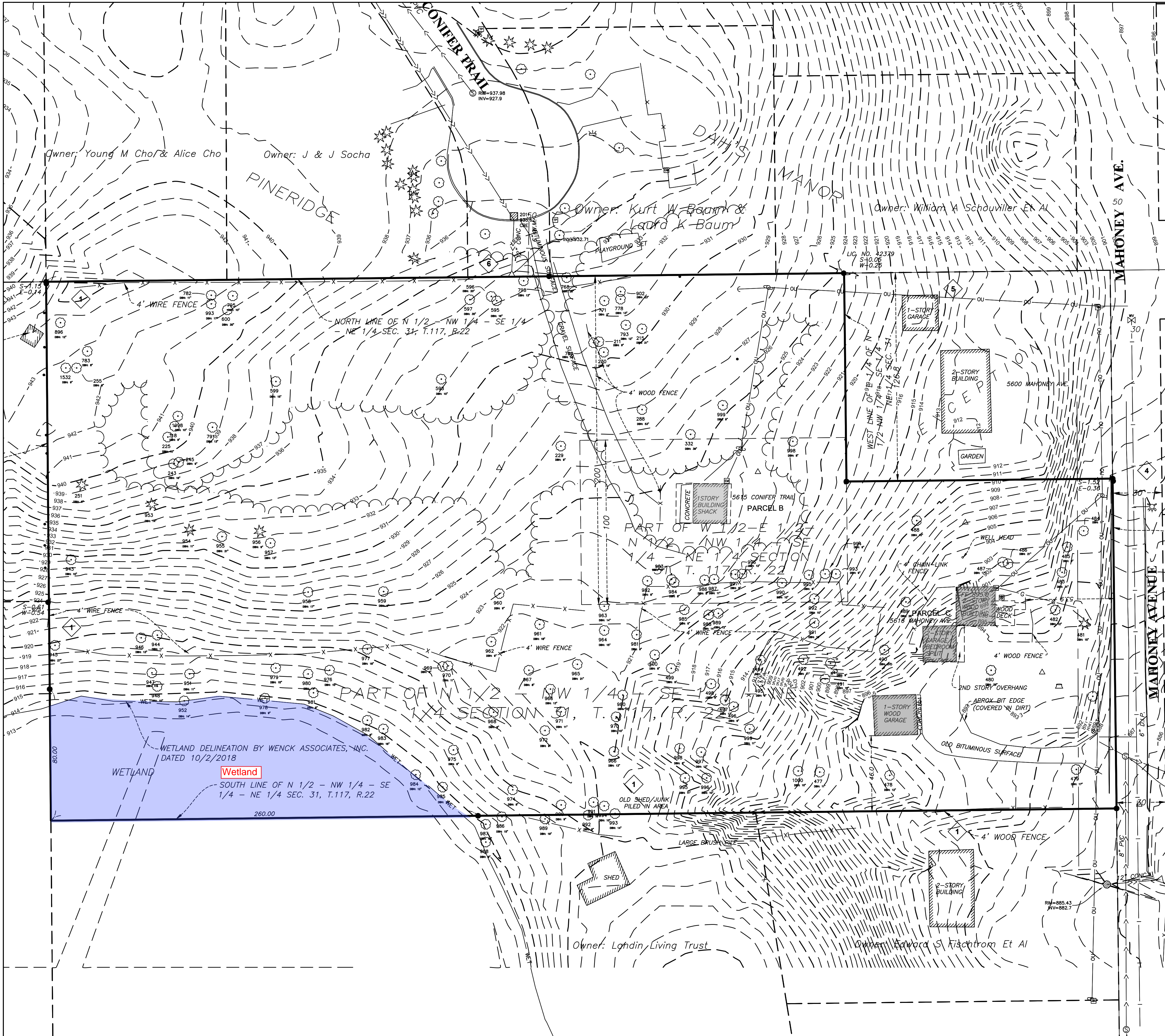
CERTIFICATION:  
I HEREBY CERTIFY THAT THIS PLAN SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

LICENSE NO.:  
DATE:

PROJECT NO.: 7775-0001  
DWN BY: JTP | CHKD BY: JRA | APPD BY: SKH  
ISSUE DATE: 05-09-2019  
ISSUE NO.: 2  
SHEET TITLE: COVER SHEET  
SHEET NO.: G-101

5/23/2019 2:36:34 PM

M:\7775 Lagary Homes\001 - Mahoney Residential\5. DESIGN1 - CAD\3 PLANSHEETS\C-101 Existing Conditions.dwg



**EXISTING CONDITIONS**

---	PROPERTY LINE
- - - -	EASEMENT LINE
- - - -	EXISTING MINOR CONTOUR
- - - -	EXISTING MAJOR CONTOUR
---	EXISTING CURB AND GUTTER
---	EXISTING EDGE OF PAVEMENT
---	EXISTING EDGE OF GRAVEL
---	EXISTING EDGE OF BUILDING
---	EXISTING TREE LINE
---	EXISTING CONCRETE
---	EXISTING SANITARY SEWER
---	EXISTING STORM SEWER
---	EXISTING WATERMAIN
X - X	EXISTING FENCE
OU - OU	EXISTING OVERHEAD ELECTRIC LINE
UE - UE	EXISTING UNDERGROUND ELECTRIC LINE
G - G	EXISTING GAS LINE
COM - COM	EXISTING COMMUNICATION LINE
---	EXISTING SANITARY MANHOLE
---	EXISTING FIRE HYDRANT
---	EXISTING GAS VALVE
---	EXISTING STRUCTURE
---	EXISTING POWER POLE
---	EXISTING TREE
---	EXISTING GAS METER
---	EXISTING COMMUNICATION LINE

**WARNING:**  
 THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.  
 THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.  
 CALL BEFORE YOU DIG  
**GOPHER STATE ONE CALL**  
 TWIN CITY AREA: 651-454-0002  
 TOLL FREE 1-800-252-1166

CLIENT:  
**CAPITAL DEVELOPMENT LLC**

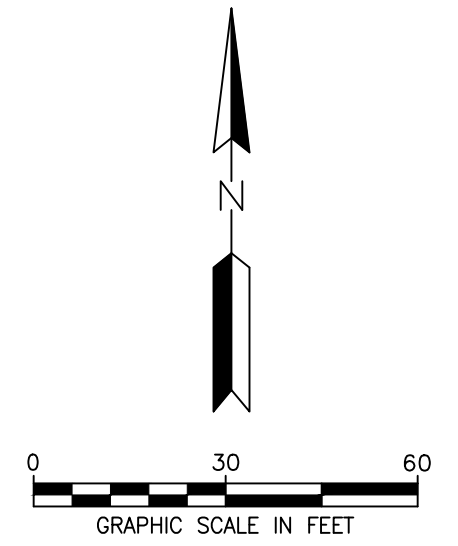
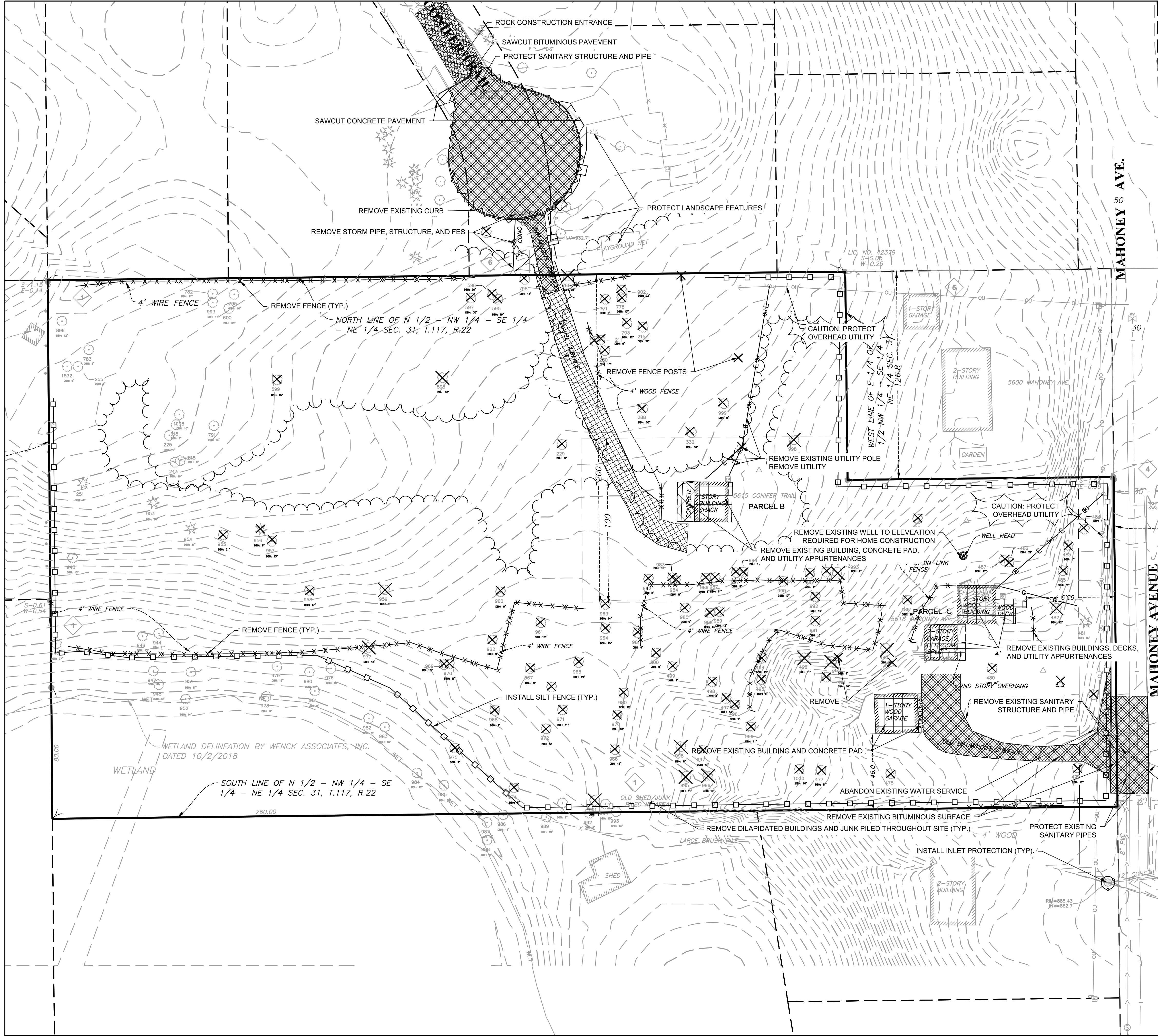
PROJECT TITLE:  
**CONIFER HEIGHTS RESIDENTIAL**  
 5616 MAHONEY AVE AND 5615 CONIFER TRAIL  
 MINNETONKA, MN 55345

ISSUE NO.	DESCRIPTION	DATE
1	PRELIMINARY CONCEPT	03/08/2019
2	PRELIMINARY PLAN CHECKSET	05/02/2019

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 REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.  
 LICENSE NO.:  
 DATE:

PROJECT NO.: 7775-0001  
 DWN BY: JTP    CHKD BY: JRA    APPD BY: SKH  
 ISSUE DATE: 05-09-2019  
 ISSUE NO.: 2  
 SHEET TITLE: EXISTING CONDITIONS  
 SHEET NO.: C-101





**EROSION CONTROL AND DEMOLITION LEGEND**

	PROPERTY LINE
	EASEMENT LINE
	LIMITS OF CONSTRUCTION
	TEMPORARY DIVERSION DITCH
	SILT FENCE
	INLET PROTECTION
	ROCK CONSTRUCTION ENTRANCE
	REMOVE BITUMINOUS PAVEMENT
	REMOVE CONCRETE PAVEMENT
	REMOVE GRAVEL PAVEMENT
	REMOVE BUILDING
	CLEAR AND GRUB LANDSCAPE AREA
	REMOVE EXISTING UTILITY
	REMOVE CURB AND GUTTER
	SAWCUT PAVEMENT
	REMOVED TREE WITH NO MITIGATION REQUIRED

CLIENT:  
**CAPITAL DEVELOPMENT LLC**

PROJECT TITLE:  
**CONIFER HEIGHTS RESIDENTIAL**  
 5616 MAHONEY AVE AND 5615 CONIFER TRAIL  
 MINNETONKA, MN 55345

DATE:	DESCRIPTION:	ISSUE NO.:
03/08/2019	PRELIMINARY CONCEPT	1
05/09/2019	PRELIMINARY PLAN CHECKSET	2

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LICENS. NO.:  
 DATE:

PROJECT NO.: 7775-0001

DWN BY:	CHKD BY:	APPD BY:
JTP	JRA	SKH

ISSUE DATE: 05-09-2019

ISSUE NO.: 2

SHEET TITLE:  
**PRE CONSTRUCTION EROSION CONTROL AND DEMOLITION PLANS**

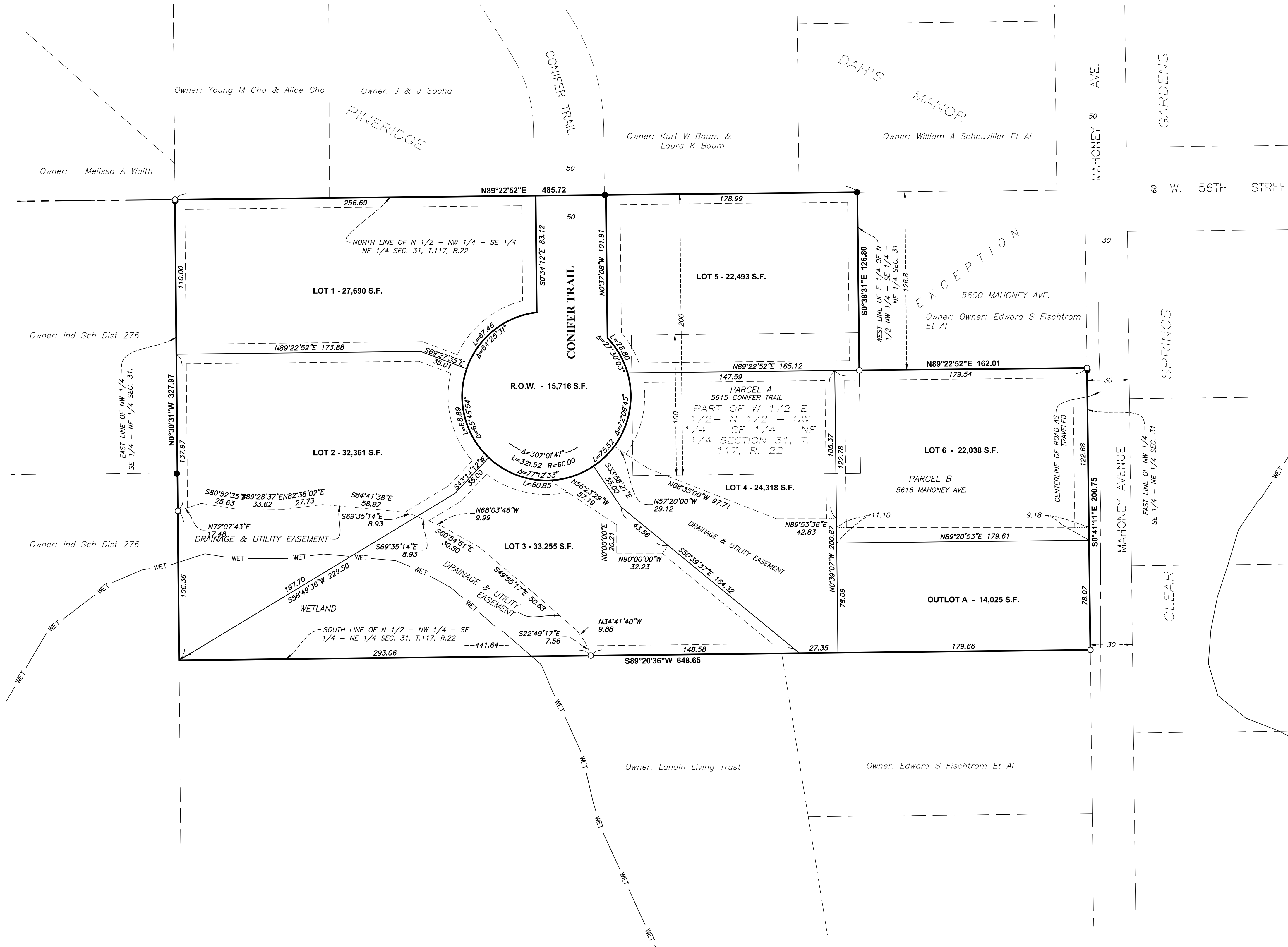
SHEET NO.:  
**C-201**

**WARNING:**  
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CALL BEFORE YOU DIG  
**GOPHER STATE ONE CALL**  
 TWIN CITY AREA: 651-454-0002  
 TOLL FREE 1-800-252-1166

# PRELIMINARY PLAT OF CONIFER HEIGHTS



## LEGAL DESCRIPTION OF PROPERTY TO BE PLATTED

Parcel A:  
The South 100 feet of the North 200 feet of the West Half of the East Half of the North Half of the Northwest Quarter of the Southeast Quarter of the Northeast Quarter of Section 31, Township 117, Range 22, Hennepin County, Minnesota.

Parcel B:  
The North Half of the Northwest Quarter of the Southeast Quarter of the Northeast Quarter of Section 31, Township 117 North, Range 22 West of the 5th Principal Meridian, except the North 126.8 feet of the East quarter thereof.

AND EXCEPT:  
The South 100 feet of the North 200 feet of the West Half of the East Half of the North Half of the Northwest Quarter of the Southeast Quarter of the Northeast Quarter of Section 31, Township 117, Range 22.

## PRESENT ADDRESSES

THE SUBJECT PROPERTY ADDRESSES:  
PARCEL A- 5615 CONIFER TRAIL  
MINNETONKA, MN 55345  
PARCEL B-5616 MAHONEY AVE.,  
MINNETONKA, MN 55345

## AREAS

TOTAL AREA TO BE PLATTED 191,898 S.F. (4.405 acres)

CURRENT LOT AREAS (INCLUDING RIGHTS OF WAY):

- LOT 1, BLOCK 1 = 27,690 S.F. OR 0.636 ACRES
- LOT 2, BLOCK 1 = 32,361 S.F. OR 0.743 ACRES
- LOT 3, BLOCK 1 = 33,255 S.F. OR 0.763 ACRES
- LOT 4, BLOCK 1 = 24,318 S.F. OR 0.558 ACRES
- LOT 5, BLOCK 1 = 22,493 S.F. OR 0.561 ACRES
- LOT 6, BLOCK 1 = 22,038 S.F. OR 0.506 ACRES
- OUTLOT A = 14,025 S.F. OR 0.322 ACRES
- R.O.W. = 15,716 S.F. OR 0.361 ACRES

## ZONING

PROPERTY IS ZONED R-1, LOW DENSITY RESIDENTIAL ACCORDING TO CITY OFFICIAL ZONING MAP.

## TAXPAYER / PROPERTY OWNER

PARCEL A  
CAPITAL DEVELOPMENT LLC  
14505 43RD AVE N  
PLYMOUTH MN 55446

PARCEL B  
CAPITAL DEVELOPMENT LLC  
14505 43RD AVE N  
PLYMOUTH MN 55446

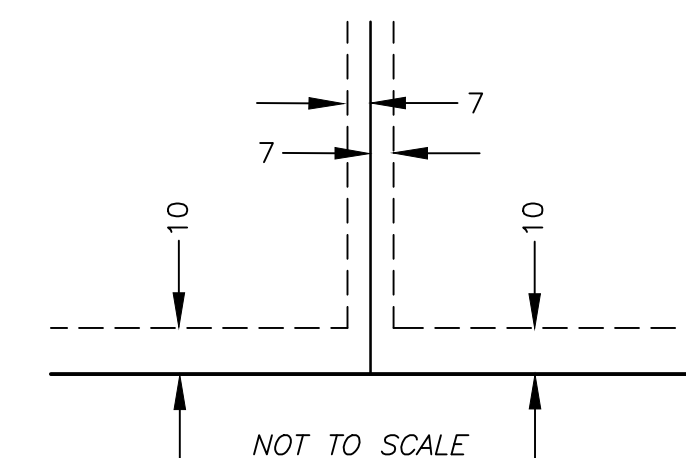
## LAND SURVEYOR

WENCK ASSOCIATES,  
1800 PIONEER CREEK CENTER,  
MAPLE PLAIN, MN  
GARY BJORKLUND, MN.  
LICENSE NUMBER 46563

## DATE OF PRELIMINARY PLAT

MAY 8, 2019

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



BEING 7 FEET IN WIDTH AND ADJOINING LOT LINES AND BEING 10 FEET IN WIDTH AND ADJOINING PUBLIC WAYS AND, UNLESS OTHERWISE INDICATED ON THIS PLAT.



Responsive partner.  
Exceptional outcomes.

1800 PIONEER CREEK CENTER  
MAPLE PLAIN, MN 55359  
PHONE: 763-479-4200  
FAX: 763-479-4242  
WWW.WENCK.COM

CLIENT:  
**HOMES BY LEGACY BUILDERS**

**MAHONEY AVE RESIDENTIAL**  
5616 MAHONEY AVE AND 5615 CONIFER TRAIL  
MINNETONKA, MN 55345

PROJECT TITLE:

ISSUE NO.:

ISSUE #

DESCRIPTION:

PRELIMINARY CONCEPT

DATE:

03/08/2019

CERTIFICATION:

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

LICENSE NO.:

DATE:

PROJECT NO.: 7775-0001

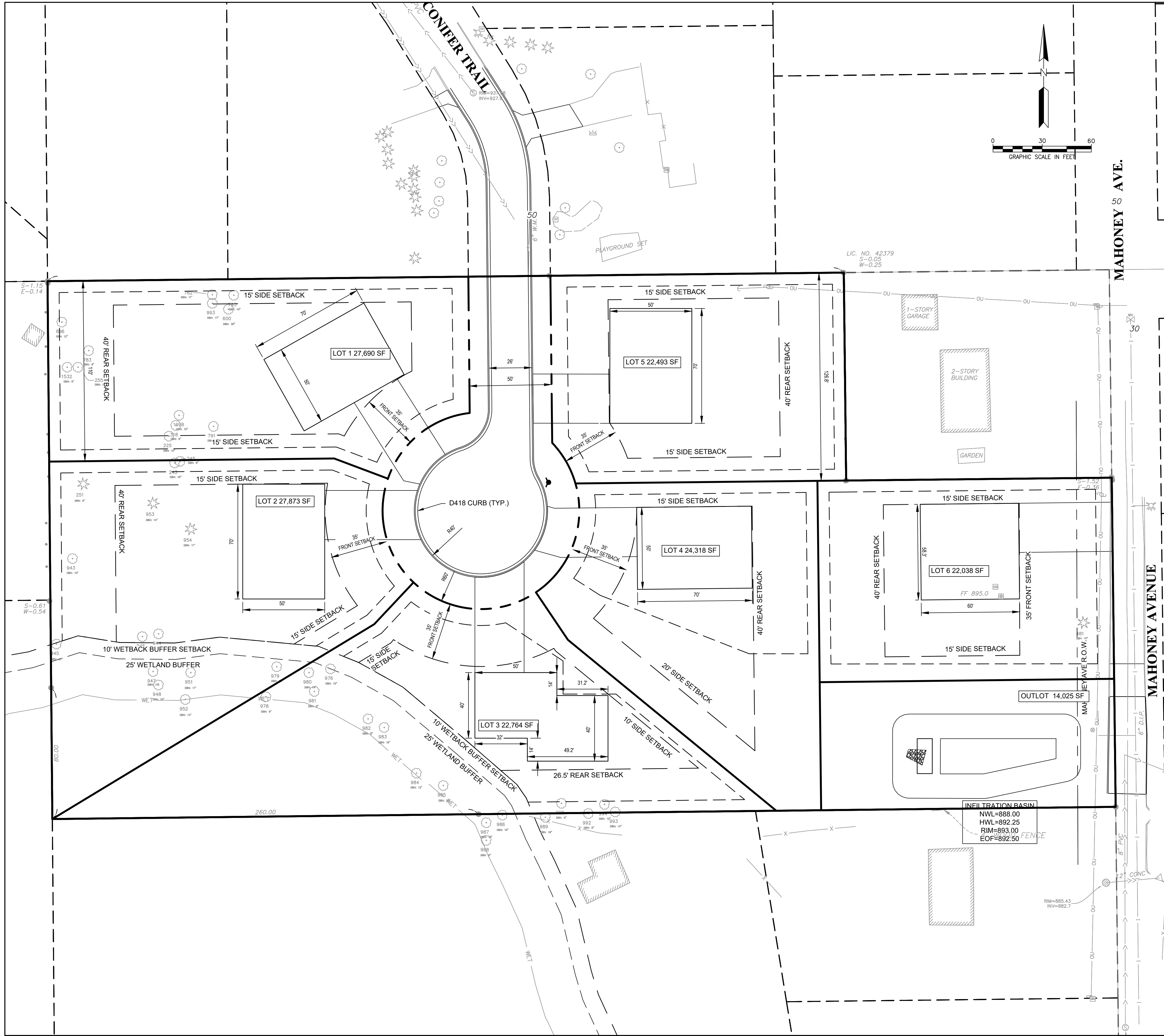
DWN BY: CSH    CHKD BY: XXX    APPD BY: XXX

ISSUE DATE: 03-08-2019

ISSUE NO.: 1

SHEET TITLE:

SHEET NO.:



**SITE LEGEND**

- PROPERTY LINE
- SETBACK LINE
- EASEMENT LINE
- PROPOSED D418 CURB AND GUTTER
- STANDARD DUTY BITUMINOUS PAVEMENT
- LANDSCAPED AREA. REFERENCE LANDSCAPE PLANS

**SITE ANALYSIS TABLE**

5616 MAHONEY AVE & 5615 CONIFER TR  
MINNETONKA, MN 55345

EXISTING ZONING	R-1, LOW DENSITY RESIDENTIAL
PROPOSED USE	RESIDENTIAL HOUSING
SETBACK SUMMARY	BUILDING
FRONT / STREET ROW	35'
SIDE	10'
SIDE	SUM OF SIDE SETBACKS ≥ 30'
REAR	40' OR 20% OF LOT DEPTH
LOT AREA MINIMUM	22,000
LOT WIDTH MINIMUM	110 AT SETBACK
LOT DEPTH MINIMUM	125'
MAX. BUILDABLE AREA	3,500 SF
MAX. HEIGHT	35'
MAX. DRIVEWAY WIDTH	TWO-CAR GARAGE: 20'    THREE-CAR GARAGE: 30'

**SITE DIMENSION TABLE**

LOT	LOT AREA (SF)	SETBACK LOT WIDTH (LF)	ROW LOT WIDTH (LF)	LOT DEPTH (LF)	BUILDABLE AREA (SF)
LOT 1	27,690	112.4	112.6	332.5	3,500
LOT 2	27,873	112.4	78.0	214.2	3,500
LOT 3	22,764	177.5	95.8	130.7	3,500
LOT 4	24,318	115.1	83.3	162.2	3,500
LOT 5	22,493	126.8	126.8	179.0	3,500
LOT 6	22,038	122.7	122.7	179.6	3,500

Responsive partner. Exceptional outcomes.

1800 PIONEER CREEK CENTER  
MAPLE PLAIN, MN 55359  
PHONE: 763-479-4200  
FAX: 763-479-4242  
WWW.WENCK.COM

CLIENT:

**CAPITAL DEVELOPMENT LLC**

**CONIFER HEIGHTS RESIDENTIAL**

5616 MAHONEY AVE AND 5615 CONIFER TRAIL  
MINNETONKA, MN 55345

PROJECT TITLE:

ISSUE NO.:	1	2
DATE:	03/08/2019	05/09/2019
DESCRIPTION:	PRELIMINARY CONCEPT	PRELIMINARY PLAN CHECKSET

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 REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

LICENSURE NO.:

DATE:

PROJECT NO.: 7775-0001

DWN BY: JTP    CHKD BY: JRA    APPD BY: SKH

ISSUE DATE: 05-09-2019

ISSUE NO.: 2

SHEET TITLE: SITE PLAN

SHEET NO.: C-102

**WARNING:**

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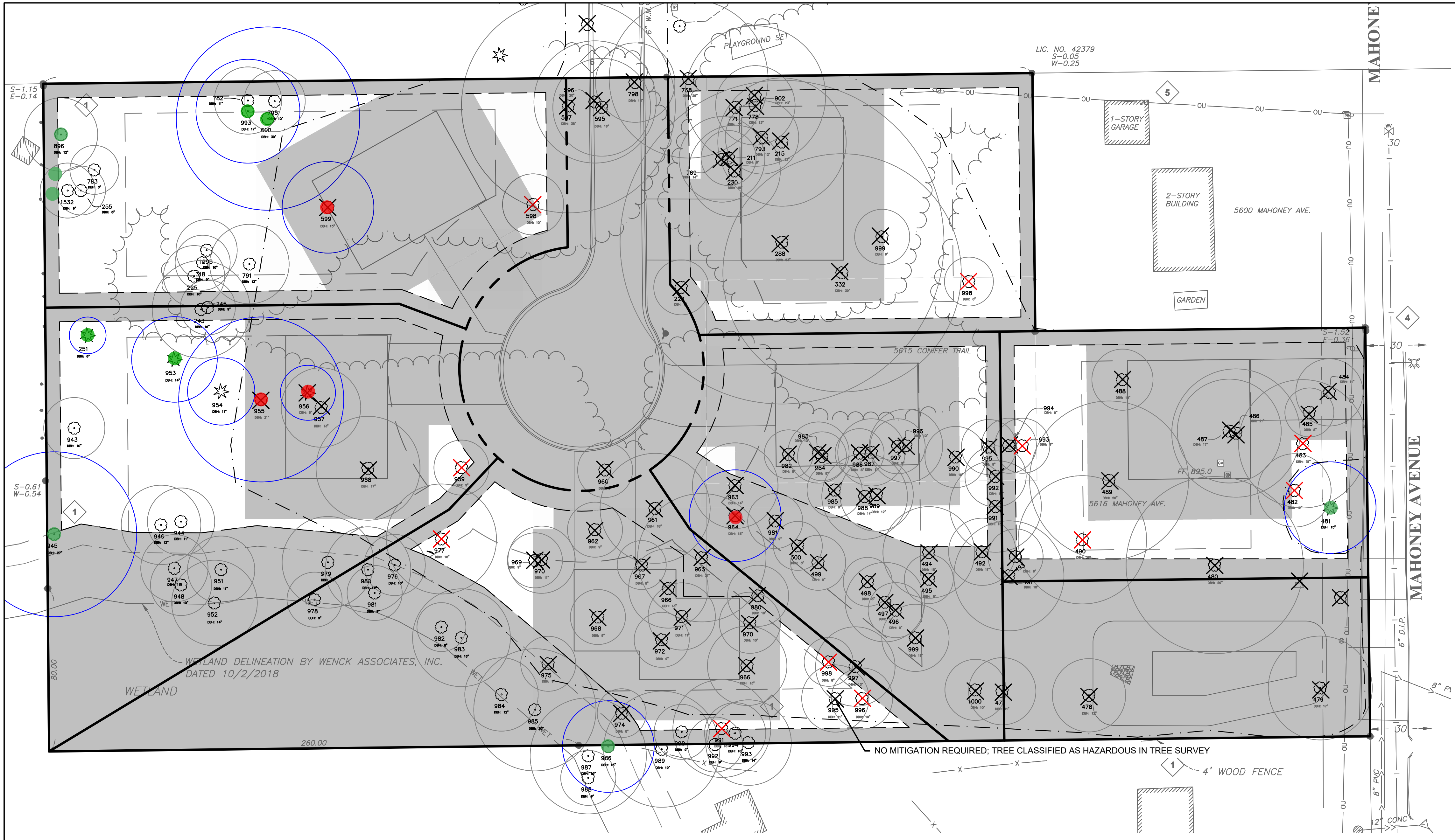
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CALL BEFORE YOU DIG

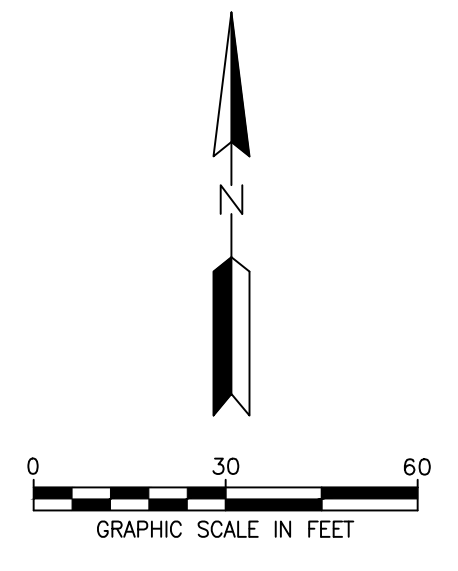
**GOPHER STATE ONE CALL**

TWIN CITY AREA: 651-454-0002  
TOLL FREE: 1-800-252-1166

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M:\7775 Lagary Home\001 - Mahoney Residential\DESIGN\CAD\03 PLANSHEETS\G-103 Tree Survey Plan.dwg



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### TREE PRESERVATION PLAN LEGEND

- PROPERTY LINE
- - - SETBACK LINE
- - - EASEMENT LINE
- ✖ REMOVED TREE WITH NO MITIGATION REQUIRED
- ✖ REMOVED TREE WITH MITIGATION REQUIRED
- PRESERVED TREE
- HIGH PRIORITY TREE WITH CRZ SHOWN
- SIGNIFICANT TREE WITH CRZ SHOWN
- TREE REMOVAL ZONE\*

CRZ: CRITICAL ROOT ZONE.  
DBH: DIAMETER AT BREAST HEIGHT

CRZ IS CALCULATED AS 1.5 TIMES THE DBH OF EACH TREE. IF MORE THAN 30% OF THE CRZ IS IMPACTED IN ANY WAY DURING CONSTRUCTION, THE TREE IS CONSIDERED REMOVED. (40% IF TREE IS AN ASH, ELM, POPLAR, SILVER MAPLE, OR BOX ELDER).

HIGH PRIORITY TREE: A TREE THAT IS NOT IN A WOODLAND PRESERVATION AREA BUT IS STILL IMPORTANT TO THE SITE AND THE NEIGHBORHOOD CHARACTER, THAT IS STRUCTURALLY SOUND AND HEALTHY, AND THAT MEETS AT LEAST ONE OF THE FOLLOWING STANDARDS:

- A. A DECIDUOUS TREE THAT IS AT LEAST 15 INCHES DBH, EXCEPT ASH, BOX ELDERS, ELM SPECIES, POPLAR SPECIES, WILLOW, SILVER MAPLE, BLACK LOCUST, AMUR MAPLE, FRUIT TREE SPECIES, MULBERRY, AND NORWAY MAPLE.
- B. A CONIFEROUS TREE THAT IS AT LEAST 20 FEET IN HEIGHT...

SIGNIFICANT TREE: A TREE THAT IS STRUCTURALLY SOUND AND HEALTHY AND THAT IS EITHER A DECIDUOUS TREE AT LEAST EIGHT INCHES DBH OR A CONIFEROUS TREE AT LEAST 15 FEET IN HEIGHT.

ONLY 35% OF HIGH PRIORITY TREES MAY BE IMPACTED. THERE ARE 12 HIGH PRIORITY TREES ON SITE, SO UP TO 4 MAY BE IMPACTED. THE CURRENT TREE PRESERVATION PLAN CALLS OUT FOR 4 HIGH PRIORITY TREES TO BE REMOVED.

\*TREE REMOVAL ZONE INCLUDES BASIC TREE REMOVAL ZONE AND THE WIDTH OF REQUIRED EASEMENTS FOR PUBLIC AND PRIVATE STREETS AND UTILITIES FOR ALL TREE TYPES. FOR SIGNIFICANT TREES ONLY, THE TREE REMOVAL ZONE ALSO INCLUDES AREAS REQUIRED FOR SURFACE WATER PONDING.

### TREE PRESERVATION SUMMARY

TagID	Species	Common Name	Condition	DBH (in)	CRZ (ft)	Height (ft)	Classification	Preservation Plan	Mitigation Required
598	Quercus rubra	Red oak	Healthy	20	15	18.5	Significant	Remove	Yes
599	Ulmus americana	American elm	Healthy	9	13.5	18.5	Significant	Remove	Yes
977	Fraxinus pennsylvani	Green ash	Healthy	18	27	27	Significant	Remove	Yes
991	Fraxinus pennsylvani	Green ash	Healthy	16	24	24	Significant	Remove	Yes
995	Acer negundo	Box elder	Hazardous	11	16.5	16.5	Significant	Remove	No
998	Ulmus pumila	Siberian elm	Healthy	8	12	12	Significant	Remove	Yes
482	Ulmus americana	American elm	Healthy	12	18	18	Significant	Remove	Yes
483	Acer negundo	Box elder	Healthy	31	46.5	46.5	Significant	Remove	Yes
490	Thuja occidentalis	Honewood	Healthy	21	31.5	31.5	Significant	Remove	Yes
993	Acer negundo	Box elder	Healthy	9	13.5	13.5	Significant	Remove	Yes
998	Carya cordiformis	Bitternut hickory	Healthy	8	12	12	Significant	Remove	Yes
996	Acer negundo	Box elder	Healthy	20	30	30	Significant	Remove	Yes
969	Populus deltoides	Cottonwood	Healthy	14	21	21	Significant	Remove	No
964	Juglans nigra	Black walnut	Healthy	15	22.5	22.5	High Priority	Remove	No
999	Ulmus americana	American elm	Healthy	11	16.5	16.5	Significant	Remove	No
1000	Acer negundo	Box elder	Healthy	20	30	30	Significant	Remove	No
477	Ulmus pumila	Siberian elm	Healthy	11	16.5	16.5	Significant	Remove	No
480	Acer saccharinum	Silver maple	Healthy	29	43.5	43.5	Significant	Remove	No
491	Acer negundo	Box elder	Healthy	18	27	27	Significant	Remove	No
492	Celtis occidentalis	Hickory	Healthy	11	16.5	16.5	Significant	Remove	No
493	Fraxinus pennsylvani	Green ash	Healthy	9	13.5	13.5	Significant	Remove	No
494	Acer negundo	Box elder	Healthy	15	22.5	22.5	Significant	Remove	No
495	Acer negundo	Box elder	Healthy	8	12	12	Significant	Remove	No
496	Acer negundo	Box elder	Healthy	9	13.5	13.5	Significant	Remove	No
497	Acer negundo	Box elder	Healthy	13	19.5	19.5	Significant	Remove	No
498	Acer negundo	Box elder	Healthy	8	12	12	Significant	Remove	No
499	Ulmus americana	American elm	Healthy	9	13.5	13.5	Significant	Remove	No
500	Acer negundo	Box elder	Healthy	8	12	12	Significant	Remove	No
981	Ulmus americana	American elm	Healthy	9	13.5	13.5	Significant	Remove	No
991	Fraxinus pennsylvani	Green ash	Healthy	15	22.5	22.5	Significant	Remove	No
992	Ulmus americana	American elm	Healthy	10	15	15	Significant	Remove	No
994	Ulmus americana	American elm	Healthy	10	15	15	Significant	Remove	No
995	Acer negundo	Box elder	Healthy	9	13.5	13.5	Significant	Remove	No
996	Ulmus americana	American elm	Healthy	12	18	18	Significant	Remove	No
768	Ulmus pumila	Siberian elm	Healthy	26	39	39	Significant	Remove	No
429	Ulmus americana	American elm	Healthy	9	13.5	13.5	Significant	Remove	No
798	Populus deltoides	Cottonwood	Healthy	13	19.5	19.5	Significant	Remove	No
595	Populus deltoides	Cottonwood	Healthy	16	24	24	Significant	Remove	No
596	Populus deltoides	Cottonwood	Dying	20	30	30	Significant	Remove	No
478	Ulmus pumila	Siberian elm	Healthy	12	18	18	Significant	Remove	No
479	Acer negundo	Box elder	Healthy	17	25.5	25.5	Significant	Remove	No
597	Populus deltoides	Cottonwood	Healthy	35	52.5	52.5	Significant	Remove	No
955	Prunus serotina	Black cherry	Healthy	21	31.5	31.5	High Priority	Remove	No
956	Thuja occidentalis	Northern white cedar	Healthy	9	13.5	13.5	30 High Priority	Remove	No

TagID	Species	Common Name	Condition	DBH (in)	CRZ (ft)	Height (ft)	Classification	Preservation Plan	Mitigation Required
957	Ulmus pumila	Siberian elm	Dying	13	19.5	19.5	Significant	Remove	No
958	Populus deltoides	Cottonwood	Healthy	17	25.5	25.5	Significant	Remove	No
960	Ulmus americana	American elm	Healthy	9	13.5	13.5	Significant	Remove	No
961	Acer negundo	Box elder	Healthy	18	27	27	Significant	Remove	No
962	Ulmus americana	American elm	Healthy	9	13.5	13.5	Significant	Remove	No
963	Acer negundo	Box elder	Healthy	21	31.5	31.5	Significant	Remove	No
966	Ulmus pumila	Siberian elm	Healthy	13	19.5	19.5	Significant	Remove	No
967	Ulmus americana	American elm	Healthy	8	12	12	Significant	Remove	No
968	Fraxinus pennsylvani	Green ash	Healthy	9	13.5	13.5	Significant	Remove	No
969	Acer negundo	Box elder	Healthy	8	12	12	Significant	Remove	No
970	Acer negundo	Box elder	Dying	11	16.5	16.5	Significant	Remove	No
971	Ulmus americana	American elm	Healthy	11	16.5	16.5	Significant	Remove	No
972	Ulmus americana	American elm	Healthy	9	13.5	13.5	Significant	Remove	No
974	Acer negundo	Box elder	Healthy	8	12	12	Significant	Remove	No
975	Acer negundo	Box elder	Healthy	9	13.5	13.5	Significant	Remove	No
485	Unknown	Unknown	Healthy	11	16.5	16.5	Significant	Remove	No
486	Fraxinus pennsylvani	Green ash	Healthy	8	12	12	Significant	Remove	No
487	Acer negundo	Box elder	Healthy	21	31.5	31.5	Significant	Remove	No
488	Acer negundo	Box elder	Healthy	17	25.5	25.5	Significant	Remove	No
489	Acer negundo	Box elder	Healthy	10	15	15	Significant	Remove	No
490	Acer negundo	Box elder	Healthy	26	39	39	Significant	Remove	No
980	Ulmus americana	American elm	Healthy	13	19.5	19.5	Significant	Remove	No
970	Acer negundo	Box elder	Healthy	10	15	15	Significant	Remove	No
982	Acer negundo	Box elder	Healthy	8	12	12	Significant	Remove	No
983	Ulmus americana	American elm	Healthy	10	15	15	Significant	Remove	No
984	Ulmus americana	American elm	Healthy	8	12	12	Significant	Remove	No
985	Ulmus americana	American elm	Healthy	9	13.5	13.5	Significant	Remove	No
986	Unknown	Unknown	Healthy	8	12	12	Significant	Remove	No
987	Ulmus americana	American elm	Healthy	11	16.5	16.5	Significant	Remove	No
988	Acer negundo	Box elder	Healthy	14	21	21	Significant	Remove	No
989	Acer negundo	Box elder	Healthy	12	18	18	Significant	Remove	No
990	Ulmus americana	American elm	Healthy	10	15	15	Significant	Remove	No
991	Ulmus pumila	Siberian elm	Healthy	9	13.5	13.5	Significant	Remove	No
992	Acer negundo	Box elder	Healthy	9	13.5	13.5	Significant	Remove	No
993	Acer negundo	Box elder	Healthy	9	13.5	13.5	Significant	Remove	No
332	Ulmus americana	American elm	Healthy	39	58.5	58.5	Significant	Remove	No
772	Ulmus americana	American elm	Healthy	53	79.5	79.5	Significant	Remove	No
215	Ulmus americana	American elm	Healthy	21	31.5	31.5	Significant	Remove	No
793	Populus deltoides	Cottonwood	Healthy	12	18	18	Significant	Remove	No
778	Ulmus pumila	Siberian elm	Healthy	13	19.5	19.5	Significant	Remove	No
779	Ulmus americana	American elm	Healthy	13	19.5	19.5	Significant	Remove	No
902	Ulmus americana	American elm	Healthy	23	34.5	34.5	Significant	Remove	No
769	Ulmus americana	American elm	Healthy	14	21	21	Significant	Remove	No
211	Ulmus pumila	Siberian elm	Healthy	9	13.5	13.5	Significant	Remove	No
230	Ulmus pumila	Siberian elm	Healthy	15	22.5	22.5	Significant	Remove	No
599	Pinus resinosa	Red pine	Healthy	15	22.5	22.5	35 High Priority	Preserve	No
600	Quercus rubra	Red oak	Healthy	30	45	45	High Priority	Preserve	No
999	Quercus rubra	Red oak	Healthy	17	25.5	25.5	High Priority	Preserve	No

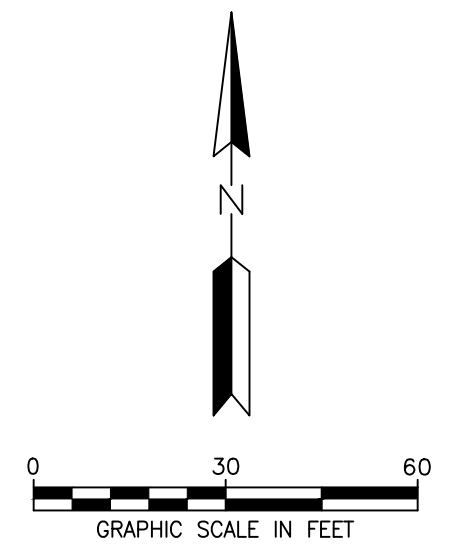
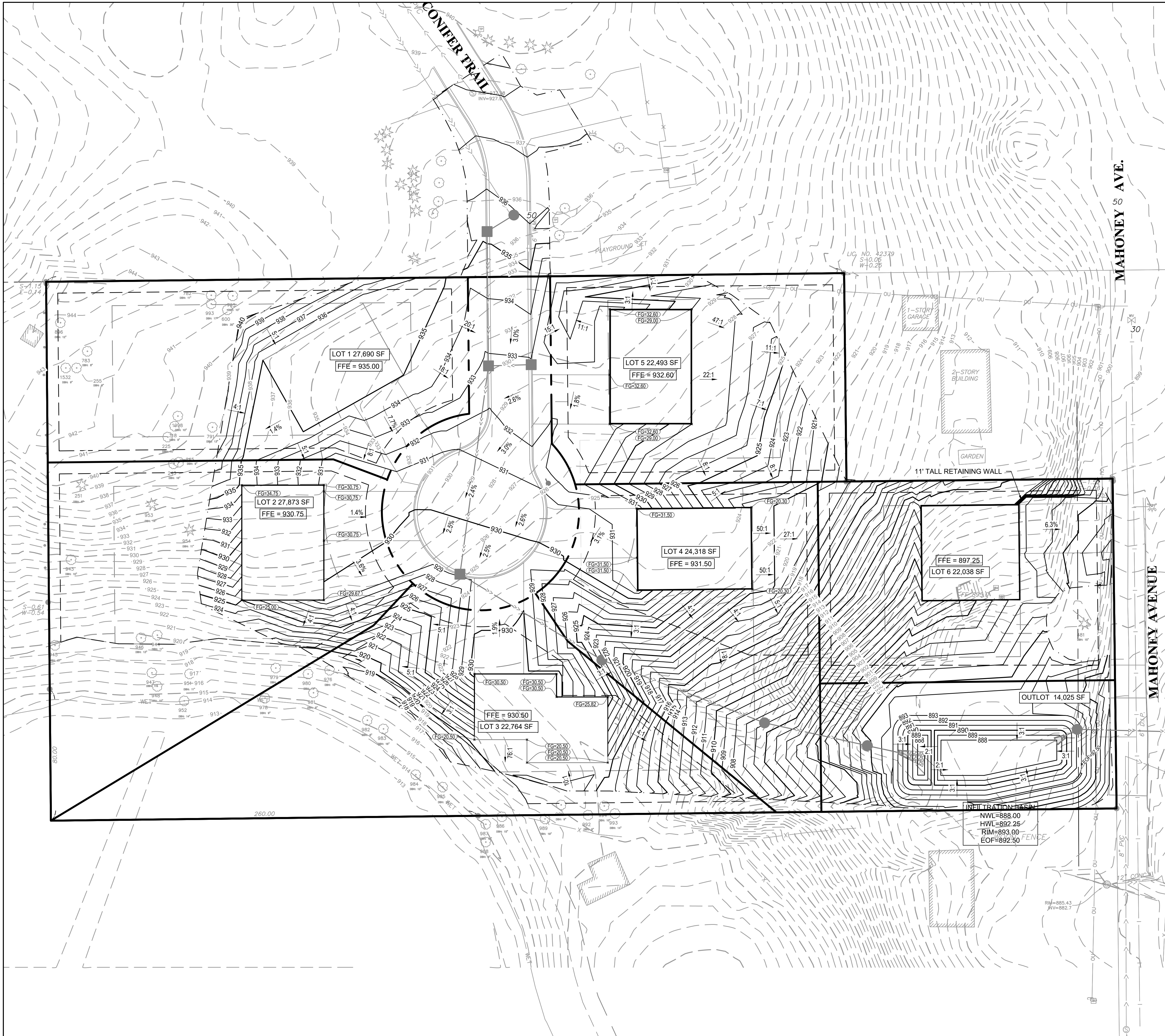
TagID	Species	Common Name	Condition	DBH (in)	CRZ (ft)	Height (ft)	Classification	Preservation Plan	Mitigation Required
782	Quercus rubra	Red oak	Healthy	11	16.5	16.5	Significant	Preserve	No
795	Quercus rubra	Red oak	Dying	10	15	15	Significant	Preserve	No
783	Prunus serotina	Black cherry	Healthy	8	12	12	Significant	Preserve	No
886	Populus deltoides	Cottonwood	Healthy	12	18	18	Significant	Preserve	No
1332	Prunus serotina	Black cherry	Dying	9	13.5	13.5	Significant	Preserve	No
255	Prunus serotina	Black cherry	Healthy	8	12	12	Significant	Preserve	No
791	Populus deltoides	Cottonwood	Healthy	13	19.5	19.5	Significant	Preserve	No
1998	Populus deltoides	Cottonwood	Healthy	10	15	15	Significant	Preserve	No
318	Thuja virginiana	Honewood	Healthy	9	13.5	13.5	Significant	Preserve	No
232	Populus deltoides	Cottonwood	Dying	10	15	15	Significant	Preserve	No
243	Populus deltoides	Cottonwood	Dying	16	24	24	Significant	Preserve	No
245	Populus deltoides	Cottonwood	Dying	9	13.5	13.5	Significant	Preserve	No
254	Thuja occidentalis	Northern white cedar	Healthy	6	9	9	20 High Priority	Preserve	No
943	Quercus alba	White oak	Healthy	10	15	15	Significant	Preserve	No
945	Quercus rubra	Red oak	Healthy	27	40.5	40.5	High Priority	Preserve	No
946	Populus tremuloides	Quaking aspen	Healthy	13	19.5	19.5	Significant	Preserve	No
944	Populus tremuloides	Quaking aspen	Healthy	11	16.5	16.5	Significant	Preserve	No
947	Prunus serotina	Black cherry	Healthy	11	16.5	16.5	Significant	Preserve	No
948	Prunus serotina	Black cherry	Healthy	10	15	15	Significant	Preserve	No
949	Fraxinus pennsylvani	Green ash	Healthy	11	16.5	16.5	Significant	Preserve	No
952	Fraxinus pennsylvani	Green ash	Healthy	14	21	21	Significant	Preserve	No
953	Thuja occidentalis	Northern white cedar	Healthy	14	21	21	35 High Priority	Preserve	No
954	Thuja occidentalis	Northern white cedar	Healthy	11	16.5	16.5	25 High Priority	Preserve	No
976	Acer negundo	Box elder	Healthy	10	15	15	Significant	Preserve	No
978	Acer negundo	Box elder	Healthy	9	13.5	13.5	Significant	Preserve	No
979	Acer negundo	Box elder	Hazardous	15	22.5	22.5	Significant	Preserve	No
980	Fraxinus pennsylvani	Green ash	Healthy	14	21	21	Significant	Preserve	No
981	Celtis occidentalis	Hickory	Healthy	9	13.5	13.5	Significant	Preserve	No
982	Carya cordiformis	Bitternut hickory	Healthy	8	12	12	Significant	Preserve	No
983	Fraxinus pennsylvani	Green ash	Healthy	16	24	24	Significant	Preserve	No
984	Fraxinus pennsylvani	Green ash	Healthy	12	18	18	Significant	Preserve	No
985	Acer negundo	Box elder	Healthy	20	30	30	Significant	Preserve	No
986	Prunus serotina	Black cherry	Healthy	15	22.5	22.5	High Priority	Preserve	No
987	Acer negundo	Box elder	Healthy	19	28.5	28.5	Significant	Preserve	No
988	Acer negundo	Box elder	Healthy	9	13.5	13.5	Significant	Preserve	No
989	Acer negundo	Box elder	Healthy	19	28.5	28.5	Significant	Preserve	No
990	Acer negundo	Box elder	Healthy	9	13.5	13.5	Significant	Preserve	No
991	Acer negundo	Box elder	Healthy	9	13.5	13.5	Significant	Preserve	No
992	Acer negundo	Box elder	Healthy	14	21	21	Significant	Preserve	No
993	Acer negundo	Box elder	Healthy	14	21	21	Significant	Preserve	No
994	Acer negundo	Box elder	Healthy	10	15	15	Significant	Preserve	No
997	Ulmus americana	American elm	Healthy	13	19.5	19.5	Significant	Preserve	No
481	Pinus strobus	White pine	Healthy	15	22.5	22.5	30 High Priority	Preserve	No

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CLIENT:  
**CAPITAL DEVELOPMENT LLC**

**CONIFER HEIGHTS RESIDENTIAL**  
5616 MAHONEY AVE AND 5615 CONIFER TRAIL  
MINNETONKA, MN 55345

ISSUE NO.	DATE	DESCRIPTION
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**GRADING LEGEND**

- — — — — PROPERTY LINE
- — — — — SETBACK LINE
- — — — — EASEMENT LINE
- - - - - 9XX EXISTING CONTOUR
- - - - - 9XX PROPOSED CONTOUR
- - - - - PROPOSED STORM SEWER
- PROPOSED CATCH BASIN
- PROPOSED MANHOLE
- FL=+9XX PROPOSED SPOT ELEVATION (ALL ELEVATIONS ARE TO FLOWLINE UNLESS OTHERWISE NOTED)
- FG=+9XX FINISHED GRADE SPOT ELEVATION
- ME=+9XX MATCH EXISTING SPOT ELEVATION
- TC=+9XX TOP OF CURB SPOT ELEVATION
- HP=+9XX HIGH POINT SPOT ELEVATION
- EOF=+9XX EMERGENCY OVERFLOW SPOT ELEVATION
- TW=+9XX TOP OF WALL SPOT ELEVATION
- BW=+9XX BOTTOM / TOE OF WALL SPOT ELEVATION
- - - - - PROPOSED RIDGE / VALLEY / BREAKLINE
- 1.00% PROPOSED SLOPE ARROW
- ST EXISTING STORM STRUCTURE
- — — — — EXISTING STORM SEWER

NOTE: SEE C-501 STORM SEWER PLAN FOR STORM SEWER DESIGN DETAILS

CLIENT:  
**CAPITAL DEVELOPMENT LLC**

PROJECT TITLE:  
**CONIFER HEIGHTS RESIDENTIAL**  
 5616 MAHONEY AVE AND 5615 CONIFER TRAIL  
 MINNETONKA, MN 55345

ISSUE NO.	DESCRIPTION	DATE
1	PRELIMINARY CONCEPT	03/28/2019
2	PRELIMINARY PLAN CHECKSET	05/02/2019

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 REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

NAME: \_\_\_\_\_  
 DATE: \_\_\_\_\_

PROJECT NO.: 7775-0001

DWN BY: JTP	CHKD BY: JRA	APPD BY: SKH
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ISSUE DATE: 05-09-2019

ISSUE NO.: 2

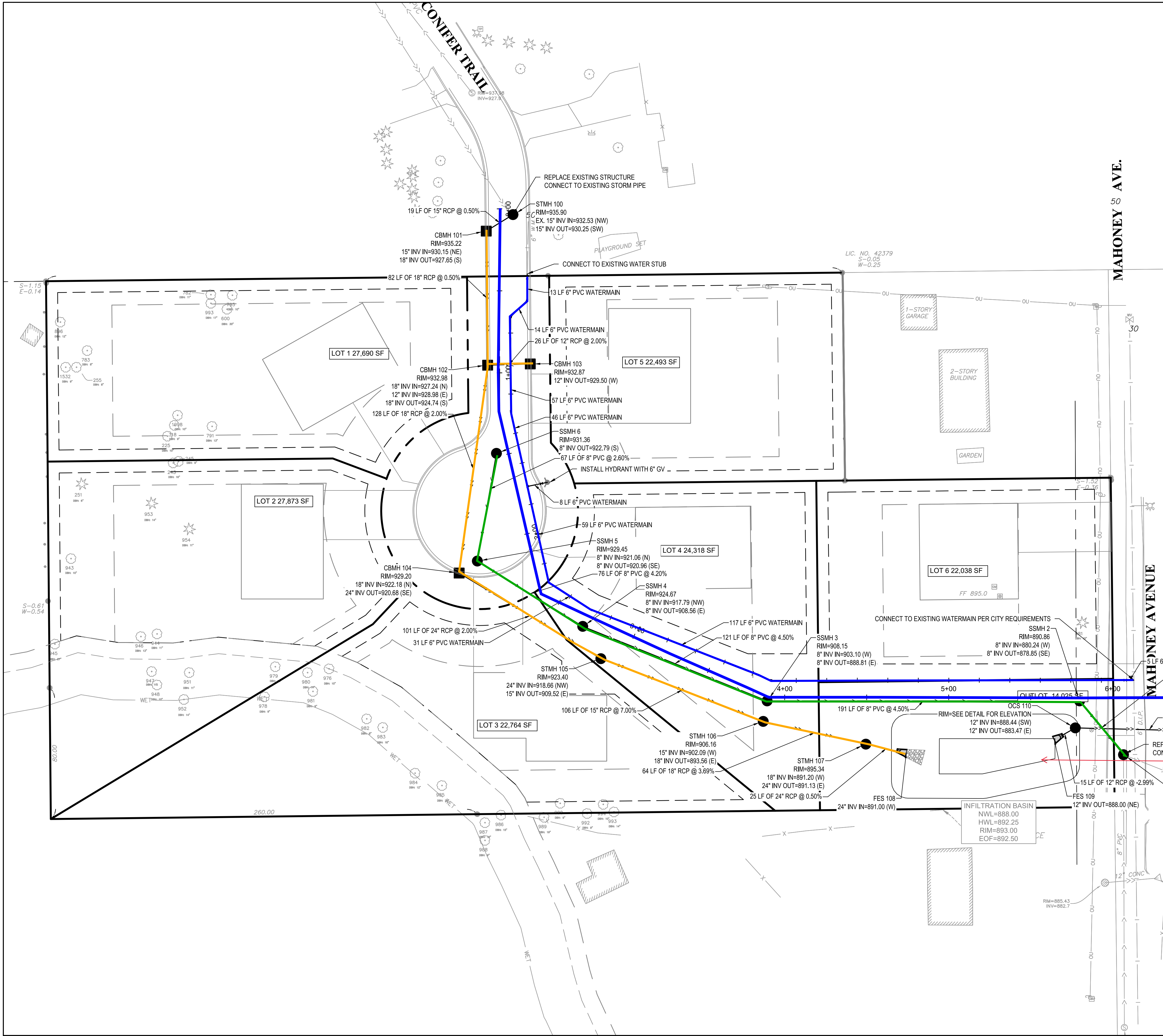
SHEET TITLE: GRADING PLAN

SHEET NO.: C-301

**WARNING:**  
 THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

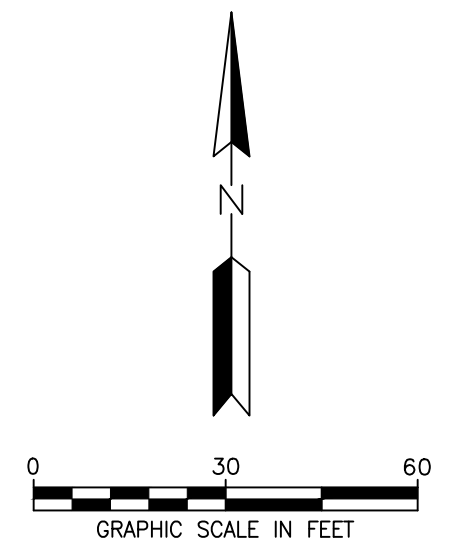
THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CALL BEFORE YOU DIG  
**GOPHER STATE ONE CALL**  
 TWIN CITY AREA: 651-454-0002  
 TOLL FREE 1-800-252-1166



### UTILITY LEGEND

- PROPERTY LINE
- SETBACK LINE
- EASEMENT LINE
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING WATERMAIN
- EXISTING SANITARY STRUCTURE
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED WATERMAIN
- PROPOSED HYDRANT / VALVE
- PROPOSED STORM SEWER
- PROPOSED STORM SEWER MANHOLE



stormwater basin

**WARNING:**  
 THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CALL BEFORE YOU DIG  
**GOPHER STATE ONE CALL**  
 TWIN CITY AREA: 651-454-0002  
 TOLL FREE 1-800-252-1166

CLIENT:  
**CAPITAL DEVELOPMENT LLC**

PROJECT TITLE:  
**CONIFER HEIGHTS RESIDENTIAL**  
 5616 MAHONEY AVE AND 5615 CONIFER TRAIL  
 MINNETONKA, MN 55345

ISSUE NO.	DESCRIPTION	DATE
1	PRELIMINARY CONCEPT	03/08/2019
2	PRELIMINARY PLAN CHECKSET	05/09/2019

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 REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

LICENS. NO.:  
 DATE:

PROJECT NO.: 7775-0001

DWN BY: JTP	CHKD BY: JRA	APPD BY: SKH
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ISSUE DATE: 05-09-2019

ISSUE NO.: 2

SHEET TITLE:  
**UTILITY PLAN**

SHEET NO.:  
**C-401**

**Resolution No. 2019-**

**Resolution approving the preliminary plat of CONIFER HEIGHTS, a six-lot subdivision, at 5615 Conifer Trail and 5616 Mahoney Ave**

---

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

Section 1. Background.

1.01 Capital Development, LLC has requested preliminary plat approval for CONIFER HEIGHTS. (Project 19016.19a).

1.02 The site is located at 5615 Conifer Trail and 5616 Mahoney Ave.

It is legally described as follows:

Parcel B:

The south 100 feet of the North 200 feet of the west half of the east half of the north half of the Northwest quarter of the southeast quarter of the northeast quarter of Section 31, Township 117, Range 22, Hennepin County, Minnesota.

Parcel C:

The north half of the northwest quarter of the southeast quarter of the northeast quarter of Section 31, Township 117 North, Range 22 West of the 5<sup>th</sup> principal meridian, except the north 126.8 feet of the east quarter thereof.

AND EXCEPT:

The south 100 feet of the north 200 feet of the west half of the east half of the north half of the northwest quarter of the southeast quarter of the northeast quarter of Section 31, Township 117, Range. 22.

1.03 On July 11, 2019, the planning commission held a hearing on the proposed plat. The applicant was provided the opportunity to present information to the commission. The commission considered all of the comments received and the staff report, which are incorporated by reference into this resolution. The

commission recommended that the city council grant preliminary plat approval.

Section 2. General Standards.

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

Section 3. Findings.

3.01 The proposed preliminary plat meets the design requirements as outlined in City Code §400.030.

Section 4. Council Action.

4.01 The above-described preliminary plat is hereby approved, subject to the following conditions:

1. Final plat approval is required. A final plat will not be placed on a city council agenda until a complete final plat application is received. The following must be submitted for a final plat application to be considered complete:
  - a) A signed ALTA survey.
  - b) A final plat drawing that clearly illustrates the following:
    - 1) A minimum 10-foot wide drainage and utility easements adjacent to the public right-of-way(s) and minimum 7-foot wide drainage and utility easements along all other lot lines.
    - 2) Utility easements over existing or proposed public utilities, as determined by the city engineer.
    - 3) Drainage and utility easements over wetlands, floodplains, and stormwater management facilities, as determined by the city engineer.
    - 4) A minimum 20-foot right of way along Mahoney Ave.
    - 5) Incorporate the outlot into Lot 6.
  - c) Documents for the city attorney's review and approval. These documents must be prepared by an attorney knowledgeable in the area of real estate.



- 1) Title evidence that current within thirty days before the release of the final plat.
  - 2) Conservation easements over the 25-foot wetland buffer and a drawing of the easements. The easement may allow removal of hazard, diseased, or invasive species.
  - 3) Documents establishing a homeowners' association. The association must be responsible for maintaining any common areas, common drives, required drainage ponding, and any other required drainage improvements approved by the City. Maintenance will include, but not be limited to, the periodic removal of sedimentation at the base of the pond and any adjacent drainage ditches, keeping a vegetative cover within the ditches and pond, and removing any blockage of the swale or culvert that may impede the drainage of the site, as approved with the building permits.
  - 4) A Contract for Residential Development (or Developers Agreement) if the applicant or developer is constructing any public improvements. This agreement must guarantee that the developer will complete all public improvements and meet all city requirements.
  - 5) Stormwater maintenance agreement in the city approved format.
- d) Outstanding taxes must be paid in full.
2. Prior to final plat approval:
    - a) This resolution must be recorded with Hennepin County.
    - b) The documents outlined in section 4.01(1)(c) above must be approved by the city attorney.
  3. Submit the following prior to the release of the final plat for recording:
    - a) Two sets of mylars for city signatures.
    - b) An electronic CAD file of the plat in microstation or DXF and PDF format.
    - c) Park dedication fee of \$20,000.
  4. Subject to staff approval, CONIFER HEIGHTS, must be developed and

maintained in substantial conformance with the following plans, except as modified by the conditions below:

- Survey dated Feb. 2019.
- Site plan dated May 9, 2019.
- Preconstruction erosion and demolition plans dated May 9, 2019.
- Tree survey, mitigation and preservation plans dated May 9, 2019.
- Grading and erosion control plan dated May 9, 2019.
- Utility plan dated May 9, 2019.

5. A grading permit is required. Unless authorized by appropriate staff, no site work may begin until a complete grading permit application has been submitted, reviewed by staff, and approved.

a) The following must be submitted for the grading permit to be considered complete.

- 1) Evidence of filing the final plat at Hennepin County and copies of all recorded easements and documents as required in section 4.01(1)(a)(2) of this resolution.
- 2) An electronic PDF copy of all required plans and specifications.
- 3) Final site, grading, drainage, utility, landscape, and tree mitigation plans, and a stormwater pollution prevention plan (SWPPP) for staff approval.

a. Final grading plan must:

- be adjusted as much as possible to maintain tree loss and adequately preserve trees.
- Include B612 curb with curb cuts at proposed driveway locations.

b. Final stormwater management plan is required for the entire site's impervious surface. The plan must demonstrate conformance with the following criteria:

- Rate: limit peak runoff flow rates to that of existing conditions from the 2-, 10-, and 100-year events at all point where stormwater leaves the site.

- Volume: provide for onsite retention of 1-inch of runoff from the site's impervious surface.
- Quality: provide for runoff to be treated to at least 60-percent total phosphorus annual removal efficiency and 90-percent total suspended solid annual removal efficiency.

In addition:

- Locate the STMH 100 in curb line rather than in the roadway to connect to the existing storm sewer.
- Storm pipe sizing cannot decrease in size in the downstream direction. Maintain 24-inch.
- Bioretention basin must drawdown in 48 hours. Maximum ponding depth is 18 inches.

c. Final utility plan must:

- use the updated detail plates.
- provide profiles of utilities for review of grades and depth.
- Indicate that the water main pipe is DIP.
- Show service locations and locate the water services outside of the driveway.
- Install isolation valve outside of c-d-s for green space isolation.
- Install a gate valve on the southern leg of Mahoney Ave connection.
- No water services may come from the side yard, must be located outside of the greenspace isolation valves.
- Illustrate unused water service pipe on Mahoney Ave must be removed back to the main, with the corporation stop turned off

- and a city-approved repair clamp to cover the corporation stop.
- Wet tap the 6-inch main on Mahoney Ave.
  - Locate SSMH 2 to roadway in line with SSMH 1.
  - Drop manhole structure to be outside drops.
- d. Final landscaping and tree mitigation plans 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. In addition:
- No more than four high priority trees can be removed.
  - Based on the submitted plans the mitigation requirements would be 19, two-inch trees.
- 4) Individual letters of credit or cash escrow for 125% of a bid cost or 150% of an estimated cost to construct streets and utility improvements, comply with grading permit, wetland restoration, tree mitigation 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 streets and utilities have 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) A copy of the approved MPCA NPDES permit.
- 7) A MDH permit for the proposed water main or documentation from the MDH that a permit is not required.
- 8) A MPCA sanitary sewer extension permit or documentation from the MPCA that a permit is not required.

- 9) Evidence of closure/capping of any existing wells, septic systems, and removal of any existing fuel oil tanks.
  - 10) All required administration and engineering fees.
  - 11) Evidence that an erosion control inspector has been hired to monitor the site through the course of construction. This inspector must provide weekly reports to natural resource staff in a format acceptable to the city. At its sole discretion, the city may accept escrow dollars, in an amount to be determined by natural resources staff, to contract with an erosion control inspector to monitor the site throughout the course of construction.
  - 12) Cash escrow in an amount of \$3000. 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.
- b) Prior to issuance of the grading permit, a pre-construction meeting is required.
  - c) Prior to issuance of the grading permit, install a temporary rock driveway, erosion control, tree and wetland protection fencing and any other measures identified on the SWPPP for staff inspection. These items must be maintained throughout the course of construction.
  - d) 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 and/or property owner's responsibility to obtain any necessary permits.
6. Prior to issuance of a building permit for the first new house within the development, submit the following documents:

- a) A letter from the surveyor stating that boundary and lot stakes have been installed as required by ordinance.
  - b) A letter from the surveyor stating that all encroachments onto other properties, as noted on the survey, have been removed and the areas restored.
  - c) Proof of subdivision registration and transfer of NPDES permit.
7. Prior to issuance of a building permit for any of the lots within the development:
- a) Submit the following items for staff review and approval:
    - 1) A construction management plan. This plan must be in a city-approved format and outline minimum site management practices and penalties for non-compliance. If the builder is the same entity doing grading work on the site, the construction management plan submitted at the time of grading permit may fulfill this requirement.
    - 2) Final grading and tree preservation plan for the lot. The plan must:
      - a. Be in substantial conformance with the approved plans.
      - b. Protect trees to remain on site as required by city staff.
      - c. Show sewer and water services to minimize impact to any significant or high-priority trees. No trees may be removed for installation of services.
      - d. Meet minimum mitigation requirements, as outlined in the ordinance. However, at the sole discretion of staff, mitigation may be decreased.
    - 3) Cash escrow in an amount to be determined by city staff. This escrow must be accompanied by a document prepared by the city attorney and signed by the builder and property owner. Through this document, the builder and property owner will acknowledge:
      - The property will be brought into compliance within 48 hours of notification of a violation of the

construction management plan, other conditions of approval, or city code standards; and

- If compliance is not achieved, the city will use any or all of the escrow dollars to correct any erosion and/or grading problems.

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

- b) Install a temporary rock driveway, erosion control, tree and wetland protection fencing and any other measures identified on the SWPPP for staff inspection. These items must be maintained throughout the course of construction.
  - c) Install heavy duty fencing, which may include chain-link fencing, at the conservation easement. This fencing must be maintained throughout the course of construction.
  - d) Submit all required hook-up fees.
8. All lots and structures within the development are subject to all R-1 zoning standards. In addition:
    - a) All structures must meet the required wetland setback.
    - b) All lots within the development must meet all minimum access requirements as outlined in Minnesota State Fire Code Section 503. These access requirements include road dimension, surface, and grade standards. If access requirements are not met, houses must be protected with a 13D automatic fire sprinkler system or an approved alternative system.
  9. The city may require installation and maintenance of signs which delineate the edge of any required conservation easement. This signage is subject to the review and approval of city staff.
  10. During construction, the streets must be kept free of debris and sediment.
  11. The property owner is responsible for replacing any required landscaping that dies.
  12. The city must approve the final plat within one year of the preliminary approval or receive a written application for a time extension, or the preliminary approval will be void.

Adopted by the City Council of the City of Minnetonka, Minnesota, on July 22, 2019.

---

Brad Wiersum, Mayor

Attest:

---

Becky Koosman, City Clerk

Action on this resolution:

Motion for adoption:

Seconded by:

Voted in favor of:

Voted against:

Abstained:

Absent:

Resolution adopted.

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the City Council of the City of Minnetonka, Minnesota, at a duly authorized meeting held on July 22, 2019.

---

Becky Koosman, City Clerk



**MINNETONKA PLANNING COMMISSION**  
**July 11, 2019**

<b>Brief Description</b>	Items concerning The Kinsel at Glen Lake at 14317 Excelsior Blvd:  <ol style="list-style-type: none"><li>1) Right-of-way vacation;</li><li>2) Preliminary and final plats;</li><li>3) Rezoning from R-1, low-density residential, to PUD, planned unit development;</li><li>4) Master development plan; and</li><li>5) Site and building plan review;</li></ol>
<b>Recommendation</b>	Recommend the city council adopt the ordinance and resolution approving the proposal.

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**Background**

In August 2018, Ron Clark Construction submitted a concept plan for redevelopment of the property at 14317 Excelsior Blvd. The plan contemplated removal of the existing single-family home and construction of a three-story, 60-unit market-rate apartment building. At the time of the concept plan consideration, the property was guided for commercial use in the 2030 Comprehensive Guide Plan. The 2040 Comprehensive Guide Plan – as yet not approved by the Metropolitan Council – re-designated the site to mixed use.

Between July and Oct. 2018, Ron Clark Construction held three neighborhood meetings to discuss the redevelopment of the site.

On Dec. 17, 2018, the city council approved a comprehensive guide plan amendment, re-guiding the property from commercial to mixed-use. The purpose of this action was to allow for continued review and consideration of any formal proposal for the site received prior to Metro Council approval of the 2040 Plan.

**Formal Application**

Ron Clark Construction has now submitted formal applications for redevelopment of the 14317 Excelsior Blvd. property. As proposed, the existing home would be removed, and a new apartment building would be constructed. The building would contain 58 market-rate apartments within three stories. The building would be served by underground parking and a surface parking lot, both accessed via Stewart Lane.

## Proposal Summary

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

- **Existing Site Conditions.**

The subject property is situated south of Excelsior Blvd., north and west of Stewart Lane, and directly east of the Oaks Glen Lake building. Roughly 1-acre in size, the property is improved with a 2,200 square foot home, which was constructed in 1953.



1953



2019

Additionally, the site contains several noticeable natural features, including a roughly 16-foot change in elevation from its highest to lowest points and variety of mature trees.

- **Proposed Lot.**

To accommodate the proposed development, Ron Clark Construction is requesting the city vacate roughly 12,250 square feet of excess right-of-way along Excelsior Blvd. Combining this vacated area with the existing property would result in a 1.31-acre development site. The vacation/combination would reflect a similar city action that occurred in 2006 to facilitate the development of the Oaks Glen Lake, located immediately to the west.

- **Proposed Building.**

As proposed, the existing home would be removed, and a 58-unit apartment building would be constructed. The building would contain a mix of studio, one-bedroom and two-bedroom units. In addition to these private apartments, the building would include shared community spaces and an on-site manager's office. The building will be three stories in height as viewed from Excelsior Blvd; from Stewart Lane, it would be three-plus stories as portions of the underground garage would be visible on this façade. Façade materials would be comprised of brick and concrete fiber panel materials in neutral tones.

- **Proposed Parking.**

The buildings would be served by 74 parking stalls.<sup>1</sup> The majority of parking would be located within an underground garage space, with surface parking situated between the building and Excelsior Blvd. Vehicle access to the underground garage would be on Stewart Lane, midway between the existing access to Glen Lake Shores condominium building and the Zvago cooperative building. Access to the surface parking lot would also be on Stewart Lane, roughly 50 feet south of the Excelsior Blvd/Stewart Lane intersection.

### Primary Questions and Analysis

A land use proposal is comprised of many details. These details are reviewed by members of the city's economic development, engineering, fire, legal, natural resources, planning, and public works departments and divisions. These details are then aggregated into a few primary questions or issues. The analysis and recommendations outlined in the following sections of this report are based on the collaborate efforts of this larger staff review team.

- **Is the proposed high-density residential use of the property reasonable?**

Yes. The proposed high-density residential development would generally be consistent with development guides for the area and within its specific geographic context.

- ✓ **Development Guides.** Since 2000, the subject property has been part of larger Glen Lake concept planning efforts on three occasions. Though the development ideas for the property varied, all of the concepts suggest the single-family home on the site be replaced with a different and more intense use. (For more discussion see the "Other Uses" section of this report.)
- ✓ **Context.** The Comprehensive Guide Plan defines high-density residential development of over 12 living units per acre. As proposed, The Kinsel at Glen Lake would have a density of 44 units per acre. This would be within the range of densities already occurring in Glen Lake multi-family developments, which is 9 to 56 units per acre.<sup>2</sup>

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

Yes. City code allows that PUD zoning may be considered it would result in a public benefit. One of the benefits specifically noted by the code is "development that is compatible with existing, surrounding development type and intensity that is no longer allowed in other existing zoning districts."<sup>3</sup>

In 2006, the city approved a rezoning and final site and buildings plans for the Oaks Glen Lake – sometimes referred to as the Exchange Building – immediately west of the subject property. The proposed Kinsel of Glen Lake building would be smaller than Oaks Glen Lake and would contain only residential uses. Staff finds that such a building would be compatible with this neighboring building. However, much like its neighbor, it could

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<sup>1</sup> The originally submitted plans reviewed by the city's traffic consultant included 74 constructed stalls and 9 proof-of-parking stalls. A revised parking plan was recently submitted, increasing parking. See page 6 of this report.

<sup>2</sup> The density range for existing or approved multi-family buildings in Minnetonka is currently 6 to 71 units per acre.

<sup>3</sup> City Code §300.22 Subd.2(c)

not be constructed on the subject property without PUD zoning and the flexible setback standards is allows.

	<b>The Kinsel (proposed)</b>	<b>Oaks Glen Lake (existing)</b>
Gross Floor Area*	67,460 sq.ft.	81,930 sq.ft.
Number of Stories	3 stories over parking	4 stories over parking
Building Height	38.5 ft ** 56 ft max. visual (from south)	53 ft code ** 78 ft max. visual (from west)

\* excludes parking garage

\*\* measured from highest grade to the midpoint of the roof

- **Is the proposed site design reasonable?**

Yes. The broad components of site design, including site access and building location, would be appropriate.

**Site Access – Vehicles.** The 2017 concept plan submitted by the applicant illustrated two driveways onto the site; a northerly driveway on Excelsior Blvd. providing access to the surface parking lot and a southerly driveway on Stewart Lane providing access to the underground parking garage. During the concept review, city and county staff expressed concern related to the northerly drive. Similarly, area residents raised concerns related to the southerly access point. Since the concept plan review, both access points have been studied in detail.

- ✓ **Surface Parking Lot Access.** It has long been city staff’s opinion that the best access to the subject property – regardless of the future use of the property – would be from Excelsior Blvd. via a shared driveway with the property to the west. With appropriate design, such driveway could: (1) essential create a four-way intersection at Excelsior Blvd. and Woodhill Road; (2) provide an opportunity for signalization of that intersection; and (3) through signalization, promote a safer pedestrian crossing of the intersection.

Hennepin County has very specific regulations related to signalization and has full authority over access to its roadways. To understand the viability of shared, signalized access, staff commissioned a traffic study of the intersection. The result of the study (which is attached) indicated that the intersection would not meet county standards for installation of a traffic signal under current conditions or if the 58-unit apartment building were constructed. Further, the study noted that the intersection would likely not qualify for signalization for many years. City staff discussed site access and the results of the study with Hennepin County staff. County staff noted that shared access would not be allowed without signalization and that a new individual access to the site would not be allowed under any circumstances. (It is important to note that this access issue/restriction would apply to any redevelopment of the site.) Independent of the county review, city staff also discussed the potential shared access with the adjacent property owner. The owner was not interested in such access at this time.

From a land use planning perspective, it is unfortunate that a shared, signalized access is not an option either now or in the foreseeable future. However,

understanding this, staff commissioned a second study to review the proposed access points onto Stewart Lane. The study found that the drive would have little to no impact on the operation of Stewart Lane or the Excelsior Blvd./Stewart Lane intersection. It did suggest that consideration should be given to limit any sight distance impacts from future landscaping or site signing.

- ✓ **Parking Garage Access.** Access to the parking garage must be located near the lowest point of the site. Given the existing topography, this results in proposed access on Stewart Lane. Again the traffic study found that the drive would have little to no impact on the operation of Stewart Lane or the Excelsior Blvd./Stewart Lane intersection.

**Site Access – Pedestrians.** As proposed, sidewalks would be constructed along the north and west sides of Stewart Lane. These sidewalks would provide site access for residents and visitors and would also improve pedestrian amenity in the immediate area.

**Building Location.** The proposed building would be appropriately located. Though it would be situated closer to Excelsior Blvd. than the Oaks Glen Lake building, it would generally reflect the existing setbacks from Stewart Lane.<sup>4</sup>

	<b>The Kinsel (proposed)</b>	<b>Oaks Glen Lake (existing)</b>
South Property Line	10.5 ft	15 ft
From Sidewalk	14 ft	8 ft
From Roadway	20 ft	20 ft

- **Is the building design reasonable?**

Yes. In staff's opinion, the proposed building design is not only reasonable but attractive. The proposed building articulation and variety of materials – including glass, fiber cement panels, and masonry – would provide visual interest.

- **Are the anticipated off-site impacts reasonable?**

Yes. The city commissioned a traffic and parking study for this proposal. The study generally concluded that the proposed 58-unit apartment would not negatively impact existing conditions in the area.

**Traffic.** The purpose of any traffic study is to understand: (1) existing traffic volume and operations; (2) the impact of the proposal on existing traffic volume and operations; and (3) if a proposal's impact would be negative, how that impact could be mitigated. The study conducted for the applicant's proposal examined eight intersections/locations in Glen Lake; four of these eight locations were on Stewart Lane. The study generally concluded:

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<sup>4</sup> Due to building articulation, setbacks vary throughout both sites. The chart reflects the smallest setback. Note, by City Code §330.02.113, setbacks are technically measured perpendicularly from the lot line to the closest point of a building or structure.

- 1) Stewart Lane experiences an average of 325 vehicle trips per day. The proposal – and anticipated annual traffic growth, independent of the proposal – would increase this to an average of 500 vehicle trips.
- 2) All area intersections operate at acceptable levels of service and would continue to do were the proposed apartment building constructed. It is anticipated that the proposal would increase average peak p.m. hour delay at the Excelsior Blvd./Stewart Lane intersection by two seconds and the Eden Prairie Road/Stewart Lane intersection by three seconds.
- 3) Overall, traffic operations are expected to remain similar to existing conditions with minimal change in delay.

**Parking.** The purpose of any parking study is to evaluate the average parking demand generated by a land use relative to parking supply. At the time the study was conducted, the applicant proposed a total of 83 parking spaces; 74 constructed parking spaces and 9 proof-of-parking spaces.

The study found:

- 1) Based on city code parking requirement, the proposal would have a deficit of parking.
- 2) Based on the Institute of Transportation Engineers (ITE) average parking demand rates, the proposal would have a surplus of parking.
- 3) Based on ITE 85<sup>th</sup> percentile demand rates, the proposal would have a deficit of parking.

	<b>Number of Required Spaces</b>
City Code	106
ITE Average Demand	70
ITE 85 <sup>th</sup> Percentile Demand	88

The applicant has since provided a revised parking plan, which increases total spaces. With this revised plan, ITE average and 85<sup>th</sup> percentile demands are anticipated to be met.

	<b>Original Plan Parking Spaces</b>	<b>Revised Plan Parking Spaces</b>
<b>Constructed – Underground</b>	63	63
<b>Constructed – Surface</b>	11	22
<b>Proof-of-Parking</b>	9	8
<b>TOTAL</b>	83	93

Recently, some business owners and residents have expressed concern about parking demand/supply, particularly on the west side of the Glen Lake village center. The increase in parking demand is related to several new and successful businesses in the area. Generally, new residents living close to businesses would not contribute to parking issues.

- **Are the anticipated on-site impacts reasonable?**

Yes. The earthwork and resulting tree impact necessary to accommodate the proposed apartment would be substantial. However, this extent of these activities would be reasonable in the context of redevelopment.

**Grading.** The proposed building would generally be constructed “into” the existing grade. Generally, excavation would occur to accommodate the building and parking lot. However, up to three feet of fill would be added to the east side of the site, between the building and Stewart Lane.

**Tree Impact.** There are 24 trees located on the subject property. Of these, seven are considered high-priority based on their size and species. The proposal would result in the removal or significant impact to 21 of the trees, including all of the high-priority trees. The city’s tree protection ordinance establishes a maximum removal percentage during the subdivision process. The ordinance does not include a maximum removal on redevelopment sites or when no subdivision of property is occurring. As such, the tree removal/impact of the proposal would be allowed by code.

Regardless of the type of development occurring on a site – subdivision or not – city staff always advocates for tree preservation to the greatest extent practicable. Given the existing topography, any redevelopment of the subject property would likely result in significant tree removal/impact. (For more discussion about redevelopment, see the “Other Uses” section of this report.)

## **Summary Comments**

The home at 14317 Excelsior Blvd. was constructed in 1953. While the Glen Lake village center developed and redeveloped around it, the home and property have mostly remained unchanged. Given that the site has been a “constant” for over 60 years, any redevelopment of the property would result in a significant visual change to Excelsior Blvd./Stewart Lane intersection and the surrounding area. The Glen Lake Neighborhood Study, which was completed in 2016, illustrates conceptual development plans that anticipate the evolution of the parcel from the single-family home to office/commercial/multi-family residential development. These concepts are consistent with adjacent development and logical evolution of this property. It is the opinion of planning staff that this resulting change should not preclude the applicant’s proposal. Instead, the proposed Kinsel of Glen Lake represents the continuation of the village center’s evolution.

## **Staff Recommendation**

Recommend the city council adopt the following regard The Kinsel at Glen Lake, at 14317 Excelsior Blvd:

- 1) A resolution approving preliminary and final plat;

- 2) An ordinance rezoning the property from R-1, low-density residential, to PUD, planned unit development, and adopting a master development plan; and
- 3) A resolution approving the final site and building plans.

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



**Supporting Information**

**Surrounding Properties**

	<b>North</b>	<b>South</b>	<b>East</b>	<b>West</b>
Use	City-owned Property	Cooperative/ Condominium Buildings	Townhomes	Commercial/ Apartment Building
Zoning	R-1	R-5/R-4	R-3	PUD
Guide Plan Designation	Park	High-Density	Medium-Density	Mixed Use

**Subject Property**

	<b>Existing</b>	<b>Proposed</b>
Use	single-family home	58-unit apartment building
Zoning	R-1	PUD
Guide Plan Designation	mixed-use	mixed-use

**Grading**

The highest point of the subject property is situated in the northwest corner of the site. The property slopes downward from this point toward Excelsior Blvd and Stewart Lane. The most significant change in grade is roughly 16 feet.

The proposed building would generally be constructed “into” this existing grade. Generally, excavation would occur to accommodate the building and parking lot. Up to three feet of fill would be added to the east side of the building, between the home and Stewart Lane.

**Tree Impact**

See the Primary Question on page 6 of this report.

**Stormwater**

New development and redevelopment of existing sites must meet specific stormwater management rules, which include runoff rate control, runoff volume control, and water quality treatment. Best Management Practices (BMPs) are incorporated into the stormwater management plan to control the volume of water leaving the site while improving water quality by reducing pollutant loading. Further, the rate of stormwater runoff leaving a site “post-development” must be less than or equal to the rate of runoff leaving the site “pre-development.” Essentially, the rule requires that new development not exacerbate any existing situation.

As proposed, stormwater runoff would be directed to several catch basins and directed via a pipe to a stormwater facility located under the proposed parking lot. The facility would ultimately outlet to the public storm sewer system. The city engineer has reviewed the plans

and finds that they generally meet rate and volume requirements. Additional information and study are needed to meet the quality requirements. This has been included as a condition of approval.

**Utilities**

Public water and sewer facilities are available at the site, located in Stewart Lane.

**Setbacks, Etc.**

The PUD ordinance contains no specific development standards relating to setbacks, lot coverage, etc. However, the following chart outlines these items for informational purposes:

	<b>Measurement</b>
<b>Building Setbacks*</b>	
North property line	50 ft
South property line	10 ft (14 ft to sidewalk)
East property line	25 ft (22 ft to sidewalk)
West property line	10 ft
<b>Building Height</b>	
Code-defined measurement	38.5 ft
Maximum visual height	56 ft
<b>Miscellaneous</b>	
Impervious Surface	60%*
FAR	1.2
*from grade of Stewart Lane to top of roof ** based on revised parking plan	

**Other Uses**

Since 2000, the property has been included as part of three separate Glen Lake planning studies.

<b>Concept Plans/Studies</b>	<b>Conceptual Land Use</b>
2003, Glen Lake Neighborhood Concept Plan	Commercial
2006, Glen Lake Redevelopment Plan	Mixed Use – condos/townhouses/retail
2016, Glen Lake Neighborhood Study	Mixed use – office or retail/residential

The most recent planning effort was completed in 2016. Two concepts for the subject property were included in the study, labeled A and B below. The concepts were intended to look at site design and use;

traffic implications were not considered. Reviewing the concepts relative to the applicant's proposal, it is interesting to note:

- The "footprints" of both concepts would occupy a significant portion of the site. Given existing grades, both concepts would likely result in grading and tree impact similar to the applicant's proposal.
- Both concepts include access to Excelsior Blvd, which the county has now indicated would not be approved.
- Based on ITE trip generation information, both concepts and the proposal could create significantly varying amounts of traffic depending on specific use.



CONCEPT A



CONCEPT B

CONCEPT A*	Average Trips per Weekday
General Office	72
Medical Office	235
Post Office	704

	CONCEPT B	Average Trips per Weekday
1, 3,000 sf restaurant	22 Apartments	161
	Quality Restaurant*	270
2, 1,500 restaurants	22 Apartments	161
	Coffee Shop (w/drive-thru)**	1,228
	High-Turnover Restaurant**	191



CURRENT PROPOSAL

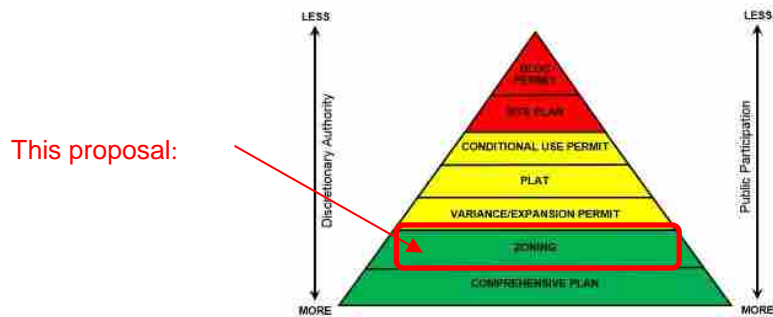
**Vacation**

The applicant's proposal includes vacation of excess right-of-way adjacent to Excelsior Blvd. Interestingly, Hennepin County "turned back" this area to the city in 1983. Therefore, the city council has the authority to release right-of-way area. This same action occurred as part of the Oaks Glen Lake project in 2007.

**Neighborhood Comments**

The city sent notices to 520 property owners. Several written comments have been received and are attached.

### Pyramid of Discretion



### Voting Requirement

The planning commission will make a recommendation to the city council; a recommendation requires a majority vote of the commission. Final approval requires an affirmative vote of four council members.

### Motion Options

The planning commission has the following options:

1. Concur with staff's recommendation. In this case, a motion should be made recommending the city council approve the proposal.
2. Disagree with staff's recommendation. In this case, a motion should be made recommending the city council deny the proposal. 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.

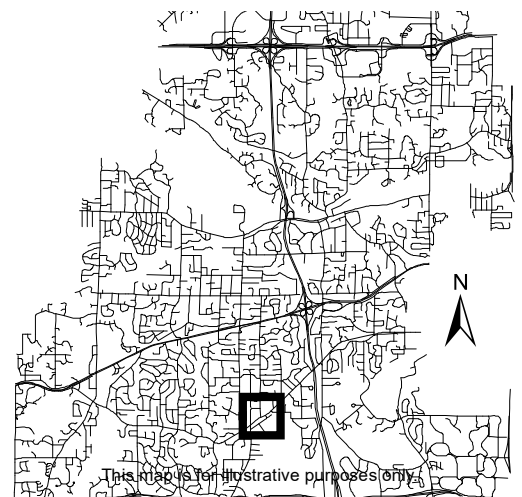
### Deadline for Action

October 9, 2019



### Location Map

Project: The Kinsel at Glen Lake  
Address: 14317 Excelsior Blvd



This map is for illustrative purposes only.



7500 West 78<sup>th</sup> Street  
Edina, MN  
55439

(952) 947-3000  
fax (952) 947-3030

Tuesday, June 11, 2019

Susan Thomas  
City of Minnetonka  
14600 Minnetonka Blvd  
Minnetonka, MN 55345

RE: The Kinsel at Glen Lake Project Narrative

**Ron Clark Construction** is proposing a three-story, 58-unit apartment building on the property located at 14317 Excelsior Boulevard.

The proposed apartment building would have underground parking, resident community room with deck, exercise room, onsite manager's office, co-working/meeting spaces and a common area deck on third floor.

It is proposed to have a mix of studio, one bedroom, one bedroom +Den and 2-bedroom apartments and they currently expect the unit rents to be between \$1,200 and \$2,600 per month.

Zoning for the property is currently R-1. On 12/17/18 the City's Comprehensive Guide Plan for 2030 was amended by the City Council approving the site to be guided for Mixed Use.

**Rezoning:** The proposed residential use requires a rezoning.

The proposed housing component would qualify the project for public benefit under the planned unit development zoning district.

A complementary high density residential comprehensive plan re-guidance would align with the zoning density of 44 units/acre. (58 units/1.31 acre).

**Building Design:** The proposed 3 story building is designed with a low pitch hip roof to lower the overall building profile. The 'U' shape of the building plan has projecting wings on each end which divide the mass along Excelsior Blvd.



MN Builder License # 1220  
[www.RonClark.com](http://www.RonClark.com)



7500 West 78<sup>th</sup> Street  
Edina, MN  
55439

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The exterior materials include a variety of brick, stone, Hardie/SmartSide type panels. Each unit will include a metal deck or a concrete patio. The proposed building will be a full 1-story less height than the adjacent building to the south.

**Site Design:** The building is placed on the property to create an opportunity to preserve existing trees at the NE and NW corners along Excelsior Blvd. and to also allow adequate space for landscaping on the east side along Stewart Lane.

The main entrance and guest surface parking is accessed from east along Stewart Lane. The enclosed parking level is accessed from Stewart Lane to the south due to the existing topography of the site as this is at a low point of the existing grades.

**Stormwater Management:** Stormwater runoff from the site will be collected and routed to an underground chamber system which is designed to store and infiltrate water into the soils below it. The chamber system will discharge stormwater to the existing storm sewer system in Stewart Lane. The system has been designed to meet the requirements of both the City and the Watershed District.

A Stormwater Management Plan is included as part of this Application.

**Traffic:** A Traffic Study has been ordered by the City and completed by SRF on 11/21/18. The City has requested an update from SRF based on the revised plan. The update is currently underway and should be available for review prior to the upcoming City Planning Commission and City Council Meetings in July.

Based on the initial review of the traffic from our consultants and the current SRF Traffic Study for the City our proposed project will have little or no effect on the current traffic in the area including both the surface parking lot and the underground parking garage access to Stewart Lane.

The 2030 Comprehensive Plan Designated Commercial use and the many other potential uses for the site under the Mixed use guidance could generate considerably more traffic than our proposed apartment project.



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**Professional Management:** Steven Scott Management will be our management company. They are a highly respected local company whom we currently do business with. Management will assign three corporate employees to the Property: Regional Portfolio Manager; a Marketing Director; and a Senior Accountant. These employees are overhead to management and selected based on experience in working on similar projects with Ron Clark.

- The Regional Portfolio Manager (RPM) will oversee all site operations and be the liaison to the Owner.
- The Marketing Director is intricately involved with the property during the lease up and through the term of the contract. The Marketing Director is responsible for maintaining a Marketing Plan and assisting the property staff in securing sufficient leads to ensure a high occupancy level in accordance with the Tenant Selection Plan.
- The Senior Accountant is responsible for compiling all necessary monthly and periodic financial reports.

Employees of the Property will include:

- Property Manager – minimum 30 hours/week
- Leasing Agent (during lease up)
- On-site caretaker
- Maintenance Technician (part-time)

**Maintenance Services:** Management has policies in place for routine and preventative maintenance for the property. Routine maintenance will primarily be done by the maintenance technician, and as necessary, through an outside vendor. All maintenance requests are directed to the Property Manager and acknowledged/completed within a 24-hour period. Maintenance after-hours emergency services are handled through the Management Company on-call services, or through an outside vendor if necessary.

A Preventative Maintenance Program will be custom designed for the Property once all construction is completed.

Management will also establish an after-hours emergency on call procedure to provide needed services to the Property.



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**Resident Selection Plan/Criteria:** The Resident Selection Plan and Resident Selection Criteria are intended to serve as tools to be used to assist the Property in determining applicant housing eligibility and selection. Owner and Manager will collectively work to implement and administer these tools fairly and consistently to effectively meet the goals of Glen Lake Apartments to maintain a safe and attractive market rate community. Resident criteria will include a required income rate of three times the monthly rental rate. Additional requirements include favorable credit, landlord and criminal history.

**Lease infractions, conflict resolution, lease terminations and appeals process:**  
In most cases, the following will apply:

- Lease infraction notices will be sent to residents upon incident.
- Reasons for an infraction are stated in the lease, but might include noise, litter or pet waste, or late rent payment.
- Lease terminations can occur once infractions have accumulated or if a resident becomes a danger to the health, safety and well-being of the other residents, the building, or the staff.
- Depending on the situation, the terminated resident may meet with the Property Managers to discuss the termination.
- If a terminated resident wishes to appeal the termination, they may do so by requesting an appointment with their Property Manager in writing.

Steven Scott Management utilizes a Drug-free/Crime-free lease addendum, signed by all residents with their lease agreement prior to move-in.

Glen Lake will be Pet Friendly and Smoke Free. All required addendums will be signed with the lease agreement prior to move-in.

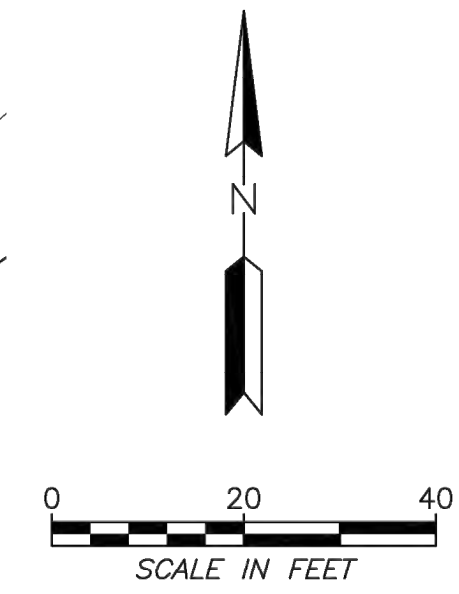






**LEGEND**

- FOUND CAST IRON MONUMENT
- DENOTE SET MONUMENT
- DENOTES FOUND MONUMENT
- COMMUNICATIONS PEDESTAL
- SANITARY SEWER MANHOLE
- STORM SEWER INLET
- STORM SEWER INLET
- HYDRANT
- WATER GATE VALVE
- UTILITY POLE
- CURB STOP VALVE
- GAS METER
- ELECTRIC TRANSFORMER
- ANCHOR CABLE
- DECIDUOUS TREE
- CONIFEROUS TREE
- OU OVERHEAD UTILITY LINE
- TREE LINE
- CONCRETE SURFACE
- ASPHALT SURFACE
- WOODCHIPS
- ROCKS
- BUILDING



**PROPERTY DESCRIPTION**

**Parcel 1:**  
Tracts A and B, Registered Land Survey No. 207, Hennepin County, Minnesota.

**Parcel 2:**  
That part of Lot 10, "Glen Lake Park" described as follows: Beginning at the point of intersection of the Southeastly line thereof and the West line of the Northwest Quarter of the Northwest Quarter of Section 34, Township 117, Range 22; thence Northeastly along the Southeastly line thereof a distance of 116.3 feet to the point of beginning of the tract to be described; thence Northwestly at an angle to the left of 85 degrees and 47 minutes a distance of 57.9 feet; more or less to the North line of said Section 34; thence East along the North line thereof to the most Easterly corner of said Lot 10; thence Southwestly along the Southeastly line of said Lot 10 a distance of 88.15 feet, more or less to the point of beginning.

That part of the abandoned right of way of the St. Paul, Minneapolis and Milwaukee Railway in Section 34, Township 117, Range 22 described as follows: Beginning at the point of intersection of the Southeastly line of Lot 10, "Glen Lake Park" and the West line of the Northwest Quarter of the Northwest Quarter, Section 34, Township 117, Range 22; thence Northeastly along the Southeastly line thereof a distance of 116.3 feet to the point of beginning of the tract to be described; thence Southeastly to the right, deflection angle 85 degrees 47 minutes, a distance of 101.3 feet, more or less to the Southeastly line of said abandoned railway right of way; thence Northeastly along said abandoned railway right of way a distance of 88.15 feet; thence Northwestly a distance of 101.3 feet, more or less to the most Easterly corner of said Lot 10, "Glen Lake Park"; thence Southwestly along the Southeastly line of said Lot 10 a distance of 88.15 feet, more or less to the point of beginning.

That part of Lot 68, Auditor's Subdivision No. 321, Hennepin County, Minn., described as follows: Beginning at the most Westerly corner of Lot 68; thence Northeastly along the Northwestly line of said Lot 68 a distance of 88.2 feet; thence Southeastly a distance of 56.2 feet, more or less to the most Easterly corner of Lot 10, "Glen Lake Park"; thence West along the South line of said Lot 68 a distance of 102 feet, more or less to the point of beginning.

**Turnback Area:**  
That part of the Northeast Quarter of the Northeast Quarter of Section 34 and the Southwest Quarter of the Southwest Quarter of Section 27, all in Township 117, Range 22, Hennepin County, Minnesota, being described as follows and which lies northeasterly of the northeasterly line of the recorded plat of THE EXCHANGE.

Beginning at a point on the southeasterly line of HENNEPIN COUNTY STATE AID HIGHWAY NO. 3, PLAT 43, according to the recorded plat thereof, distant 1373.48 feet northeasterly from the most southerly corner of said PLAT 43, as measured along said southeasterly line; thence North 38 degrees 02 minutes 21 seconds West (said plat being the basis for bearings) 11.23 feet, at right angles to said southeasterly line; thence North 45 degrees 51 minutes 54 seconds East 238.26 feet; thence northeasterly 398.51 feet on a non-tangential curve concave to the southeast, radius 1388.39 feet, central angle 16 degrees 21 minutes 47 seconds and chord bearing North 56 degrees 16 minutes 02 seconds East; thence North 64 degrees 26 minutes 53 seconds East 330.70 feet, tangent to said curve; thence South 36 degrees 07 minutes 07 seconds East 28.38 feet to the southeasterly line of said PLAT 43; thence southwestly along said southeasterly line to the point of beginning.

**GENERAL NOTES**

Bearings are based on Hennepin County Coordinate System.

Elevations and surface contours are shown hereon and are relative to the NAVD88 vertical datum. Based on Hennepin County benchmark number 2785 CA located at the SE corner of pedestrian bridge number 27V57 over Interstate Highway 494 Elevation = 963.285 (1988 adjustment).

**SURVEYORS NOTES:**

1. This survey was based on a commitment for title insurance issued by Old Republic National Title Insurance Company, file no. 54413, with an effective date of April 13, 2018.
2. Field work was completed on 7/12/2018.
3. Utilities shown hereon are based on marks and maps provided based on a Gopher State One Call utility locate request. Wenck cannot guarantee that all underground utilities are shown hereon or that they are shown in their correct locations.
4. There was almost no original property corner markers found during this survey, the boundary determination shown hereon is largely based on the adjacent plats and right of way map.

**SURVEYORS CERTIFICATION:**

I hereby certify that this survey was completed by me or under my direct supervision and that I am a duly licensed land surveyor under the laws of the State of Minnesota.

*Chris Ambourn*  
Chris Ambourn, LS 43055  
07/19/2018  
Date

CLIENT NAME		PROJECT TITLE	
RON CLARK CONSTRUCTION		CERTIFICATE OF SURVEY	
DWN BY	CHK'D	APP'D	DWG DATE
MLH	CNA	XXX	SEE SHEET
PROJECT NO.		SCALE	
1531-0012		SEE SHEET	
SHEET NO.		2 OF 10	

MA\1531\0012 Ben Clark Excelsior Block Survey.dwg 1531-0012 Topo1.dwg

**WARNING:**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

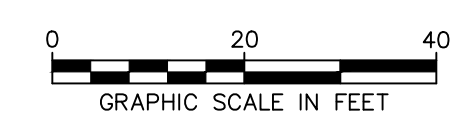
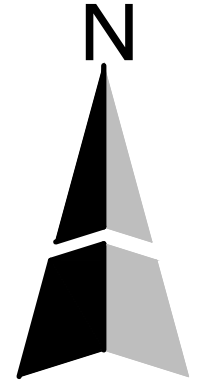
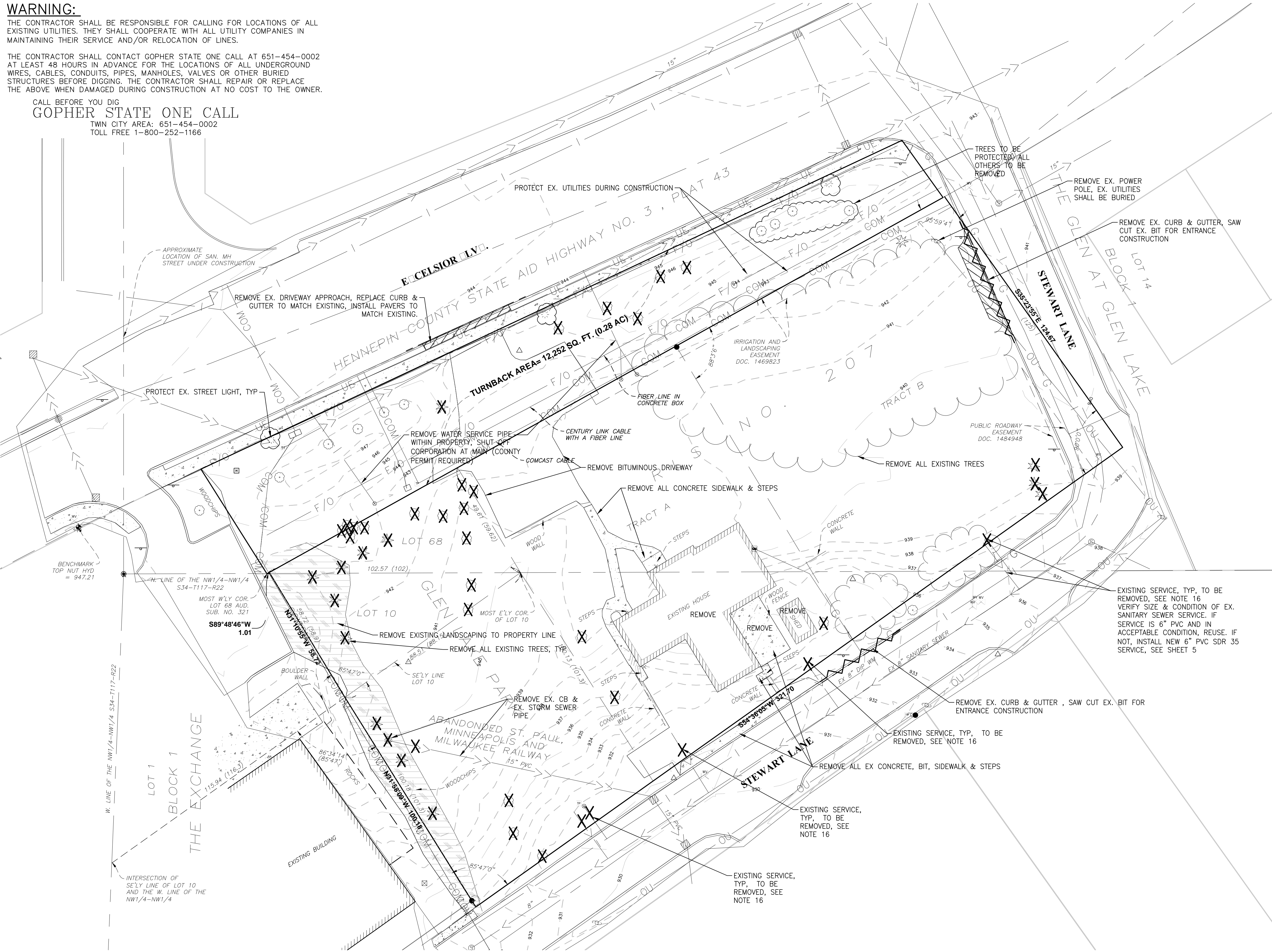
CALL BEFORE YOU DIG  
**GOPHER STATE ONE CALL**  
 TWIN CITY AREA: 651-454-0002  
 TOLL FREE 1-800-252-1166

**LEGEND**

- PROPERTY LINE
- - - EASEMENT LINE
- - - SETBACK LINE
- - - EXISTING MINOR CONTOUR
- - - EXISTING MAJOR CONTOUR
- ~ ~ ~ APPROXIMATE EDGE OF TREES
- >—> EXISTING STORM SEWER
- us—us— UNDERGROUND GAS
- fo—fo— UNDERGROUND FIBER OPTIC
- T—T— UNDERGROUND TELEPHONE
- oe—oe— OVERHEAD ELECTRIC
- ue—ue— UNDERGROUND ELECTRIC
- >—> EXISTING SANITARY SEWER
- |—|— EXISTING WATERMAIN
- ⊕ GATE VALVE
- ⊕ HYDRANT
- ⊕ MANHOLE
- - - SAW CUT LINE
- ~ ~ ~ REMOVE CONCRETE CURB AND GUTTER
- ▨ REMOVE OF CONCRETE
- ▩ REMOVE OF BITUMINOUS
- ☁ STRUCTURE(S) TO BE PROTECTED
- X TO BE REMOVED

NOTE: ALL EXISTING PAVEMENT, CONCRETE, STRUCTURES, RETAINING WALLS AND OTHER IMPROVEMENTS LOCATED WITHIN THE PROPERTY SHALL BE REMOVED.

- NOTES:
- ALL EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY REMOVAL WORK.
  - THE RELOCATION AND OR PROTECTION OF ALL EXISTING UTILITIES MUST BE COORDINATED BETWEEN AFFECTED PARTIES. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR EXTRA TIME AND EFFORT OR PROVISIONS NECESSARY TO WORK AROUND OR UNDER ANY UTILITIES.
  - SAWCUT CONCRETE SIDEWALK AND CURB AND GUTTER AT NEAREST JOINT.
  - SAWCUT BITUMINOUS FULL DEPTH AT REMOVAL LIMITS. PROVIDE STABLE AND VERTICAL SURFACE FOR THE PROPOSED PAVEMENT INTERFACE.
  - CAREFULLY REMOVE, HANDLE AND STOCKPILE ANY EXISTING AGGREGATE BASE MATERIAL FOR POSSIBLE RE-USE DURING PAVING OPERATIONS. ALL SALVAGED AGGREGATE MATERIAL SHALL BE APPROVED IN THE FIELD BY THE OWNERS GEOTECHNICAL ENGINEER PRIOR TO RE-USE.
  - PROVIDE CONSTRUCTION BARRIER OR ORANGE FENCING ALONG PAVEMENT SAWCUTS, TO ALERT VEHICLES AND PEDESTRIANS OF THE WORK ZONE.
  - PROVIDE AIR QUALITY CONTROL MEASURES AT THE REQUEST OF THE ENGINEER OR CITY REPRESENTATIVES. TAKE NECESSARY MEASURES TO KEEP DUST LEVEL TO A MINIMUM. PROVIDE SWEEPING OF ADJACENT PAVING AS NEEDED, OR AS DIRECTED BY THE CITY.
  - USE APPROVED INLET PROTECTION AT ALL ACTIVE STORM SEWER INLETS.
  - OBTAIN ALL NECESSARY PERMITS FOR DEMOLITION OF EXISTING STRUCTURES AND SITE FEATURES.
  - REMOVE OR RELOCATE ALL EXISTING STRUCTURES AND SITE FEATURES THAT INTERFERE WITH THE PROPOSED CONSTRUCTION.
  - REMOVE DEMOLITION DEBRIS WITHIN 24 HOURS. BROKERAGE OF SALVAGED MATERIAL IS NOT PERMITTED ON SITE.
  - PROTECT ALL EXISTING SITE FEATURES THAT ARE TO REMAIN IN PLACE DURING CONSTRUCTION. REPLACE ANYTHING DAMAGED WITH NEW CONSTRUCTION.
  - DO NOT IMPEDE EXISTING TRAFFIC CIRCULATION TO ADJACENT BUSINESSES OR STREETS.
  - SUFFICIENT TOPSOIL SHALL BE STOCKPILED TO ALLOW FOR THE REPLACEMENT OF TOPSOIL FOR DISTURBED AREAS TO RE-VEGETATED.
  - STORAGE OF MATERIALS AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN THE PUBLIC RIGHT OF WAY OR ON PRIVATE STREETS.
  - ALL UNUSED SERVICES SHALL BE REMOVED BACK TO THE MAIN. WATER SERVICE - CORPORATION TURNED OFF. SANITARY SERVICE - CUT OUT WYE AND SLEEVE MAIN. THE WATER SERVICE PIPE IN EXCELSIOR BLVD MAY REMAIN, THE CORPORATIONS SHALL BE TURNED OFF.



Plot Date & Time:

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NO.	DATE	DESCRIPTION
1	06/11/2019	CITY APPLICATION SUBMITTAL
REVISIONS		

**CAMPION ENGINEERING SERVICES, INC.**

• Civil Engineering • Land Planning  
 1800 Pioneer Creek Center,  
 P.O. Box 249  
 Maple Plain, MN 55359  
 Phone: 763-479-5172  
 Fax: 763-479-4242  
 E-Mail: mcampion@campioneng.com

I hereby certify that this plan, specification or report has been 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.

*Martin P. Campion* 06/11/2019  
 Martin P. Campion - Lic. # 19901 Date:

**THE KINSEL AT GLEN LAKE**  
**RON CLARK CONSTRUCTION**  
 MINNETONKA, MN

**REMOVAL PLAN**

PROJECT NO: 18-032

SHEET NO. 3 OF 10 SHEETS DATE: 06/11/2019

**WARNING:**

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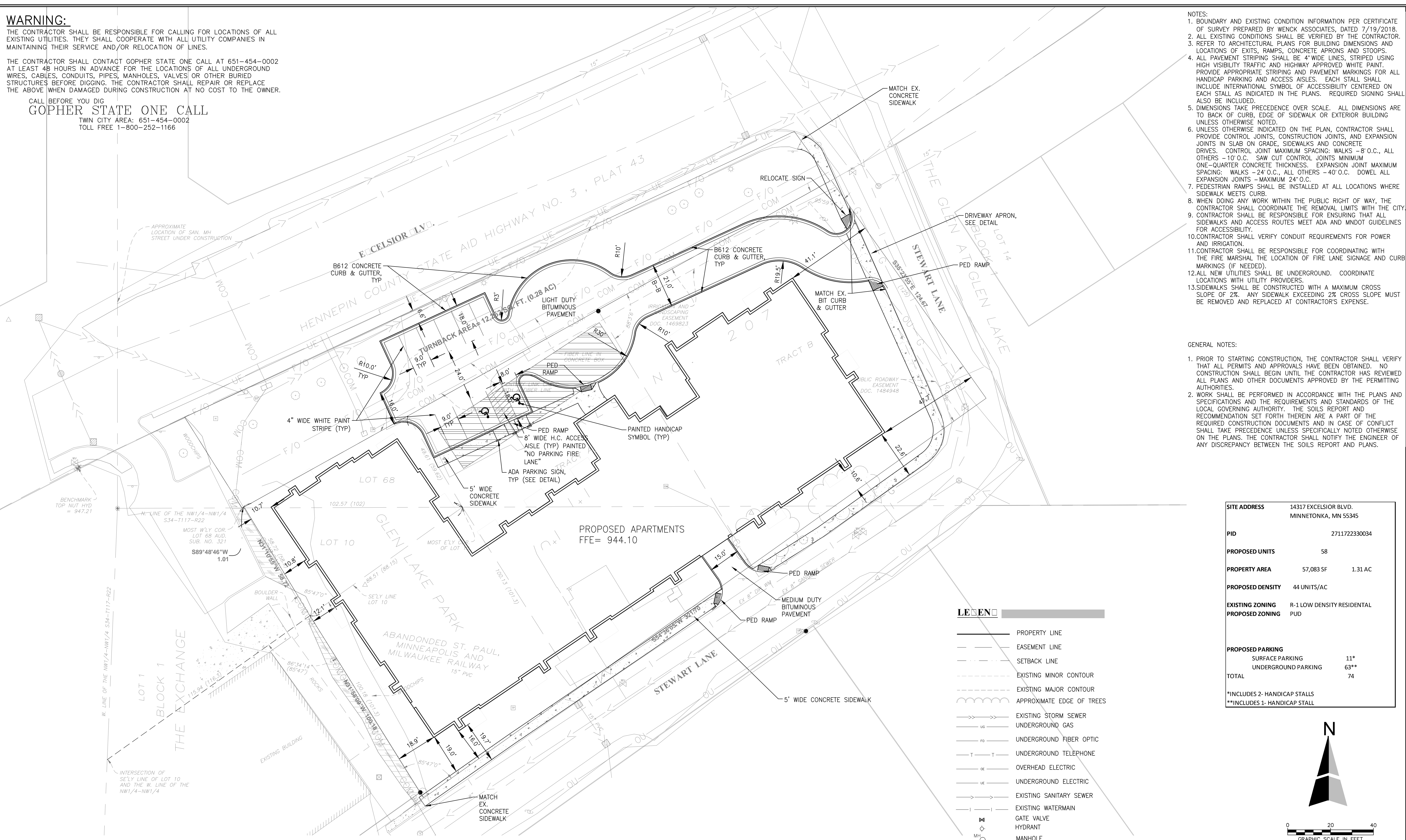
**CALL BEFORE YOU DIG  
GOPHER STATE ONE CALL**

TWIN CITY AREA: 651-454-0002  
TOLL FREE 1-800-252-1166

- NOTES:
- BOUNDARY AND EXISTING CONDITION INFORMATION PER CERTIFICATE OF SURVEY PREPARED BY WENCK ASSOCIATES, DATED 7/19/2018.
  - ALL EXISTING CONDITIONS SHALL BE VERIFIED BY THE CONTRACTOR.
  - REFER TO ARCHITECTURAL PLANS FOR BUILDING DIMENSIONS AND LOCATIONS OF EXITS, RAMPS, CONCRETE APRONS AND STOOPS.
  - ALL PAVEMENT STRIPING SHALL BE 4" WIDE LINES, STRIPED USING HIGH VISIBILITY TRAFFIC AND HIGHWAY APPROVED WHITE PAINT. PROVIDE APPROPRIATE STRIPING AND PAVEMENT MARKINGS FOR ALL HANDICAP PARKING AND ACCESS AISLES. EACH STALL SHALL INCLUDE INTERNATIONAL SYMBOL OF ACCESSIBILITY CENTERED ON EACH STALL AS INDICATED IN THE PLANS. REQUIRED SIGNING SHALL ALSO BE INCLUDED.
  - DIMENSIONS TAKE PRECEDENCE OVER SCALE. ALL DIMENSIONS ARE TO BACK OF CURB, EDGE OF SIDEWALK OR EXTERIOR BUILDING UNLESS OTHERWISE NOTED.
  - UNLESS OTHERWISE INDICATED ON THE PLAN, CONTRACTOR SHALL PROVIDE CONTROL JOINTS, CONSTRUCTION JOINTS, AND EXPANSION JOINTS IN SLAB ON GRADE, SIDEWALKS AND CONCRETE DRIVES. CONTROL JOINT MAXIMUM SPACING: WALKS - 8' O.C., ALL OTHERS - 10' O.C. SAW CUT CONTROL JOINTS MINIMUM ONE-QUARTER CONCRETE THICKNESS. EXPANSION JOINT MAXIMUM SPACING: WALKS - 24' O.C., ALL OTHERS - 40' O.C. DOWEL ALL EXPANSION JOINTS - MAXIMUM 24" O.C.
  - PEDESTRIAN RAMPS SHALL BE INSTALLED AT ALL LOCATIONS WHERE SIDEWALK MEETS CURB.
  - WHEN DOING ANY WORK WITHIN THE PUBLIC RIGHT OF WAY, THE CONTRACTOR SHALL COORDINATE THE REMOVAL LIMITS WITH THE CITY.
  - CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL SIDEWALKS AND ACCESS ROUTES MEET ADA AND MNDOT GUIDELINES FOR ACCESSIBILITY.
  - CONTRACTOR SHALL VERIFY CONDUIT REQUIREMENTS FOR POWER AND IRRIGATION.
  - CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE FIRE MARSHAL THE LOCATION OF FIRE LANE SIGNAGE AND CURB MARKINGS (IF NEEDED).
  - ALL NEW UTILITIES SHALL BE UNDERGROUND. COORDINATE LOCATIONS WITH UTILITY PROVIDERS.
  - SIDEWALKS SHALL BE CONSTRUCTED WITH A MAXIMUM CROSS SLOPE OF 2%. ANY SIDEWALK EXCEEDING 2% CROSS SLOPE MUST BE REMOVED AND REPLACED AT CONTRACTOR'S EXPENSE.

GENERAL NOTES:

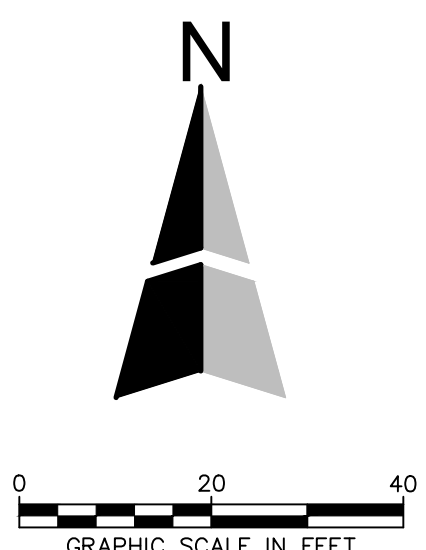
- PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THAT ALL PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION SHALL BEGIN UNTIL THE CONTRACTOR HAS REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY THE PERMITTING AUTHORITIES.
- WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS AND THE REQUIREMENTS AND STANDARDS OF THE LOCAL GOVERNING AUTHORITY. THE SOILS REPORT AND RECOMMENDATION SET FORTH THEREIN ARE A PART OF THE REQUIRED CONSTRUCTION DOCUMENTS AND IN CASE OF CONFLICT SHALL TAKE PRECEDENCE UNLESS SPECIFICALLY NOTED OTHERWISE ON THE PLANS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCY BETWEEN THE SOILS REPORT AND PLANS.



<b>SITE ADDRESS</b>	14317 EXCELSIOR BLVD. MINNETONKA, MN 55345	
<b>PID</b>	2711722330034	
<b>PROPOSED UNITS</b>	58	
<b>PROPERTY AREA</b>	57,083 SF	1.31 AC
<b>PROPOSED DENSITY</b>	44 UNITS/AC	
<b>EXISTING ZONING</b>	R-1 LOW DENSITY RESIDENTIAL	
<b>PROPOSED ZONING</b>	PUD	
<b>PROPOSED PARKING</b>		
	SURFACE PARKING	11*
	UNDERGROUND PARKING	63**
<b>TOTAL</b>	74	
*INCLUDES 2- HANDICAP STALLS		
**INCLUDES 1- HANDICAP STALL		

**LEGEND**

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- >—> EXISTING SANITARY SEWER
- |—| EXISTING WATERMAIN
- |—| GATE VALVE
- |—| HYDRANT
- |—| MANHOLE



1	06/11/2019	CITY APPLICATION SUBMITTAL
NO.	DATE	DESCRIPTION
		REVISIONS

**CAMPION ENGINEERING SERVICES, INC.**

- Civil Engineering • Land Planning

1800 Pioneer Creek Center,  
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*Martin P. Campion* 06/11/2019  
Martin P. Campion - Lic. # 19901 Date:

**THE KINSEL AT GLEN LAKE**  
**RON CLARK CONSTRUCTION**  
MINNETONKA, MN

**SITE PLAN**

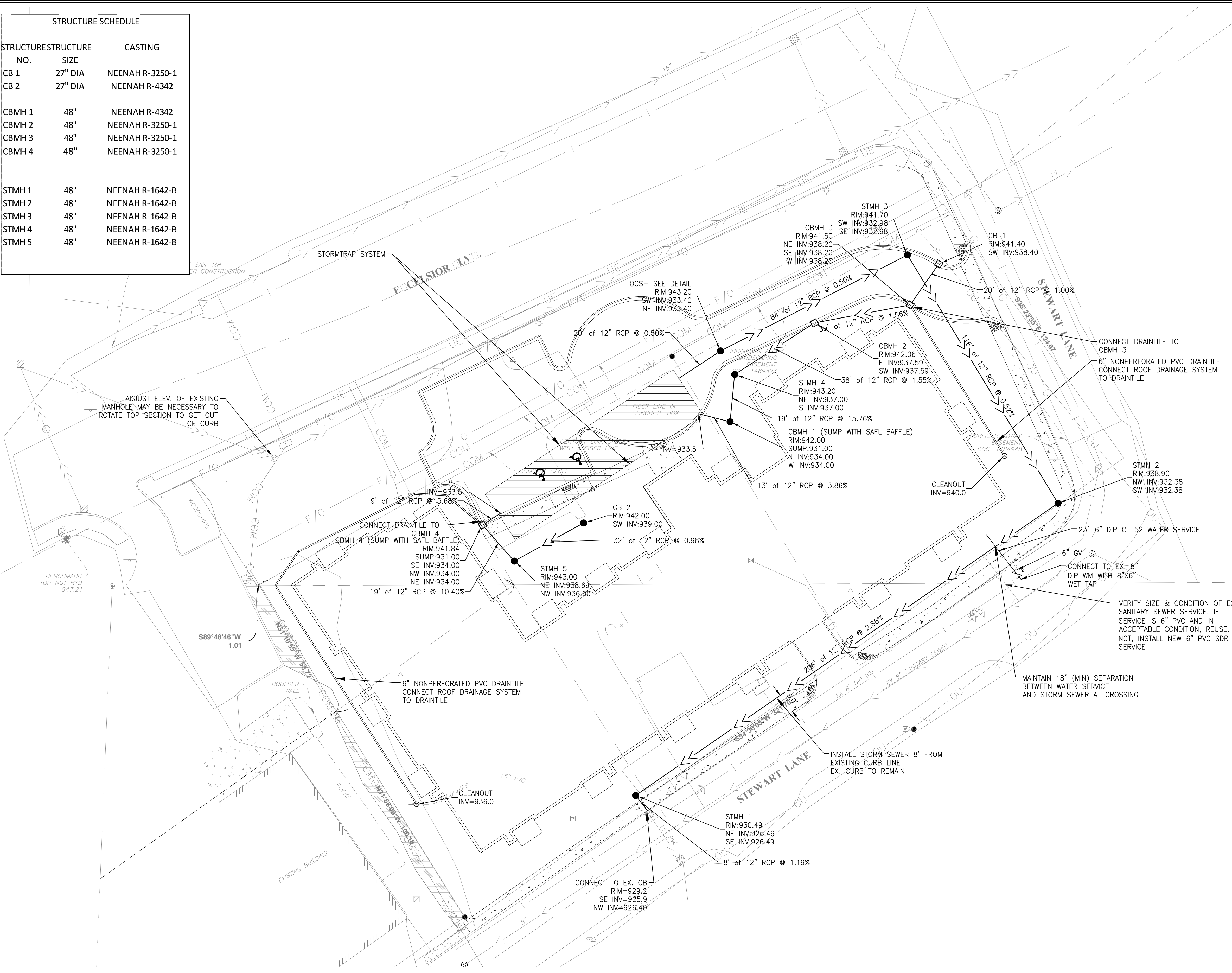
SHEET NO. 4 OF 10 SHEETS

PROJECT NO: 18-032  
DATE: 06/11/2019

Plot Date & Time: C:\Users\krc-ca\OneDrive\2018\18-032 - The Kinsel at Glen Lake\CDM4 SITE PLAN.dwg

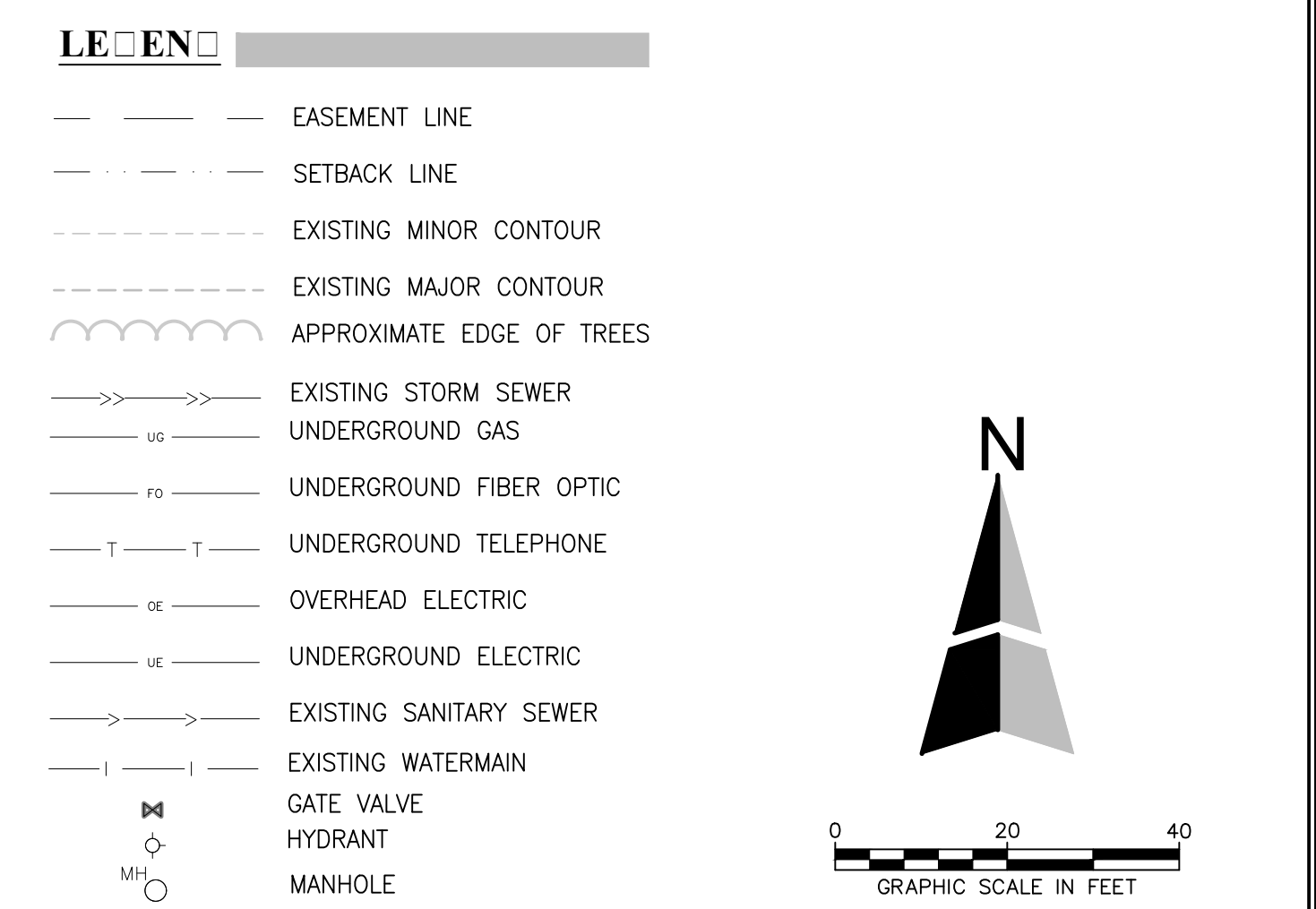
Plot Date & Time:

STRUCTURE SCHEDULE		
STRUCTURE NO.	STRUCTURE SIZE	CASTING
CB 1	27" DIA	NEENAH R-3250-1
CB 2	27" DIA	NEENAH R-4342
CBMH 1	48"	NEENAH R-4342
CBMH 2	48"	NEENAH R-3250-1
CBMH 3	48"	NEENAH R-3250-1
CBMH 4	48"	NEENAH R-3250-1
STMH 1	48"	NEENAH R-1642-B
STMH 2	48"	NEENAH R-1642-B
STMH 3	48"	NEENAH R-1642-B
STMH 4	48"	NEENAH R-1642-B
STMH 5	48"	NEENAH R-1642-B



- NOTES:
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  - THE LOCATION AND ELEVATION OF ALL EXISTING UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY OF ANY CONFLICTS.
  - THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND FACILITIES TO ALLOW PROPER FUNCTIONING DURING AND AFTER CONSTRUCTION. SUPPORTING STRUCTURES, IF REQUIRED, SHALL BE SUPPLIED BY THE CONTRACTOR AS WORK INCIDENTAL TO THE CONTRACT.
  - THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY CONFLICTS BETWEEN EXISTING UTILITIES AND THE PROPOSED CONSTRUCTION. THE ENGINEER WILL COORDINATE WITH UTILITY COMPANY IN QUESTION TO DETERMINE THE NEED FOR RELOCATION OF THE EXISTING UTILITY.
  - EXISTING CONDITIONS SUCH AS SAND IN MANHOLES OR VALVE BOXES SHALL BE IDENTIFIED BY THE CONTRACTOR AND THESE SHALL BE REPORTED TO THE ENGINEER PRIOR TO EXCAVATION BY THE CONTRACTOR. ONCE CONSTRUCTION HAS BEGUN, ALL DAMAGE TO UNDERGROUND UTILITIES WILL BE ASSUMED TO HAVE BEEN CAUSED BY THE CONTRACTOR, AND REPAIRS NECESSARY SHALL BE PERFORMED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
  - THE CONTRACTOR SHALL COORDINATE WITH THE LOCAL JURISDICTION TO OBTAIN PERMITS AND METER FOR WATER SERVICE. ALL ASSOCIATED COSTS SHALL BE INCIDENTAL TO THE CONTRACTOR, INCLUDING DISPOSAL OF TEST WATER INTO CITY'S SANITARY SEWER SYSTEM. THE CONTRACTOR SHALL NOT OPERATE GATE VALVES OR HYDRANTS ON THE CITY WATER SYSTEM WITHOUT FIRST RECEIVING CITY APPROVAL.
  - THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER AND THE PROJECT ENGINEER 48 HOURS PRIOR TO STARTING WORK OR AS REQUIRE BY THE CITY.
  - THE CONTRACTOR SHALL KEEP ACCESS ROADS CLEAR OF SOIL OR OTHER DEBRIS, AND PERFORM DAILY STREET CLEANING AS REQUIRED. POSITIVE DRAINAGE, CONTROLLED WITH EROSION CONTROL AND EROSION PREVENTION MEASURES AS REQUIRED SHALL BE PERFORMED.
  - THE CONTRACTOR SHALL PRESERVE AND PROTECT THE MARKERS AND MONUMENTS SET FOR THE SUBDIVISION OF LAND.
  - THE CONTRACTOR SHALL SCHEDULE THE SOILS ENGINEER TO FACILITATE CERTIFICATION OF ALL CONTROLLED FILLS IN A TIMELY FASHION. DENSITY TESTS SHALL MEET THE FOLLOWING:
    - DENSITY TESTS SHALL BE TAKEN ON ALL TRENCHES AT LOCATIONS AS DETERMINED BY THE ENGINEER OR HIS REPRESENTATIVE.
    - WITHIN 3 FEET OF PAVEMENT SUBGRADE, CONTRACTOR SHALL UTILIZE IMPROVED SOILS THAT ARE WITHIN 1% OPTIMUM MOISTURE CONTENT. COMPACTION SHALL MEET 100% STANDARD PROCTOR. BELOW THE UPPER 3FEET, COMPACTION SHALL BE 95%. GRADING TOLERANCE SHALL BE 0.1'.
  - THE OWNER SHALL PAY FOR ALL COMPACTION TESTING. ANY AREAS WHICH FAIL TO MEET THE ABOVE STANDARDS SHALL BE CORRECTED AND RE-TESTED BY THE OWNER'S TESTING AGENT AT THE CONTRACTOR'S EXPENSE.
  - SANITARY SEWER AND WATERMAIN SHALL BE INSTALLED AT ELEVATIONS SHOWN ON THE PLAN.
  - WHERE WATERMAIN MUST BE LOWERED TO AVOID CONFLICT WITH ANOTHER UTILITY, THE COST OF BENDS, FITTINGS, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
  - CONTRACTOR SHALL PROVIDE TEMPORARY TRAFFIC CONTROL IN COMPLIANCE WITH THE CURRENT MNDOT "TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS FIELD MANUAL" FOR CONSTRUCTION ADJACENT TO TRAVEL WAYS.
  - CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF THE DEPTH OF EXISTING UTILITIES LISTED ON THIS PLAN PRIOR TO ORDERING OF ANY FITTINGS, STRUCTURES, CASTINGS, ETC. ENGINEER AND THE OWNER SHALL NOT BE RESPONSIBLE FOR ANY DISCREPANCIES FOUND AS DEPTHS ARE ESTIMATED.
  - CONTACT CITY FOR INSPECTION PRIOR TO CONNECTING TO EXISTING CITY UTILITIES.
  - CONTRACTOR TO COMPLY WITH ALL REGULATORY AGENCY PERMIT CONDITIONS FOR PERMITS OBTAINED BY OWNER AND FOR PERMITS OBTAINED BY GENERAL CONTRACTOR.
  - ALL WORK PERFORMED AND MATERIALS USED FOR CONSTRUCTION OF UTILITIES MUST CONFORM TO THE CITY OF MINNETONKA STANDARD SPECIFICATIONS AND DETAILS.
  - SANITARY SEWER SERVICE SHALL BE 6" PVC SDR 35.
  - WATER SERVICE SHALL BE 6" DIP CL 52 WITH 8 MIL POLYETHYLENE WRAP (IF DEEMED NECESSARY).
  - WATER SERVICE SHALL BE INSTALLED WITH 7.5" COVER MINIMUM.
  - VERIFY LOCATION OF FIRE DEPARTMENT CONNECTION (FDC) WITH MECHANICAL ENGINEER SUBJECT TO REVIEW BY THE FIRE CHIEF.
  - INSTALL SERVICES TO WITHIN 5' OF THE BUILDING. VERIFY LOCATION WITH MECHANICAL ENGINEER.
  - THE LOCATION, SIZE AND ELEVATION OF THE EXISTING SEWER AND WATER IS SHOWN PER CITY RECORD PLANS. THE PLAN SHOWS THE APPROXIMATE LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING THE EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION.
  - ALL STRUCTURE ADJUSTMENT SHALL BE CONSIDERED INCIDENTAL TO PAVING.

- GOVERNING SPECIFICATIONS:
- MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" LATEST EDITION AND SUPPLEMENTS.
  - CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM) STANDARD UTILITIES SPECIFICATION. LATEST EDITION.
  - CITY OF MINNETONKA STANDARD SPECIFICATIONS AND DETAILS.
  - ALL APPLICABLE FEDERAL, STATE AND LOCAL LAWS AND ORDINANCE WILL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.



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NO.	DATE	DESCRIPTION
1	06/11/2019	CITY APPLICATION SUBMITTAL
REVISIONS		

**CAMPION ENGINEERING SERVICES, INC.**

• Civil Engineering • Land Planning  
 1800 Pioneer Creek Center,  
 P.O. Box 249  
 Maple Plain, MN 55359  
 Phone: 763-479-5172  
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*Martin P. Campion* 06/11/2019  
 Martin P. Campion - Lic. # 19901 Date:

**THE KINSEL AT GLEN LAKE**  
**RON CLARK CONSTRUCTION**  
 MINNETONKA, MN

**UTILITY PLAN**

SHEET NO. 5 OF 10 SHEETS

PROJECT NO: 18-032  
 DATE: 06/11/2019

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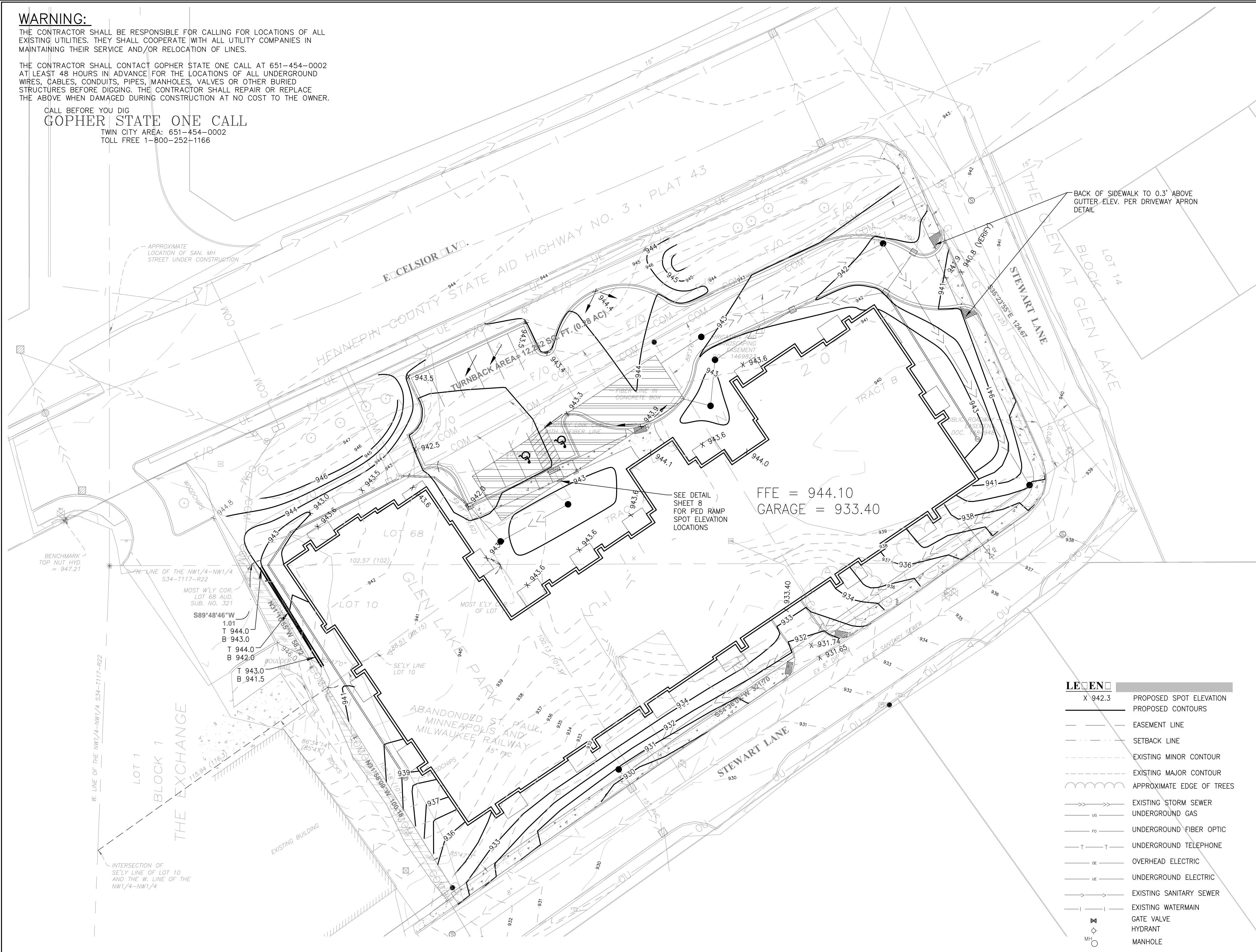
CALL BEFORE YOU DIG  
**GOPHER STATE ONE CALL**  
 TWIN CITY AREA: 651-454-0002  
 TOLL FREE 1-800-252-1166

CALL 48 HOURS BEFORE DIGGING:  
 GOPHER STATE ONE CALL  
 TWIN CITY AREA 651-454-0002  
 MN. TOLL FREE 1-800-252-1166

**GENERAL NOTES**

- CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT.
- THE CONTRACTOR MUST CONTACT ALL APPROPRIATE UTILITY COMPANIES AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF EXISTING UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS. THE LOCATIONS OF SMALL UTILITIES SHALL BE OBTAINED BY THE CONTRACTOR BY CALLING GOPHER STATE ONE CALL (1-800-252-1166).
- THE CONTRACTOR SHALL MARK THE LOCATIONS OF EXISTING GATE VALVES AND MANHOLES WITH STEEL FENCE POSTS PRIOR TO BEGINNING GRADING.
- SAFETY NOTICE TO CONTRACTORS: IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE DUTY OF THE ENGINEER OR THE DEVELOPER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES IN, ON OR NEAR THE CONSTRUCTION SITE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.
- THE CONTRACTOR SHALL RESTRICT ALL GRADING AND CONSTRUCTION ACTIVITIES TO AREAS DESIGNATED ON THE PLANS. ACTIVITIES PROHIBITED OUTSIDE THE CONSTRUCTION BOUNDARIES INCLUDE, BUT ARE NOT LIMITED TO: STOCKPILING SOILS AND OTHER MATERIAL, STORING EQUIPMENT OR OTHER MACHINERY, DRIVING VEHICLES, LEAKING OR SPILLING OF ANY "WASHOUT" OR OTHER TOXIC MATERIALS.
- ALL SOIL TESTING SHALL BE COMPLETED BY THE OWNER'S SOILS ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOIL TESTES AND INSPECTIONS WITH THE SOILS ENGINEER.
- PRIOR TO PLACEMENT OF ANY STRUCTURE OR PAVEMENT, A TEST ROLL WILL BE REQUIRED ON THE SUBGRADE. THE CONTRACTOR SHALL PROVIDE A LOADED TANDEM AXLE TRUCK WITH A GROSS WEIGHT OF 25 TONS. THE TEST ROLLING SHALL BE AT THE DIRECTION OF THE SOILS ENGINEER AND SHALL BE COMPLETED IN AREAS AS DIRECTED BY THE SOILS ENGINEER. THE SOILS ENGINEER SHALL DETERMINE WHICH SECTIONS ARE UNSTABLE. CORRECTION OF THE SUBGRADE SOILS SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SOILS ENGINEER AND AS SPECIFIED.
- THE EXISTING TOPSOIL ON THIS SITE VARIES IN DEPTH. IT IS THE CONTRACTOR'S RESPONSIBILITY THAT ALL SURFACE VEGETATION AND ANY TOPSOIL OR OTHER LOOSE, SOFT OR OTHERWISE UNSUITABLE MATERIAL BE REMOVED FROM THE STREET, AND BUILDING PAD AREAS PRIOR TO PLACEMENT OF ANY EMBANKMENT IN ACCORDANCE WITH THE SOILS REPORT AND RECOMMENDATION OF THE SOILS ENGINEER.
- EMBANKMENT MATERIAL NOT PLACED IN THE STREET, PARKING LOT OR BUILDING PAD AREAS SHALL BE COMPACTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE QUALITY COMPACTION METHOD AS OUTLINED IN MN/DOT 2105.3F2 OR AS DIRECTED BY THE SOILS ENGINEER.
- EXCAVATION FOR THE PURPOSE OF REMOVING UNSTABLE OR UNSUITABLE SOILS SHALL BE COMPLETED AS REQUIRED BY THE SOILS ENGINEER. EMBANKMENT MATERIAL PLACED IN THE PARKING LOT SHALL BE COMPACTED IN ACCORDANCE WITH THE SPECIFIED DENSITY METHOD AS OUTLINED IN MN/DOT 2105.3F1. EMBANKMENT MATERIAL PLACED IN THE BUILDING PAD AREA SHALL BE COMPACTED IN ACCORDANCE WITH THE SOILS REPORT.
- TOLERANCES:
  - THE STREET AND PARKING LOT SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.05 FOOT ABOVE, OR 0.10 FOOT BELOW, THE PRESCRIBED ELEVATION OF ANY POINT WHERE MEASUREMENT IS MADE.
  - AREAS WHICH ARE TO RECEIVE TOPSOIL SHALL BE GRADED TO WITHIN 0.20 FOOT ABOVE OR BELOW THE REQUIRED ELEVATION, UNLESS DIRECTED BY THE ENGINEER.
  - TOPSOIL SHALL BE GRADED TO PLUS OR MINUS 1/2 INCH OF THE SPECIFIED THICKNESS.
- ALL DISTURBED UNSURFACED AREAS ARE TO IMMEDIATELY RECEIVE FOUR INCHES OF TOPSOIL, SEED AND MULCH AND BE WATERED UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.
- SPOT ELEVATIONS SHOWN INDICATE FINISHED GRADE ELEVATION UNLESS OTHERWISE NOTED.
- PROPOSED CONTOURS ARE TO FINISHED SURFACE GRADE.

Plot Date & Time:



FFE = 944.10  
 GARAGE = 933.40

SEE DETAIL SHEET 8 FOR PED RAMP SPOT ELEVATION LOCATIONS

BACK OF SIDEWALK TO 0.3' ABOVE GUTTER ELEV. PER DRIVEWAY APRON DETAIL

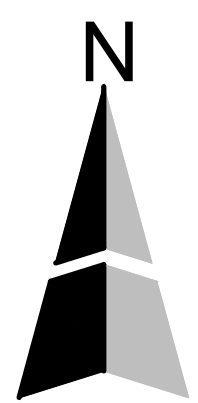
**LEGEND**

X 942.3	PROPOSED SPOT ELEVATION
---	PROPOSED CONTOURS
---	EASEMENT LINE
---	SETBACK LINE
---	EXISTING MINOR CONTOUR
---	EXISTING MAJOR CONTOUR
---	APPROXIMATE EDGE OF TREES
---	EXISTING STORM SEWER
---	UNDERGROUND GAS
---	UNDERGROUND FIBER OPTIC
---	UNDERGROUND TELEPHONE
---	OVERHEAD ELECTRIC
---	UNDERGROUND ELECTRIC
---	EXISTING SANITARY SEWER
---	EXISTING WATERMAIN
⊠	GATE VALVE
○	HYDRANT
○	MANHOLE

**CAUTION NOTES:**

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE.

THE CONTRACTOR MUST CONTACT ALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS. THE LOCATIONS OF SMALL UTILITIES SHALL BE OBTAINED BY THE CONTRACTOR BY CALLING GOPHER STATE ONE CALL AT 800-252-1166 OR 651-454-0002.



1	06/11/2019	CITY APPLICATION SUBMITTAL
NO.	DATE	DESCRIPTION
		REVISIONS

**CAMPION ENGINEERING SERVICES, INC.**

• Civil Engineering • Land Planning  
 1800 Pioneer Creek Center,  
 P.O. Box 249  
 Maple Plain, MN 55359  
 Phone: 763-479-5172  
 Fax: 763-479-4242  
 E-Mail: mcampion@campioneng.com

I hereby certify that this plan, specification or report has been 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.

*Martin P. Campion* 06/11/2019  
 Martin P. Campion - Lic. # 19901 Date:

**THE KINSEL AT GLEN LAKE**  
**RON CLARK CONSTRUCTION**  
 MINNETONKA, MN

<b>GRADING PLAN</b>		PROJECT NO: <b>18-032</b>
SHEET NO. <b>6</b> OF <b>10</b> SHEETS		DATE: <b>06/11/2019</b>

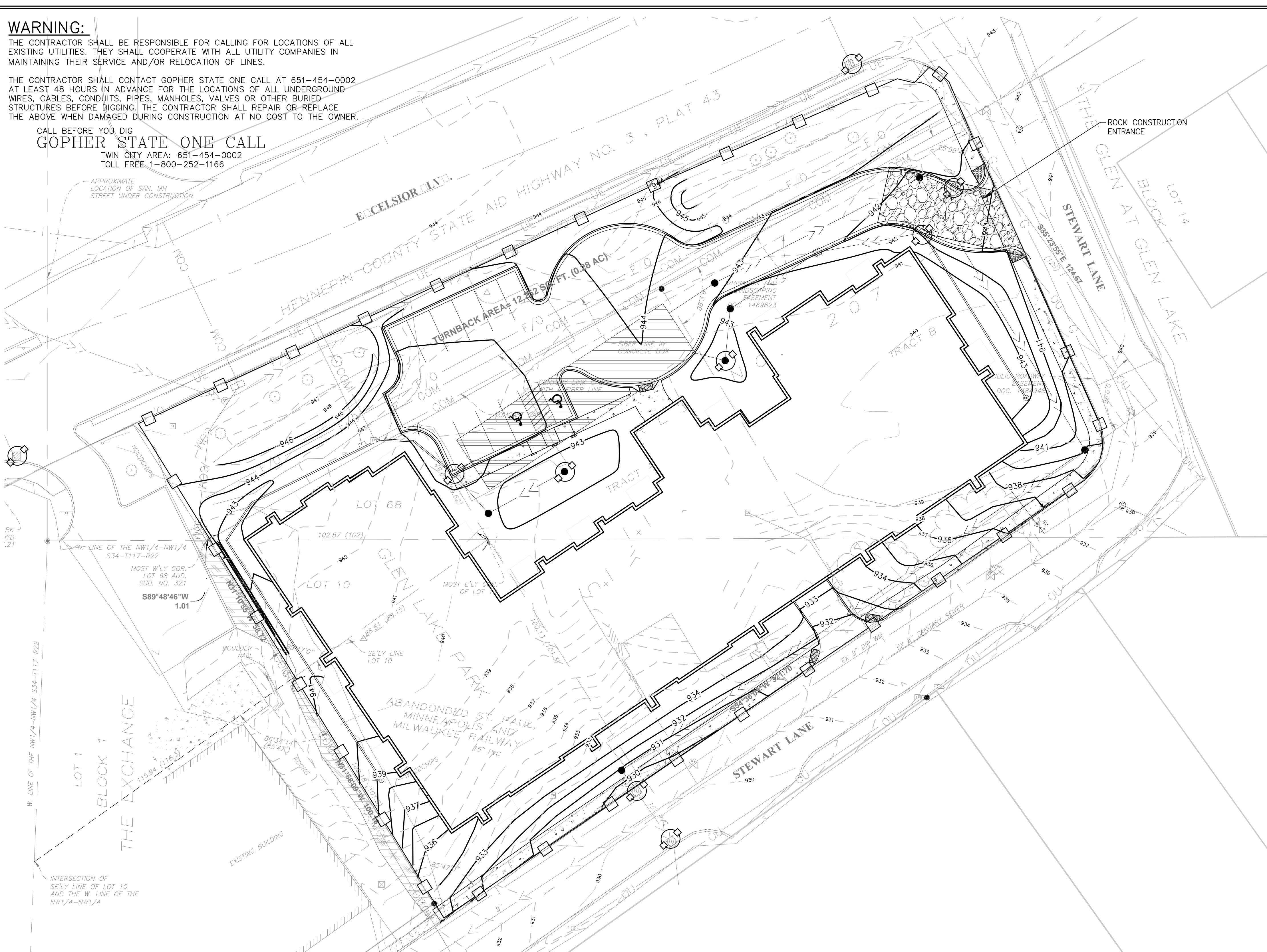
**WARNING:**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CALL BEFORE YOU DIG  
**GOPHER STATE ONE CALL**  
 TWIN CITY AREA: 651-454-0002  
 TOLL FREE: 1-800-252-1166

APPROXIMATE LOCATION OF SAN, MH STREET UNDER CONSTRUCTION



**EROSION/SILTATION CONTROL**

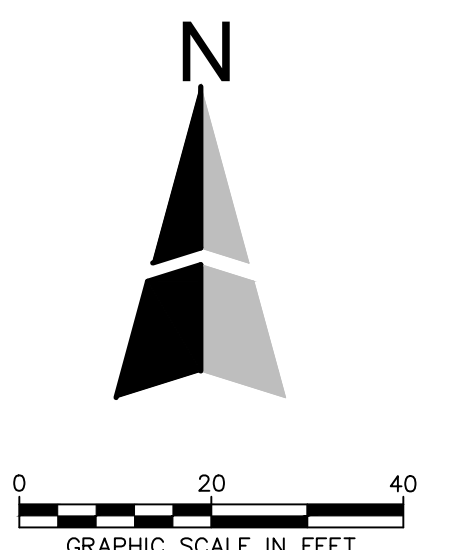
1. ALL EROSION CONTROL AND SILTATION CONTROL WILL COMPLY WITH MINNESOTA'S BEST MANAGEMENT PRACTICES MANUAL AND REGULATIONS OF THE CITY.
2. THE CONTRACTOR SHALL BE FAMILIAR WITH AND FOLLOW ALL REQUIREMENTS OF THE MPCA NPDES PHASE II PERMIT FOR CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO: WEEKLY EROSION CONTROL INSPECTIONS, INSPECTION AFTER 0.5" RAINFALL OR MORE AND DOCUMENTATION OF ALL CORRECTIVE MEASURES. BY BEGINNING CONSTRUCTION, THE CONTRACTOR ACKNOWLEDGES THE TERMS OF THIS PERMIT AND AGREES TO ABIDE BY THEM.
3. THE CONTRACTOR SHALL PERFORM ANY CORRECTIVE MEASURES ORDERED BY THE CITY OR THE MPCA WITHIN 24 HOURS OF NOTIFICATION. ALSO, ADDITIONAL EROSION CONTROL MEASURES DEEMED NECESSARY BY EITHER THE CITY OR THE MPCA SHALL BE INSTALLED WITHIN 24 HOURS OF NOTIFICATION.
4. ANY DEPOSITING OF SILT OR MUD ON NEW OR EXISTING PAVEMENT, IN TEMPORARY SEDIMENTATION BASINS, OR IN EXISTING STORM SEWERS OR SWALE'S SHALL BE REMOVED AFTER EACH RAIN AND AFFECTED AREAS CLEANED. REMOVAL FROM EXISTING PAVEMENTS SHALL BE ACCOMPLISHED BY SWEEPING.
5. THE CONTRACTOR SHALL ASSUME COMPLETE RESPONSIBILITY FOR CONTROLLING ALL SILTATION INCLUDING BUT NOT LIMITED TO ROCK ENTRANCES AND/OR SILT FENCES. CONTROL SHALL COMMENCE WITH GRADING AND CONTINUE THROUGHOUT THE PROJECT UNTIL ACCEPTANCE OF THE WORK BY THE OWNER. THE CONTRACTOR'S RESPONSIBILITY INCLUDES ALL DESIGN AND IMPLEMENTATION AS REQUIRED TO PREVENT EROSION AND THE DEPOSITING OF SILT. THE OWNER MAY, AT HIS/HER OPTION DIRECT THE CONTRACTOR IN HIS/HER METHODS AS DEEMED FIT TO PROTECT PROPERTY AND IMPROVEMENTS.
6. ANY DEPOSITING OF SILT IN SWALES OR EXISTING STORM SEWER SHALL BE REMOVED AFTER EACH RAIN AND AFFECTED AREAS CLEANED TO THE SATISFACTION OF THE OWNER, ALL AT THE EXPENSE OF THE CONTRACTOR. THE SILT FENCES SHALL BE REMOVED AFTER THE TURF IS ESTABLISHED.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH AND THE MONITORING REQUIREMENTS OF THE MPCA PERMIT.
8. ALL DISTURBED AREAS, EXCEPT ROADWAYS, PARKING LOTS, BUILDING AREAS, AND SIDEWALKS, SHALL BE RESTORED WITH A MINIMUM 4 INCHES TOPSOIL, SEEDED AND MULCHED (TYPE I). SEEDING SHALL BE IN ACCORDANCE WITH MNDOT SPECIFICATION 2575, SEED MIX 22-111 @ 40 LBS/ACRE (OR APPROVED EQUAL). DORMANT SEEDING AREAS SHALL BE SEEDED AND MULCHED IN ACCORDANCE WITH MNDOT SPECIFICATIONS, STRAW MULCHING QUANTITY SHALL BE TWO TONS PER ACRE, FERTILIZER (10-10-20) SHALL BE APPLIED AT A RATE OF 200 POUNDS PER ACRE (CAN BE OMITTED IN LANDSCAPED AREAS IF LANDSCAPED SODDING IS DONE CONCURRENTLY). MNDOT SEED MIX 21-113 APPLIED AT A RATE OF 110 LBS/ACRE SHALL BE USED FOR TEMPORARY SEEDING IF NEEDED.
9. CONSTRUCTION SHALL PROCEED IN THE FOLLOWING SEQUENCE:
  - a. CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE CITY.
  - b. INSTALL EROSION CONTROL MEASURES AND ROCK CONSTRUCTION ENTRANCE.
  - c. CONTACT CITY FOR APPROVAL OF EROSION CONTROL INSTALLATION.
  - d. MAINTAIN EROSION MEASURE, I.E. SILT FENCE, ROCK CONSTRUCTION ENTRANCE.
  - e. COMPLETE SITE GRADING TOLERANCING.
  - f. INSTALL SEED AND MULCH ON AREAS THAT ARE NOT TO BE HARD SURFACES.
10. ALL STORM SEWER INLETS AND FLARED END SECTIONS SHALL BE ADEQUATELY PROTECTED BEFORE AND AFTER PAVEMENT CONSTRUCTION UNTIL ALL DISTURBED AREAS ARE STABILIZED. CONTRACTOR SHALL PLACE MIRAFI FABRIC AND GRAVEL OVER ALL CATCH BASIN GRATE INLETS UNTIL PAVING SURFACES ARE PAVED AND THE LANDSCAPING IS COMPLETED.
11. STOCKPILE AREAS WHICH REMAIN ON THE SITE FOR MORE THAN SEVEN DAYS SHALL BE SEEDED, MULCHED, AND SURROUNDED BY SILT FENCE.
12. EROSION AND SEDIMENT CONTROL PRACTICES MUST REMAIN IN PLACE UNTIL THE SITE SOILS HAVE BEEN PERMANENTLY STABILIZED AND SHALL BE REMOVED WITHIN 30 DAYS THEREAFTER.
13. ALL STOCKPILES OF SOIL OR OTHER MATERIALS SUBJECT TO EROSION BY WIND OR WATER SHALL BE COVERED, VEGETATED, ENCLOSED, FENCED ON THE DOWN GRADIENT SIDE OR OTHERWISE EFFECTIVELY PROTECTED FROM EROSION IN ACCORDANCE WITH THE AMOUNT OF TIME THE MATERIAL WILL BE ON SITE AND THE MANNER OF ITS PROPOSED USE.
14. LOCATION OF CONCRETE WASHOUT AND HAZARDOUS MATERIALS STORAGE SHALL BE DETERMINED PRIOR TO START OF CONSTRUCTION. THE SWPPP WILL BE UPDATED AND LOCATIONS ADDED AT THAT TIME.
15. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED IMMEDIATELY TO LIMIT SOIL EROSION AND SHALL BE COMPLETED NOT LATER THAN SEVEN DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED. INITIATED IMMEDIATELY MEANS TAKING AN ACTION TO COMMENCE STABILIZATION AS SOON AS PRACTICABLE, BUT NO LATER THAN THE END OF THE WORK DAY, FOLLOWING THE DAY WHEN THE EARTH-DISTURBING ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. INITIATED STABILIZATION IS DEFINED AS COMPLETING ONE (OR MORE) OF THE FOLLOWING: SOIL PREPARATION FOR VEGETATION, MULCHING (OR OTHER NON-VEGETATIVE BMP), SEEDING/PLANTING, OR SCHEDULING STABILIZATION MEASURES TO BE FULLY INSTALLED AND COMPLETED WITHIN THE 7 DAY TIMEFRAME.
16. THE CONTRACTOR SHALL PROVIDE AND INSTALL A SWPPP MAILBOX (INCIDENTAL).

**EROSION CONTROL BLANKET REQUIREMENTS**

1. TEMPORARY EROSION BLANKET SHALL BE BIODEGRADABLE DOUBLE-NET STRAW (NORTH AMERICAN GREEN S150 OR APPROVED EQUAL) AND EROSION MATS SHALL HAVE A MINIMUM FUNCTIONAL LONGEVITY OF 10 MONTHS.
2. EROSION BLANKET PLACED ON SLOPES 3:1 OR GREATER SHALL BE ROLLED DOWN SLOPE AND WITH 4" MINIMUM LAP AND STAPLED AT 1' O.C.
3. CONSTRUCT A 6"x12" ANCHOR TRENCH 3' BEYOND CREST AND TOE OF SLOPE. STAPLE EROSION BLANKET IN TRENCH AT 1' O.C.
4. EOF'S SHALL BE STABILIZED WITH MNDOT TRM CATEGORY 1 TURF REINFORCEMENT MAT.

**EROSION CONTROL QUANTITIES:**

SITE RESTORATION = 0.42 AC  
 SILT FENCE = 955 LF  
 INLET PROTECTION = 9 EA  
 ROCK CONSTRUCTION ENTRANCE = 1 EA



- LEGEND**
- DENOTES INLET PROTECTION
  - DENOTES ROCK CONSTRUCTION ENTRANCE
  - DENOTES SILT FENCE

**OWNER/DEVELOPER**  
**OWNER:**  
 RON CLARK CONSTRUCTION  
 MIKE ROEBUCK  
 7500 W 78TH STREET  
 EDINA, MN 55439  
 PH. 952.947.3022  
 EMAIL: MIKE@RONCLARK.COM

**SWPPP DESIGNER**  
 CAMPION ENGINEERING SERVICES, INC.  
 MARTY CAMPION  
 1800 PIONEER CREEK CENTER  
 MAPLE PLAIN, MN 55359  
 PHONE (763) 479-5172  
 EMAIL: MCAMPION@CAMPIONENG.COM

**EROSION CONTROL INSTALLER**  
 NAME: \_\_\_\_\_  
 CONTACT: \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_  
 PHONE: \_\_\_\_\_

**CONTRACTOR**  
 NAME: \_\_\_\_\_  
 CONTACT: \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_  
 PHONE: \_\_\_\_\_

NO.	DATE	DESCRIPTION
1	06/11/2019	CITY APPLICATION SUBMITTAL
REVISIONS		

**CAMPION ENGINEERING SERVICES, INC.**

• Civil Engineering • Land Planning  
 1800 Pioneer Creek Center,  
 P.O. Box 249  
 Maple Plain, MN 55359  
 Phone: 763-479-5172  
 Fax: 763-479-4242  
 E-Mail: mcampion@campioneng.com

I hereby certify that this plan, specification or report has been 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.

*Marty Campion* 06/11/2019  
 Martin P. Campion - Lic. # 19901 Date:

**THE KINSEL AT GLEN LAKE**  
**RON CLARK CONSTRUCTION**  
 MINNETONKA, MN

**STORM WATER POLLUTION PREVENTION PLAN**

SHEET NO. 7 OF 10 SHEETS

PROJECT NO:  
**18-032**

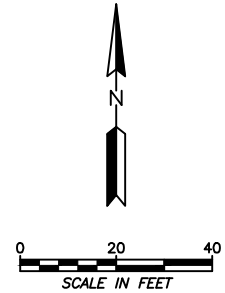
DATE:  
**06/11/2019**



# PRELIMINARY PLAT OF KINSEL AT GLEN LAKE

## LEGEND

- MONUMENT TO BE SET
- FOUND MONUMENT



### PROPERTY DESCRIPTION

Parcel 1:

Tracts A and B, Registered Land Survey No. 207, Hennepin County, Minnesota.

Parcel 2:

That part of Lot 10, "Glen Lake Park" described as follows: Beginning at the point of intersection of the Southeastery line thereof and the West line of the Northwest Quarter of the Northwest Quarter of Section 34, Township 117, Range 22; thence Northeastly along the Southeastery line thereof a distance of 116.3 feet to the point of beginning of the tract to be described; thence Northwestly at an angle to the left of 85 degrees and 47 minutes a distance of 57.9 feet, more or less to the North line of said Section 34; thence East along the North line thereof to the most Easterly corner of said Lot 10; thence Southwestly along the Southeastery line of said Lot 10 a distance of 88.15 feet, more or less to the point of beginning.

That part of the abandoned right of way of the St. Paul, Minneapolis and Milwaukee Railway in Section 34, Township 117, Range 22 described as follows: Beginning at the point of intersection of the Southeastery line of Lot 10, "Glen Lake Park" and the West line of the Northwest Quarter of the Northwest Quarter, Section 34, Township 117, Range 22; thence Northeastly along the Southeastery line thereof a distance of 116.3 feet to the point of beginning of the tract to be described; thence Southeastly to the right, deflection angle 85 degrees 47 minutes, a distance of 101.3 feet, more or less to the Southeastery line of said abandoned railway right of way; thence Northeastly along said abandoned railway right of way a distance of 88.15 feet; thence Northwestly a distance of 101.3 feet, more or less to the most Easterly corner of said Lot 10, "Glen Lake Park"; thence Southwestly along the Southeastery line of said Lot 10 a distance of 88.15 feet, more or less to the point of beginning.

That part of Lot 68, Auditor's Subdivision No. 321, Hennepin County, Minn., described as follows: Beginning at the most Westerly corner of Lot 68; thence Northeastly along the Northwestery line of said Lot 68 a distance of 88.2 feet; thence Southeastly a distance of 56.2 feet, more or less to the most Easterly corner of Lot 10, "Glen Lake Park"; thence West along the South line of said Lot 68 a distance of 102 feet, more or less to the point of beginning.

### Turnback Area:

That part of the Northeast Quarter of the Northeast Quarter of Section 34 and the Southwest Quarter of the Southwest Quarter of Section 27, all in Township 117, Range 22, Hennepin County, Minnesota, being described as follows and which lies northeasterly of the northeasterly line of the recorded plat of THE EXCHANGE.

Beginning at a point on the southeastery line of HENNEPIN COUNTY STATE AID HIGHWAY NO. 3, PLAT 43, according to the recorded plat thereof, distant 1373.48 feet northeasterly from the most southerly corner of said PLAT 43, as measured along said southeastery line; thence North 38 degrees 02 minutes 21 seconds West (said plat being the basis for bearings) 11.23 feet, at right angles to said southeastery line; thence North 45 degrees 51 minutes 54 seconds East 238.26 feet; thence northeasterly 396.51 feet on a non-tangential curve concave to the southeast, radius 1308.39 feet, central angle 16 degrees 21 minutes 47 seconds and chord bearing North 56 degrees 16 minutes 02 seconds East; thence North 64 degrees 26 minutes 53 seconds East 330.70 feet, tangent to said curve; thence South 36 degrees 07 minutes 07 seconds East 28.38 feet to the southeastery line of said PLAT 43; thence southeastery along said southeastery line to the point of beginning.

## GENERAL NOTES

Bearings are based on Hennepin County Coordinate System.

### SURVEYORS NOTES:

- This survey was based on a commitment for title insurance issued by Old Republic National Title Insurance Company, file no. 54413, with an effective date of April 13, 2018.
- Field work was completed on 7/12/2018.
- There was almost no original property corner markers found during this survey, the boundary determination shown hereon is largely based on the adjacent plats and right of way map.

### SURVEYORS CERTIFICATION:

I hereby certify that this survey was completed by me or under my direct supervision and that I am a duly licensed land surveyor under the laws of the State of Minnesota.

Chris Ambourn, LS 43055

Date

Responsive partner. Exceptional outcomes.

1800 PIONEER CREEK CENTER Ph: 651-395-5212  
MAPLE PLAIN, MN

CLIENT NAME  
RON CLARK CONSTRUCTION

PROJECT TITLE  
PRELIMINARY PLAT

DWN BY MLH	CHK'D CNA	APP'D CNA	DWG DATE 6/5/2019
PROJECT NO. 1531-0012		SCALE 1"=20'	
SHEET NO.		1 OF 1	

M:\1531\0012 Ron Clark, Excelsior Blvd SURVEY\001\1531-0012 Prelim plat.dwg

# KINSEL AT GLEN LAKE

R.T. DOC. NO. \_\_\_\_\_

C.R. DOC. NO. \_\_\_\_\_

**KNOW ALL PERSONS BY THESE PRESENTS:** That Kinsel at Glen Lake LLC, a Minnesota limited liability company, fee owner of the following described property situated in the County of Hennepin, State of Minnesota to wit:

Parcel 1:

Tracts A and B, Registered Land Survey No. 207, Hennepin County, Minnesota.

Parcel 2:

That part of Lot 10, "Glen Lake Park" described as follows: Beginning at the point of intersection of the Southeasterly line thereof and the West line of the Northwest Quarter of the Northwest Quarter of Section 34, Township 117, Range 22; thence Northeasterly along the Southeasterly line thereof a distance of 116.3 feet to the point of beginning of the tract to be described; thence Northwesterly at an angle to the left of 85 degrees and 47 minutes a distance of 57.9 feet, more or less to the North line of said Section 34; thence East along the North line thereof to the most Easterly corner of said Lot 10; thence Southwesterly along the Southeasterly line of said Lot 10 a distance of 88.15 feet, more or less to the point of beginning.

That part of the abandoned right of way of the St. Paul, Minneapolis and Milwaukee Railway in Section 34, Township 117, Range 22 described as follows: Beginning at the point of intersection of the Southeasterly line of Lot 10, "Glen Lake Park" and the West line of the Northwest Quarter of the Northwest Quarter, Section 34, Township 117, Range 22; thence Northeasterly along the Southeasterly line thereof a distance of 116.3 feet to the point of beginning of the tract to be described; thence Southeasterly to the right, deflection angle 85 degrees 47 minutes, a distance of 101.3 feet, more or less to the Southeasterly line of said abandoned railway right of way; thence Northeasterly along said abandoned railway right of way a distance of 88.15 feet; thence Northwesterly a distance of 101.3 feet, more or less to the most Easterly corner of said Lot 10, "Glen Lake Park"; thence Southwesterly along the Southeasterly line of said Lot 10 a distance of 88.15 feet, more or less to the point of beginning.

That part of Lot 68, Auditor's Subdivision No. 321, Hennepin County, Minn., described as follows: Beginning at the most Westerly corner of Lot 68; thence Northeasterly along the Northwesterly line of said Lot 68 a distance of 88.2 feet; thence Southeasterly a distance of 56.2 feet, more or less to the most Easterly corner of Lot 10, "Glen Lake Park"; thence West along the South line of said Lot 68 a distance of 102 feet, more or less to the point of beginning.

AND:

That part of the Northeast Quarter of the Northeast Quarter of Section 34 and the Southwest Quarter of the Southwest Quarter of Section 27, all in Township 117, Range 22, Hennepin County, Minnesota, being described as follows and which lies northeasterly of the northeasterly line of the recorded plat of THE EXCHANGE.

Beginning at a point on the southeasterly line of HENNEPIN COUNTY STATE AID HIGHWAY NO. 3, PLAT 43, according to the recorded plat thereof, distant 1373.48 feet northeasterly from the most southerly corner of said PLAT 43, as measured along said southeasterly line; thence North 38 degrees 02 minutes 21 seconds West (said plat being the basis for bearings) 11.23 feet, at right angles to said southeasterly line; thence North 45 degrees 51 minutes 54 seconds East 238.26 feet; thence northeasterly 396.51 feet on a non-tangential curve concave to the southeast, radius 1388.39 feet, central angle 16 degrees 21 minutes 47 seconds and chord bearing North 56 degrees 16 minutes 02 seconds East; thence North 64 degrees 26 minutes 53 seconds East 330.70 feet, tangent to said curve; thence South 36 degrees 07 minutes 07 seconds East 28.38 feet to the southeasterly line of said PLAT 43; thence southwesterly along said southeasterly line to the point of beginning.

Has caused the same to be surveyed and platted as KINSEL AT GLEN LAKE.

In witness whereof said Kinsel at Glen Lake LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this day of \_\_\_\_\_, 20\_\_\_\_.

By: \_\_\_\_\_ Its: \_\_\_\_\_

STATE OF MINNESOTA  
COUNTY OF RAMSEY

The foregoing instrument was acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 2019 by \_\_\_\_\_, the \_\_\_\_\_ of Kinsel at Glen Lake LLC, a Minnesota limited liability company, on behalf of said company.

\_\_\_\_\_  
(Signature) (Name Printed)

Notary Public, \_\_\_\_\_ County, Minnesota  
My Commission Expires: \_\_\_\_\_

**SURVEYOR**

I Chris Ambourn do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Chris Ambourn, Land Surveyor  
Minnesota License No. 43055

STATE OF MINNESOTA  
COUNTY OF \_\_\_\_\_

This instrument was acknowledged before me on this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by Chris Ambourn.

\_\_\_\_\_  
(Signature) (Name Printed)

Notary Public, \_\_\_\_\_ County, Minnesota

My Commission Expires \_\_\_\_\_

**PLANNING COMMISSION MINNETONKA, MINNESOTA**

I, The Secretary of the Planning Commission of the City of Minnetonka, do hereby certify that on this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, the City of Minneapolis acting by and through its City Planning Commission duly approved the plat of KINSEL AT GLEN LAKE, and duly authorized such action of the Commission by its Secretary. The prescribed ten-day period for appeal has elapsed without receipt of an appeal, as provided by Title 22, Section 598.320 of the Minneapolis Code of Ordinances.

\_\_\_\_\_  
Secretary of Planning Commission

**MINNETONKA, MINNESOTA**

I hereby certify that this plat of KINSEL AT GLEN LAKE was approved and accepted by the City Council of Minnetonka, Minnesota, at a regular meeting thereof held this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, if applicable, the written comments and recommendations of the Commissioner of Transportation and the County Highway Engineer have been received by the City or the prescribed 30 day period has elapsed without receipt of such comments and recommendations, as provided by Minnesota Statutes, Section 505.03, Subdivision 2.

**CITY CLERK OF MINNETONKA, MINNESOTA**

\_\_\_\_\_  
City Clerk

**RESIDENT AND REAL ESTATE SERVICES, Hennepin County, Minnesota**

I hereby certify that taxes payable in 20\_\_\_\_ and prior years have been paid for land described on this plat, dated this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

Mark V. Chapin, County Auditor By \_\_\_\_\_ Deputy

**SURVEY DIVISION, Hennepin County, Minnesota**

Pursuant to MINN. STAT. Sec. 383B.565 (1969) this plat has been approved this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

Chris F. Mavis, County Surveyor By \_\_\_\_\_

**REGISTRAR OF TITLES, Hennepin County, Minnesota**

I hereby certify that the within plat of KINSEL AT GLEN LAKE was filed in this office this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, at \_\_\_\_ o'clock \_\_\_\_M.

Martin McCormick, Registrar of Titles By \_\_\_\_\_ Deputy

**COUNTY RECORDER, Hennepin County, Minnesota**

I hereby certify that the within plat of KINSEL AT GLEN LAKE was recorded in this office this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, at \_\_\_\_ o'clock \_\_\_\_M.

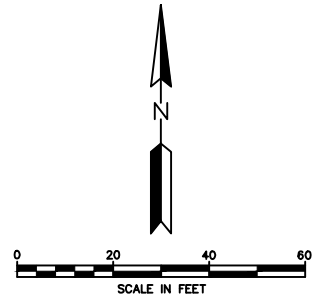
Martin McCormick, County Recorder By \_\_\_\_\_ Deputy



# KINSEL AT GLEN LAKE

R.T. DOC. NO. \_\_\_\_\_

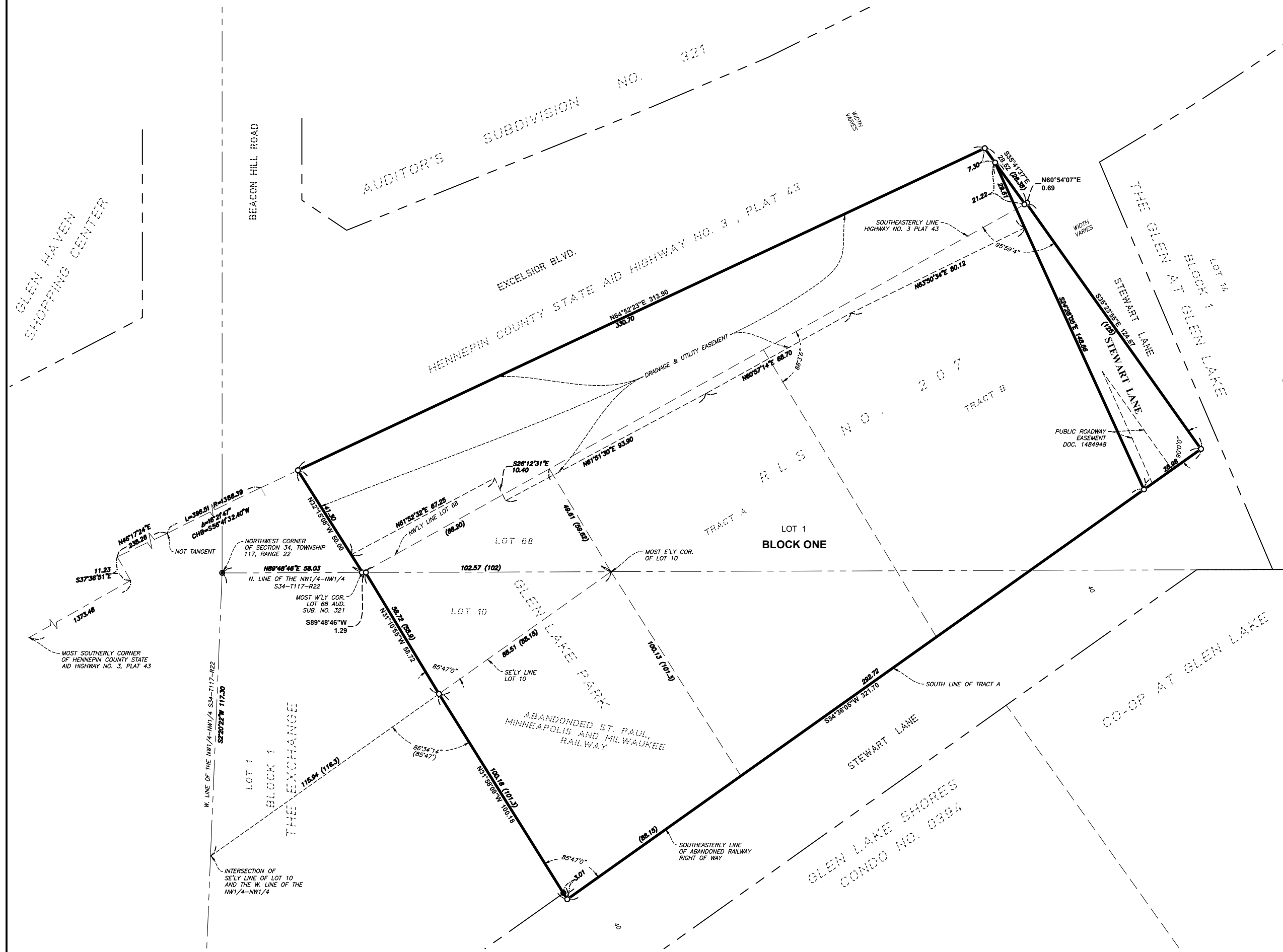
C.R. DOC. NO. \_\_\_\_\_



THE SOUTH LINE OF TRACT A IS ASSUMED TO HAVE A BEARING OF SOUTH 54 DEGREES 36 MINUTES 05 SECONDS WEST.

**LEGEND**

- DENOTES IRON MONUMENT FOUND
- DENOTES 3/4 INCH O.D. X 14 INCH IRON PIPE MONUMENT SET WITH PLASTIC CAP MARKED RLS NO. 43055 OR SIMILARLY MARKED DISC WITH MAGNETIC NAIL
- (XX.XX) DENOTES DISTANCE OF RECORD





# SITE PLAN

SCALE: 1" = 30'

6.10.19

**REVISED PARKING PLAN**



**SITE PLAN**  
SCALE: 1" = 30'

7.3.19



VIEW FROM EXCELSIOR BLVD.  
NO SCALE

6.10.19



VIEW FROM EXCELSIOR BLVD.  
NO SCALE

6.10.19



VIEW FROM STEWART LN.  
NO SCALE

6.11.19





VIEW FROM STEWART LN.  
NO SCALE

6.11.19



## WEST ELEVATION

SCALE: 3/64" = 1'-0"



## EAST ELEVATION

SCALE: 3/64" = 1'-0"

6.11.19



## WEST ELEVATION

SCALE: 3/64" = 1'-0"



## EAST ELEVATION

SCALE: 3/64" = 1'-0"

6.11.19



## NORTH ELEVATION

SCALE: 3/64" = 1'-0"



## SOUTH ELEVATION

SCALE: 3/64" = 1'-0"

6.11.19



## NORTH ELEVATION

SCALE: 3/64" = 1'-0"



## SOUTH ELEVATION

SCALE: 3/64" = 1'-0"

6.11.19



# KJOLHAUG ENVIRONMENTAL SERVICES COMPANY

*Providing Sound, Balanced, Comprehensive Natural Resource Solutions*

## MEMORANDUM

**To:** Mike Roebuck, Ron Clark Construction  
Sarah Evans, Ron Clark Construction

**From:** Andrew Krinke, Kjolhaug Environmental Services Company  
Ryan Kiefer, Arborist, Conservationist Practitioner and Inventor

**Date:** November 5, 2018

**RE:** Glen Lake Apartments Tree Conservation Plan

---

Ron Clark Construction is proposing to construct the Glen Lake Apartments project in the Glen Lake neighborhood of Minnetonka, MN. The 1.31-acre project area is located in Sections 27 & 34, Township 117N, Range 22W between Excelsior Boulevard and Stewart Lane (**Figure 1**).

The project area currently consists of a single-family home with a manicured lawn and two small wooded areas in the western and northeastern portions of the property. Twenty-four (24) trees were located within the site boundaries (**Appendix A**). Construction of the multi-unit apartment complex and adjacent parking lots would result in removing most of the trees onsite except 3 trees in the northeastern corner (**Figure 2**). A tree conservation plan was proposed to conserve the avoided trees on the property. Existing conditions of each avoided tree were assessed by an arborist to determine species, size, and tree quality. Trees were assigned 1 of the 5 ratings as described in the table below to determine their overall quality and potential for conservation.

**Table 1. Tree Quality Rating Categories**

Quality Rating	Description
5	“5” rating trees include veteran trees (potential parent trees of other trees in the vicinity) with good disease resistance and an ability to support a large diversity of flora and fauna.
4	“4” rating trees include large sized specimens with good disease resistance and an ability to support a large diversity of flora and fauna.
3	“3” rating trees include medium sized specimens of vigorous species with a poor prognosis.
2	“2” rating trees include small sized specimens of poor vigor and a poor prognosis such as elm, ash, and spruce species. They also have a low ability to support a diversity of flora and fauna.
1	“1” rating trees include dead, dying or diseased specimens. This rating also includes invasive species.

An overview of the existing conditions of the 3 avoided trees is shown in the table below.

**Table 2. Overview of Avoided Trees**

<b>Tree ID</b>	<b>Species</b>	<b>DBH (inches)</b>	<b>Overall Tree Quality</b>
2	Green Ash	18	4
3	Green Ash	14.5	3
4	American Elm	N/A	1

### **Conservation Recommendations**

The following list of recommendations could be implemented during and after the construction process to protect the avoided trees.

- 1) Fell and chip all buckthorn and other species located within the building and parking lot footprint that cannot be avoided. Chips should be spread over the root zones of each avoided tree, remaining 6 inches away from the stem to prevent burying them. Priority for mulching should be given to higher quality species such as large oaks. The majority of mulching should be done by hand to prevent further compaction to the root zone. Mulch should be regularly reapplied if disturbed during the development of the site as a protective barrier for compaction.
- 2) Root systems closest to the building should be air spaded to aerate compacted soils. Relocate as many of the roots as possible to prevent further compaction and growing into the foundation of the building. Spading can help preserve existing trees, improve soil stability, and prevent potential damage to the building's foundation.
- 3) Once the landscaping has been completed onsite, mulch over the root zones should be thinned to a depth of approximately 6 inches, while still remaining 6 inches around the stems.
- 4) Pruning of dead branches on trees should be conducted prior to site construction to prevent potential injuries to workers. If possible, oaks should be pruned during the winter to help prevent the spread of oak wilt disease and bur oak blight. Branches no longer connected to the stem should be removed immediately to prevent imminent risk/injuries to workers and future apartment residents.

### **Tree Specific Recommendations**

Tree #2 and #3 were identified as green ash, which are a species that have a high likelihood to succumb to Emerald Ash Borer. The trees should be monitored to determine whether either becomes infected with the insect. If the tree becomes infected, it should be removed as its chance of long-term survival is extremely low.

Tree #4 was an American elm that was rated as a "1" for overall quality as it was infected with Dutch elm disease. Based on the onsite observations it is highly unlikely the tree would foliate in 2019 and no further conservation efforts would save the tree. To prevent a further spread of the disease the tree should be removed.

Adoptions of these recommended conservation practices along with routine maintenance absolutely could expand the healthy lifespan of the avoided trees on the Glen Lake apartment site.

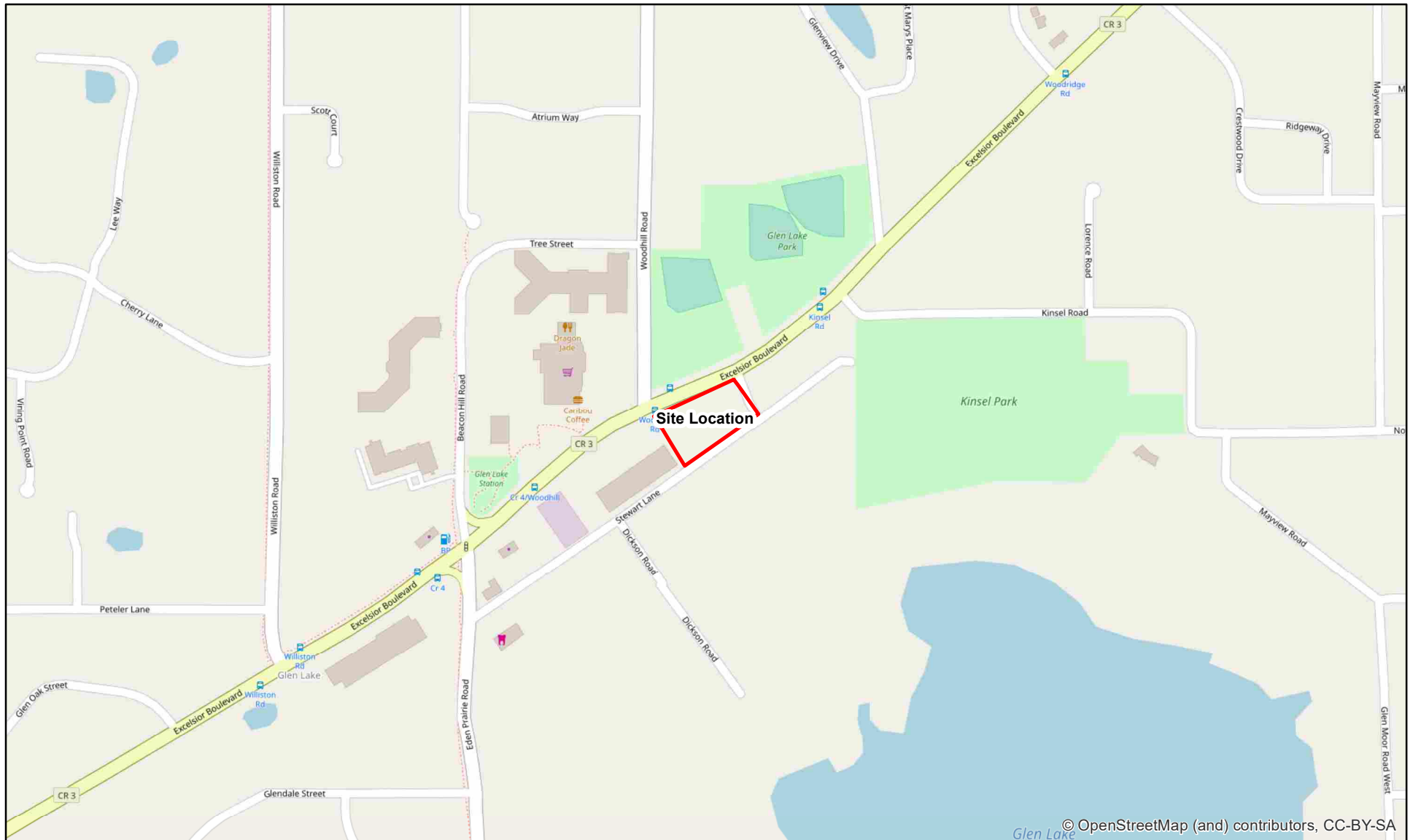
# **Glen Lake Apartments**

## **Tree Conservation Plan**

### **FIGURES**

1. Site Location
2. Proposed Tree Removal





**Figure 1 - Site Location**



**KJOLHAUG** ENVIRONMENTAL SERVICES COMPANY

Source: ESRI Streets Basemap

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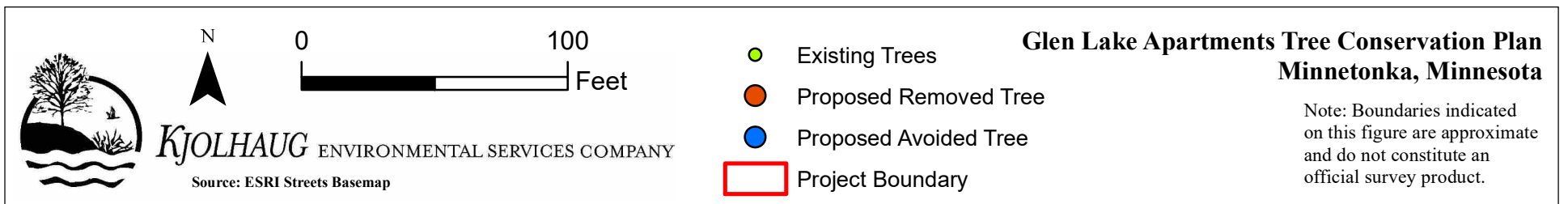
Feet

**Glen Lake Apartments Tree Conservation Plan**  
**Minnetonka, Minnesota**

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey product.



**Figure 2 - Proposed Tree Removal**



# **Glen Lake Apartments**

## **Tree Conservation Plans**

### **APPENDIX A**

#### **Ron Clark Construction Located Trees**

- 1. 12" DIA. WHITE PINE 40' TALL
- 2. 20" DIA. BLACK ASH
- 3. 18" DIA. AMERICAN ELM
- 4. (2) DEAD OR DYING
- 5. 20" DIA. BLACK ASH DEAD OR DYING
- 6. 6" DIA. AMERICAN ELM
- 7. 6" + 12" DIA. AMERICAN ELM
- 8. 24" DIA. BLACK ASH
- 9. DEAD OR DYING
- 10. 12" DIA. WHITE PINE
- 11. 6" DIA. BLACK ASH
- 12. 6" DIA. BLACK ASH
- 13. 6" DIA. BLACK ASH
- 14. 6" DIA. BLACK ASH
- 15. 24" DIA. BLACK ASH
- 16. 24" DIA. WHITE OAK
- 17. 24" DIA. BUR. OAK
- 18. 32" DIA. WHITE OAK
- 19. (3) 12" DIA. WHITE PINE
- 20. 36" DIA. BUR. OAK
- 21. 24" DIA. WHITE OAK
- 22. 24" DIA. WHITE OAK



9/18/18



9/18/18



## Draft Memorandum

SRF No. 12596.00

**To:** Susan Thomas, Assistant City Planner  
City of Minnetonka

**From:** Tom Sachi, PE, Associate  
Matt Pacyna, PE, Principal

**Date:** April 2, 2019

**Subject:** Glen Lake Traffic Signal Warrant Review

### Introduction

SRF has completed a traffic signal warrant review for the Excelsior Boulevard and Woodhill Road intersection in the City of Minnetonka. The main objectives of this study are to review existing volumes at the study intersection, perform a traffic signal warrant analysis, and identify if the study intersection can be considered for a traffic control modification to a traffic signal. The following information provides the assumptions, analysis, and recommendations offered for consideration.

### Warrant Analysis

Vehicle turning movement and pedestrian/bicyclist counts were collected by SRF from 6:00 a.m. to 7:00 p.m. during the week of March 4, 2019 at the study intersection. These counts were compared to historical traffic counts and found to be relatively similar. Therefore, a traffic signal warrant analysis was completed using the most recent traffic volumes collected. Warrants were reviewed for both one-lane (no right-turns included) and two-lane (right-turns included) configuration for the southbound approach (i.e. Woodhill Road). Based on the existing traffic volumes and geometric roadway configuration, the intersection volumes do not meet any traffic signal warrants. A detailed summary of the warrant analysis completed is provided in the Appendix.

### Other Considerations

Based on discussions with City staff, there has been consideration to modify the existing eastbound right-turn only access on the south side of the intersection to a full access, allowing for a northbound approach and entering traffic from the westbound and southbound directions. This could potentially be implemented in conjunction with a proposed development in the southeast quadrant of the intersection. Although this new approach would increase overall intersection traffic volumes, it is not expected to increase traffic volumes to the point that traffic signal warrant criteria would be met. Furthermore given the historical background growth rate of one-half (0.5) percent within the area, this additional background volume growth is also not expected to meet or exceed the traffic signal warrant criteria within the next 10 to 15 years. A preliminary review indicates that in order for the Excelsior Boulevard and Woodhill Road intersection to meet a traffic signal warrant, the current geometric layout would need to be modified to a single lane on all approaches (i.e. no right- or left-turn lanes). This would require significant modification to the surround geometry within the study area that may not be feasible or desirable.

**APPENDIX**

DRAFT



## WARRANTS ANALYSIS

Year 2019 - Single Lane SB (No RT included)

Excelsior Boulevard at Woodhill Road  
 Glen Lake Signal Warrant and Concept Review  
 City of Minnetonka, Hennepin County

<b>Background Information</b>	<b>Location :</b> City of Minnetonka, Hennepin County	<b>Speed (mph)</b>	<b>Lanes</b>	<b>Approach</b>	
	<b>Date:</b> 3/5/2019	35	2 or more	Major Approach 1:	Eastbound Excelsior Boulevard
	<b>Analysis Prepared By:</b> Zach Toberna	35	2 or more	Major Approach 3:	Westbound Excelsior Boulevard
	<b>Population Less than 10,000:</b> No	30	1	Minor Approach 2:	Southbound Woodhill Road
	<b>Seventy Percent Factor Used:</b> No			Minor Approach 4:	

	Hour	Major Approach 1	Major Approach 3	Total 1 + 3	Warrant Met		Minor Approach 2	Minor Approach 4	Largest Minor App.	Warrant Met		Met Same Hours		Combination		MWSA (C)		
					600	900				150	75	Condition A	Condition B	A	B	300	200	
<b>Warrants Analysis: Warrants 1A, 1B, and 1C</b>	6 - 7 AM	183	94	277			18	0	18									
	7 - 8 AM	772	305	1077	X	X	65	0	65						X		X	
	8 - 9 AM	1003	327	1330	X	X	38	0	38								X	
	9 - 10 AM	355	267	622	X		45	0	45								X	
	10 - 11 AM	220	192	412			23	0	23								X	
	11 - 12 AM	264	238	502			45	0	45								X	
	12 - 1 PM	273	284	557			67	0	67								X	
	1 - 2 PM	257	250	507			45	0	45								X	
	2 - 3 PM	278	312	590			33	0	33								X	
	3 - 4 PM	426	411	837		X	24	0	24								X	
	4 - 5 PM	502	628	1130		X	41	0	41								X	
	5 - 6 PM	479	598	1077		X	40	0	40								X	
	6 - 7 PM	301	327	628		X	27	0	27								X	
	7 - 8 PM	0	0	0			0	0	0									
8 - 9 PM	0	0	0			0	0	0										
9 - 10 PM	0	0	0			0	0	0										
10 - 11 PM	0	0	0			0	0	0										
												0	0	0	1	0		

<b>Warrant Summary</b>	<b>Warrant and Description</b>		<b>Hours Met</b>	<b>Hours Required</b>	<b>Met/Not Met</b>
		MWSA (C):	Multiway Stop Applications Condition C	0	8
	Warrant 1A:	Minimum Vehicular Volume	0	8	Not Met
	Warrant 1B:	Interruption of Continuous Traffic	0	8	Not Met
	Warrant 1C:	Combination of Warrants	0	8	Not Met
	Warrant 2:	Four-Hour Vehicular Volume	0	4	Not Met
	Warrant 3B:	Peak Hour	0	1	Not Met





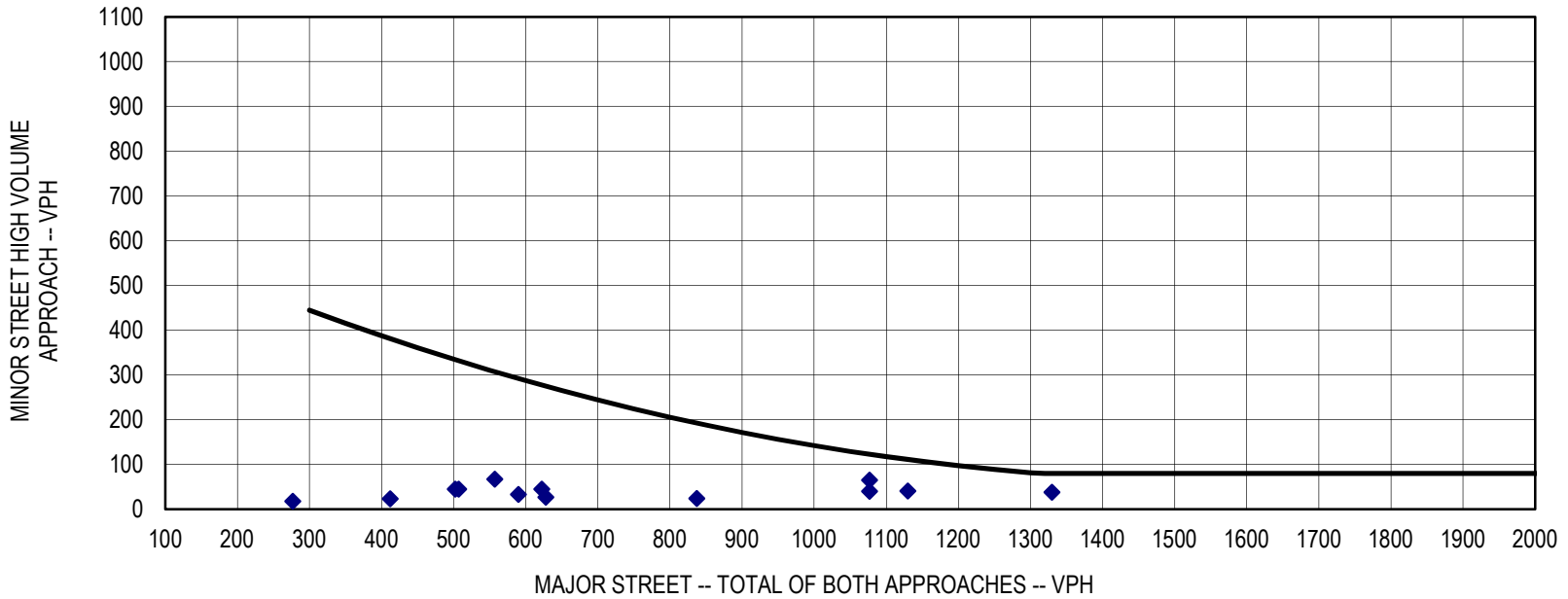
# WARRANTS ANALYSIS

Year 2019 - Single Lane SB (No RT included)

Excelsior Boulevard at Woodhill Road  
Glen Lake Signal Warrant and Concept Review  
City of Minnetonka, Hennepin County

Warrants Analysis: Warrant 2

## WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME



Number of Hours Satisfying Requirements:

Notes: 1. 115 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.



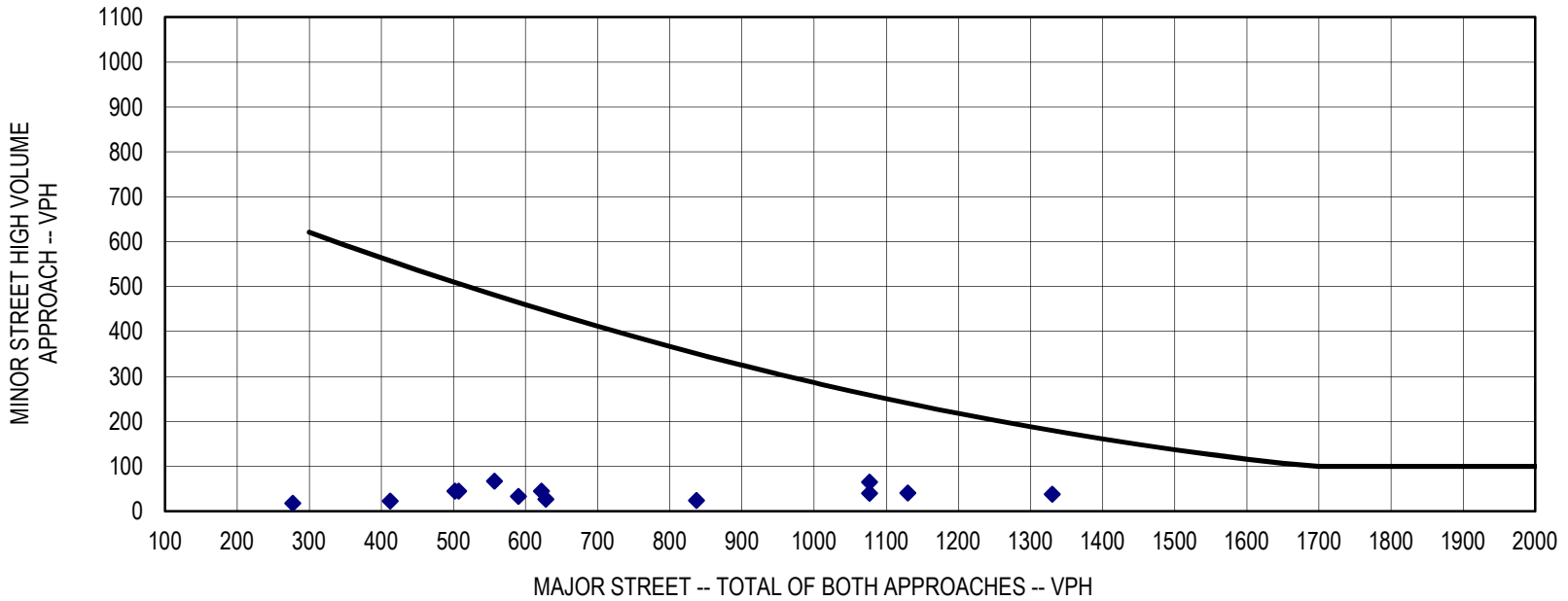
# WARRANTS ANALYSIS

Year 2019 - Single Lane SB (No RT included)

Excelsior Boulevard at Woodhill Road  
Glen Lake Signal Warrant and Concept Review  
City of Minnetonka, Hennepin County

## WARRANT 3 - PEAK HOUR

Warrants Analysis: Warrant 3



Number of Hours Satisfying Requirements:

Notes: 1. 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.



## WARRANTS ANALYSIS

Year 2019 - 2 Lanes SB

Excelsior Boulevard at Woodhill Road  
 Glen Lake Signal Warrant and Concept Review  
 City of Minnetonka, Hennepin County

<b>Background Information</b>	<b>Location :</b> City of Minnetonka, Hennepin County	<b>Speed (mph)</b>	<b>Lanes</b>	<b>Approach</b>	
	<b>Date:</b> 3/5/2019	35	2 or more	Major Approach 1:	Eastbound Excelsior Boulevard
	<b>Analysis Prepared By:</b> Zach Toberna	35	2 or more	Major Approach 3:	Westbound Excelsior Boulevard
	<b>Population Less than 10,000:</b> No	30	2 or more	Minor Approach 2:	Southbound Woodhill Road
	<b>Seventy Percent Factor Used:</b> No			Minor Approach 4:	

	Hour	Major Approach 1	Major Approach 3	Total 1 + 3	Warrant Met		Minor Approach 2	Minor Approach 4	Largest Minor App.	Warrant Met		Met Same Hours		Combination		MWSA (C)		
					600	900				200	100	Condition A	Condition B	A	B	300	200	
<b>Warrants Analysis: Warrants 1A, 1B, and 1C</b>	6 - 7 AM	183	94	277			27	0	27									
	7 - 8 AM	772	305	1077	X	X	100	0	100		X		X		X	X		
	8 - 9 AM	1003	327	1330	X	X	79	0	79								X	
	9 - 10 AM	355	267	622	X		70	0	70								X	
	10 - 11 AM	220	192	412			47	0	47								X	
	11 - 12 AM	264	238	502			72	0	72								X	
	12 - 1 PM	273	284	557			108	0	108		X						X	
	1 - 2 PM	257	250	507			98	0	98								X	
	2 - 3 PM	278	312	590			82	0	82								X	
	3 - 4 PM	426	411	837	X		69	0	69								X	
	4 - 5 PM	502	628	1130	X	X	81	0	81							X	X	
	5 - 6 PM	479	598	1077	X	X	81	0	81							X	X	
	6 - 7 PM	301	327	628	X		55	0	55								X	
	7 - 8 PM	0	0	0			0	0	0									
8 - 9 PM	0	0	0			0	0	0										
9 - 10 PM	0	0	0			0	0	0										
10 - 11 PM	0	0	0			0	0	0										
												0	1	0	3	0		

<b>Warrant Summary</b>	<b>Warrant and Description</b>		<b>Hours Met</b>	<b>Hours Required</b>	<b>Met/Not Met</b>
		MWSA (C):	Multiway Stop Applications Condition C	0	8
	Warrant 1A:	Minimum Vehicular Volume	0	8	Not Met
	Warrant 1B:	Interruption of Continuous Traffic	1	8	Not Met
	Warrant 1C:	Combination of Warrants	0	8	Not Met
	Warrant 2:	Four-Hour Vehicular Volume	0	4	Not Met
	Warrant 3B:	Peak Hour	0	1	Not Met



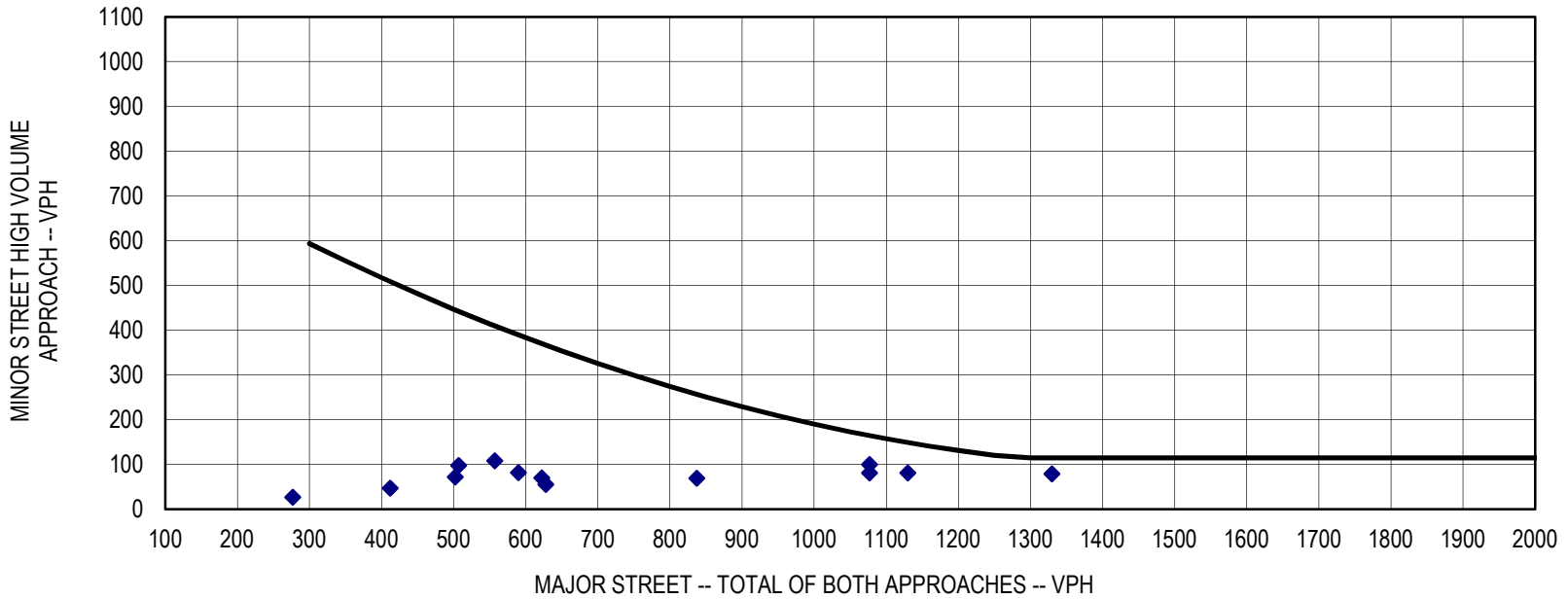
## WARRANTS ANALYSIS

Year 2019 - 2 Lanes SB

Excelsior Boulevard at Woodhill Road  
Glen Lake Signal Warrant and Concept Review  
City of Minnetonka, Hennepin County

Warrants Analysis: Warrant 2

### WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME



Number of Hours Satisfying Requirements:

Notes: 1. 115 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.



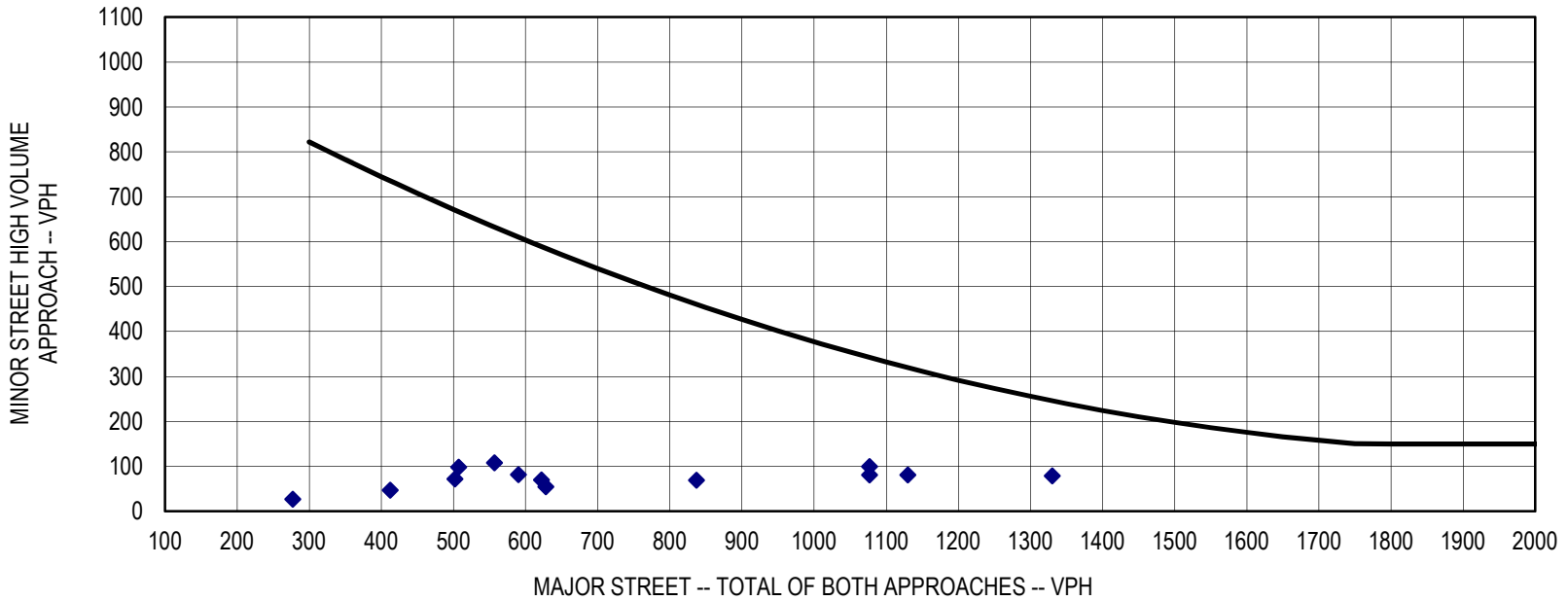
## WARRANTS ANALYSIS

Year 2019 - 2 Lanes SB

Excelsior Boulevard at Woodhill Road  
Glen Lake Signal Warrant and Concept Review  
City of Minnetonka, Hennepin County

Warrants Analysis: Warrant 3

### WARRANT 3 - PEAK HOUR



Number of Hours Satisfying Requirements: 0

Notes: 1. 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.



# Memorandum

SRF No. 12283.00

**To:** Susan Thomas, Assistant City Planner  
City of Minnetonka

**From:** Tom Sachi, PE, Associate  
Matt Pacyna, PE, Principal

**Date:** July 3, 2019

**Subject:** Glen Lake Apartments Transportation Study

## Introduction

SRF has completed a transportation study for the proposed development in the City of Minnetonka. The project site is located in the southwest quadrant of the Excelsior Boulevard (CSAH 3) and Stewart Lane intersection (see Figure 1: Project Location). The main objectives of this study are to review existing operations within the study area, evaluate transportation impacts due to the proposed development, and identify potential improvements to accommodate or enhance the proposed development. The following information provides the assumptions, analysis, and recommendations offered for consideration.

## Existing Conditions

The existing conditions were reviewed to establish a baseline to identify any future impacts associated with the proposed development. The evaluation of existing conditions includes various data collection efforts and an intersection capacity analysis, which are outlined in the following sections.

### Data Collection

Vehicle turning movement and pedestrian/bicyclist counts were collected by SRF during a.m. and p.m. peak periods during the week of October 29, 2018 at the following intersections:

- Excelsior Boulevard (CSAH 3) and Eden Prairie Road (CSAH 4)
- Excelsior Boulevard (CSAH 3) and Woodhill Road
- Excelsior Boulevard (CSAH 3) and Stewart Lane
- Eden Prairie Road (CSAH 4) and Stewart Lane

Additionally, short-duration counts were collected at the following locations to understand current travel patterns and magnitude. These counts were modified to reflect a.m. and p.m. peak hour conditions based on data collected at adjacent intersections.

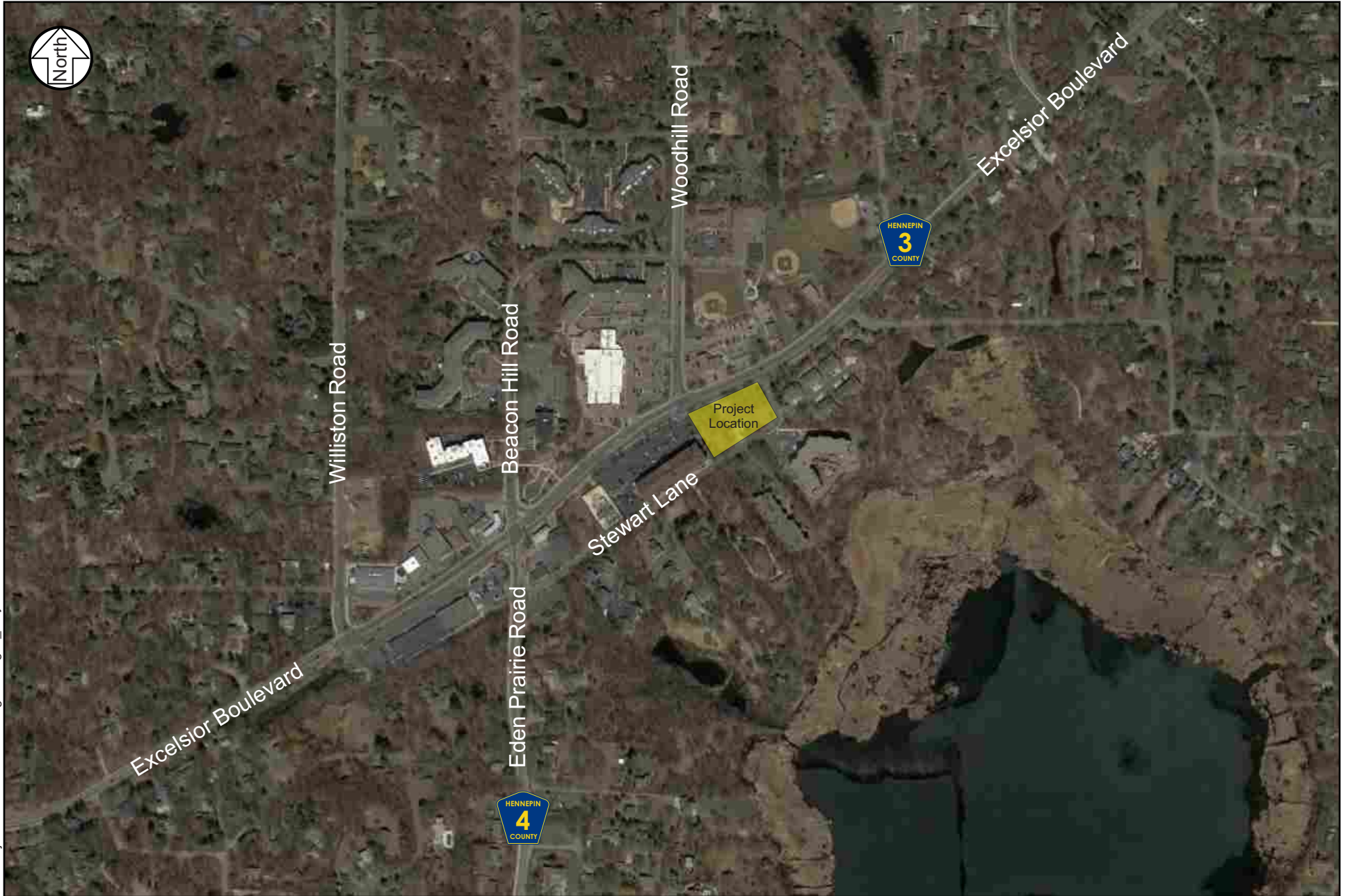
- Excelsior Boulevard (CSAH 3) and Oaks Glen Lake Access
- Excelsior Boulevard (CSAH 3) and Lund's & Byerly's Access
- Stewart Lane and Glen Lake Drive
- Stewart Lane and Oaks Glen Lake Access

[www.srfconsulting.com](http://www.srfconsulting.com)

1 Carlson Parkway North, Suite 150 | Minneapolis, MN 55447-4453 | 763.475.0010 Fax: 1.866.440.6364

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## Project Location

Glen Lake Apartments Transportation Study  
Minnetonka, MN

01812283  
November 2018

Figure 1

Additionally, observations were completed to identify roadway characteristics within the study area, such as roadway geometry, posted speed limits, and traffic controls. Excelsior Boulevard (CSAH 3) is a four-lane urban A Minor Expander roadway with a posted speed limit of 35 miles per hour (mph). Eden Prairie Road (CSAH 4) is two-lane urban A Minor Expander roadway with select turn lanes and a posted speed limit of 35 mph. Stewart Lane is a two-lane local roadway with a posted speed limit of 30 mph. The Excelsior Boulevard (CSAH 3) and Eden Prairie Road (CSAH 4) intersection is signalized, while the remaining intersections within the study area are unsignalized with side-street stop control. Existing geometrics, traffic controls, and volumes are shown in Figure 2.

### Existing Intersection Capacity Analysis

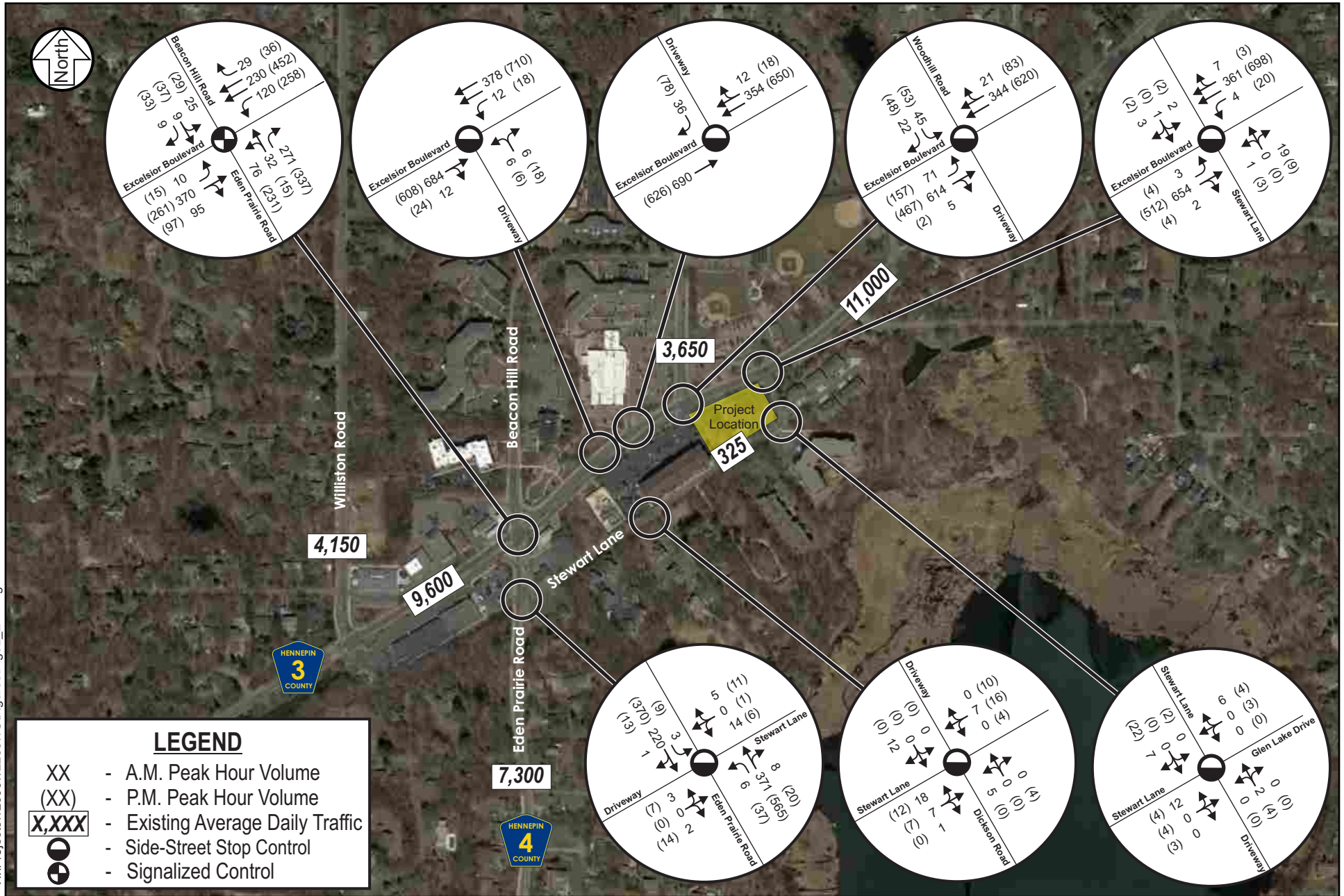
An existing intersection capacity analysis was completed using Synchro/SimTraffic software (V9.0) to establish a baseline condition to which future traffic operations could be compared. Capacity analysis results identify a Level of Service (LOS) which indicates how well an intersection is operating. Intersections are ranked from LOS A through LOS F. The LOS results are based on average delay per vehicle, which correspond to the delay threshold values shown in Table 1. LOS A indicates the best traffic operation, while LOS F indicates an intersection where demand exceeds capacity. Overall intersection LOS A through LOS D is generally considered acceptable in the Twin Cities area.

**Table 1. Level of Service Criteria for Signalized and Unsignalized Intersections**

LOS Designation	Signalized Intersection Average Delay/Vehicle (seconds)	Unsignalized Intersection Average Delay/Vehicle (seconds)
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

For side-street stop-controlled intersections, special emphasis is given to providing an estimate for the level of service of the side-street approach. Traffic operations at an unsignalized intersection with side-street stop control can be described in two ways. First, consideration is given to the overall intersection level of service. This takes into account the total number of vehicles entering the intersection and the capability of the intersection to support these volumes. Second, it is important to consider the delay on the minor approach. Since the mainline does not have to stop, the majority of delay is attributed to the side-street approaches. It is typical of intersections with higher mainline traffic volumes to experience high levels of delay (i.e. poor levels of service) on the side-street approaches, but an acceptable overall intersection level of service during peak hour conditions.





Results of the existing intersection capacity analysis shown in Table 2 indicate that all study intersections currently operate at an overall LOS C or better during the a.m. and p.m. peak hours with the existing traffic controls and geometry. Note that the side street delay at the Excelsior Boulevard (CSAH 3) and Stewart Lane intersection operates near the LOS C/LOS D threshold during the p.m. peak hour. However, all side-street delays at unsignalized intersections are within acceptable levels.

**Table 2. Existing Intersection Capacity Analysis**

Intersection	Level of Service (Delay)	
	A.M. Peak Hour	P.M. Peak Hour
Excelsior Boulevard and Eden Prairie Road	B (16 sec.)	C (25 sec.)
Excelsior Boulevard and Oaks Glen Lake Access <sup>(1)</sup>	A/C (17 sec.)	A/C (16 sec.)
Excelsior Boulevard and Lund's & Byerly's Access <sup>(1)</sup>	A/A (10 sec.)	A/B (12 sec.)
Excelsior Boulevard and Woodhill Road <sup>(1)</sup>	A/C (16 sec.)	A/C (20 sec.)
Excelsior Boulevard and Stewart Lane <sup>(1)</sup>	A/C (18 sec.)	A/D (25 sec.)
Stewart Lane and Glen Lake Drive <sup>(1)</sup>	A/A (5 sec.)	A/A (5 sec.)
Stewart Lane and Oaks Glen Lake Access <sup>(1)</sup>	A/A (9 sec.)	A/A (9 sec.)
Eden Prairie Road and Stewart Lane <sup>(1)</sup>	A/B (14 sec.)	A/C (19 sec.)

(1) Indicates an unsignalized intersection with side-street stop control, where the overall LOS is shown followed by the worst approach LOS. The delay shown represents the worst side-street approach delay.

In addition to the overall intersection operations, the following queuing issues were identified:

- During the p.m. peak hour, queues in the southbound left-turn lane at the Excelsior Boulevard (CSAH 3) and Woodhill Road intersection extend beyond the existing turn-lane storage approximately ten (10) percent of the peak hour, which impacts vehicles in the adjacent turn lane.
- During the p.m. peak hour, vehicles traveling northbound at the Excelsior Boulevard (CSAH 3) and Eden Prairie Road (CSAH 4) intersection queue through the Eden Prairie Road (CSAH 4) and Stewart Lane intersection approximately 10 to 15 percent of the peak hour.
  - Based on observations, vehicles generally do not block the intersection, allowing gaps for turning vehicles. Note there is no current signage that states “do not block intersection.”

## Proposed Development

The proposed development is in the southwest quadrant of the Excelsior Boulevard (CSAH 3) and Stewart Lane intersection. The site is currently occupied by a single-family home. As part of the proposed development, the existing building is proposed to be removed and replaced with a 58-unit apartment development. Access to the underground parking is planned along Stewart Lane on the south side of the development. Access to the surface lot is planned along Stewart Lane on the east side of the development, south of Excelsior Boulevard.



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**Site Plan**  
 Glen Lake Apartments Transportation Study  
 Minnetonka, MN

01812283  
 November 2018

**Figure 3**

## Year 2020 Conditions

To identify potential impacts associated with the proposed development, traffic forecasts for year 2020 conditions (i.e. year of opening) were developed. The year 2020 conditions take into account general area background growth and traffic generated by the proposed development. The following sections provide detail on background traffic growth, trip generation, and an intersection capacity analysis for year 2020 conditions.

### Background Traffic Growth

To account for general background growth in the area, an annual growth rate of one-half (0.5) percent was applied to the existing peak hour traffic volumes at the study intersections. This growth rate is consistent with historical growth rates within the study area, which have in general remained steady or decreased over the previous 10 years.

### Trip Generation

To account for traffic impacts associated with the proposed development, a trip generation estimate for the weekday a.m. and p.m. peak hours, as well as on a daily basis was developed using the *ITE Trip Generation Manual, 10th Edition* and shown in Table 3. Results of the trip generation estimate indicate that the proposed development is expected to generate 27 a.m. peak, 32 p.m. peak hour, and 425 daily trips. No reductions were applied to account for the removal of the existing single-family home.

**Table 3. Trip Generation Estimate – Proposed Development**

Land Use Type ( <i>ITE Code</i> )	Size	A.M. Peak Hour Trips		P.M. Peak Hour Trips		Daily Trips
		In	Out	In	Out	
Low Rise Multifamily (220)	58 DU	6	21	20	12	425

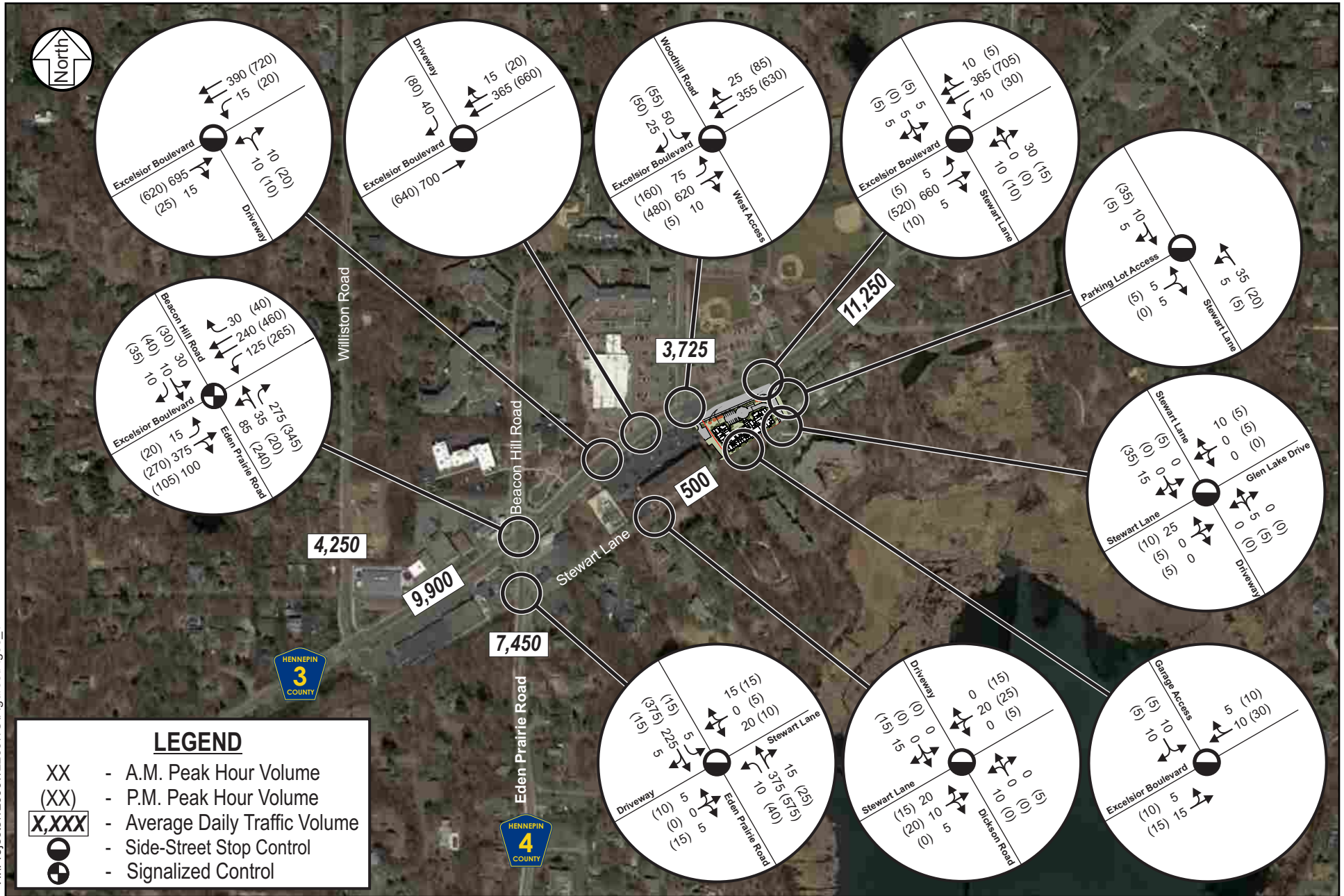
The trips generated by the proposed development were distributed to the adjacent transportation network using the directional distribution illustrated in Figure 4, which is based on current travel patterns observed. The year 2020 build condition traffic forecasts, which include the general background growth and proposed development trip generation are shown in Figure 5.

### Intersection Capacity Analysis

To determine how the existing roadway network can be expected to accommodate year 2020 build conditions, an intersection capacity analysis was completed using Synchro/SimTraffic software. Results of the intersection capacity analysis shown in Table 4 indicate that all study intersections are expected to continue to operate at an overall LOS C or better during the a.m. and p.m. peak hours with the existing traffic controls and geometry. Overall, operations are expected to remain similar to existing conditions with minimal changes in delay.

H:\Projects\1200012283\TIFigures\Fig04\_Directional Distribution.cdr





**Table 4. Year 2020 Intersection Capacity Analysis**

Intersection	Level of Service (Delay)	
	A.M. Peak Hour	P.M. Peak Hour
Excelsior Boulevard and Eden Prairie Road	B (19 sec.)	C (26 sec.)
Excelsior Boulevard and Oaks Glen Lake Access <sup>(1)</sup>	A/C (18 sec.)	A/C (17 sec.)
Excelsior Boulevard and Lund's & Byerly's Access <sup>(1)</sup>	A/A (10 sec.)	A/B (12 sec.)
Excelsior Boulevard and Woodhill Road <sup>(1)</sup>	A/C (17 sec.)	A/C (21 sec.)
Excelsior Boulevard and Stewart Lane <sup>(1)</sup>	A/C (20 sec.)	A/D (27 sec.)
Excelsior Boulevard and Parking Lot Access <sup>(1)</sup>	A/B (14 sec.)	A/A (9 sec.)
Stewart Lane and Glen Lake Drive <sup>(1)</sup>	A/A (5 sec.)	A/A (5 sec.)
Stewart Lane and Garage Access <sup>(1)</sup>	A/A (9 sec.)	A/A (9 sec.)
Stewart Lane and Oaks Glen Lake Access <sup>(1)</sup>	A/B (10 sec.)	A/A (9 sec.)
Eden Prairie Road and Stewart Lane <sup>(1)</sup>	A/C (15 sec.)	A/C (21 sec.)

(1) Indicates an unsignalized intersection with side-street stop control, where the overall LOS is shown followed by the worst approach LOS. The delay shown represents the worst side-street approach delay.

Vehicles traveling northbound at the Excelsior Boulevard (CSAH 3)/Eden Prairie Road (CSAH 4) intersection during the p.m. peak hour are expected to continue to queue through the Eden Prairie Road (CSAH 4) and Stewart Lane intersection approximately 15 percent of the peak hour. This represents a five (5) percent increase in blockage time as compared to existing conditions and is primarily attributed to assumed general background growth. **If these queues become a concern, installing “do not block intersection” signage should be considered for the Eden Prairie Road (CSAH 4) and Stewart Lane intersection.** Other queues previously noted within the study area during the a.m. and p.m. peak hours are expected to remain similar to existing conditions.

At the proposed site accesses to Stewart Lane, queues exiting the proposed development are expected to be approximately one (1) vehicle on average; 95th percentile queues at these two driveways are expected to range between one (1) and two (2) vehicles during both the a.m. and p.m. peak hours.

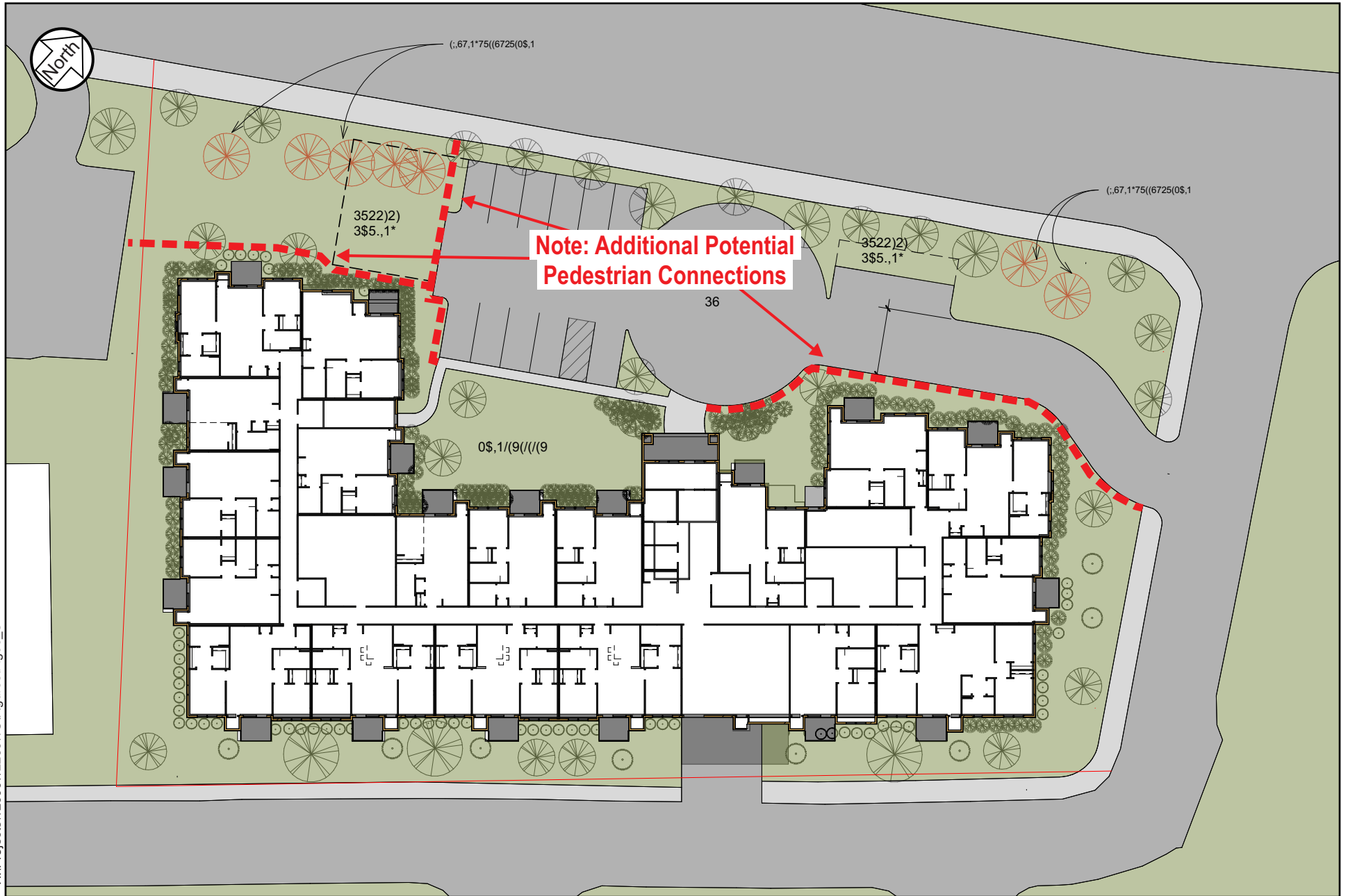
## Site Plan Review

A review of the proposed development site plan was completed to identify any issues with regard to parking, access, circulation, and pedestrian facilities. Based on this review, the following site plan modifications are offered for consideration.

- 1) General - Special consideration should be made to limit any sight distance impacts from future landscaping and signing.
- 2) General - Deliveries and trash pick-up should occur during non-peak hours to aid with circulation on site.
- 3) Pedestrian Facilities - Consider adding a pedestrian connection between Excelsior Boulevard and Stewart Lane and the primary entrance into the facility.

A summary of the site plan modifications offered for consideration are illustrated in Figure 6.

H:\Projects\1200012283\TIFigures\Fig06\_Site Plan Considerations.cdr





## Parking Review

The proposed development is planning to provide 11 surface spaces and 63 underground spaces for a total of 74 spaces. Additionally, the development has nine (9) proof of parking spaces which could be added, if necessary. To determine if the proposed parking supply will meet the demand for the site, a detailed parking review was completed using the Minnetonka City Code, the *ITE Parking Generation Manual, 5th Edition*, and the existing parking demand rate for the existing apartment complex. The following information summarizes the parking demand review.

- 1) The minimum parking requirement based on Minnetonka City Code (Chapter 3, Section 300.28) states that for a multi-family residential unit, the minimum number of parking spaces required is two spaces per dwelling unit, of which one space is enclosed. Given the proposed development is 58 units, a total of 106 spaces are required, which results in a 32-space deficit.
- 2) The average weekday ITE parking demand for a 58-unit apartment is 70 spaces, which results in a four (4) space surplus.
- 3) The weekday ITE 85th percentile demand for a 58-unit apartment is 88 spaces, which is expected to occur overnight. This represents a 14-space deficit.

Results of the parking demand review indicate that there is expected to be between a four (4) space surplus and 14 space deficit based on the ITE code. When accounting for the nine (9) proof of parking spaces, there is expected to be between a 13 space surplus and a five (5) space deficit. Currently, parking is not allowed on Stewart Lane except for four (4) spaces behind the commercial development to the west. It is recommended that if a parking deficit occurs, the nine (9) proof of parking spaces should be constructed and a shared parking agreement with the commercial property to the west could be considered. The proposed development peak parking demand is expected to occur during the overnight hours when there is likely available parking in the commercial parking lot to the west.

## Summary and Conclusions

The following study conclusions and recommendations are offered for consideration:

- 1) Results of the existing intersection capacity analysis indicate that all study intersections currently operate at an overall LOS C or better during the a.m. and p.m. peak hours. During the p.m. peak hour, vehicles traveling northbound at the Excelsior Boulevard (CSAH 3) and Eden Prairie Road (CSAH 4) intersection queue through the Eden Prairie Road (CSAH 4) and Stewart Lane intersection approximately 10 to 15 percent of the peak hour. **If these queues become a concern, installing “do not block intersection” signage should be considered for the Eden Prairie Road (CSAH 4) and Stewart Lane intersection.**
- 2) The proposed development consists of 58 apartment dwelling units and is expected to generate 27 a.m. peak, 32 p.m. peak hour, and 425 daily trips.

- 3) Results of the year 2020 build intersection capacity analysis indicate that all study intersections are expected to continue to operate at an overall LOS C or better during the a.m. and p.m. peak hours with the existing traffic controls and geometry. Overall, operations are expected to remain similar to existing conditions with minimal changes in delay. Queuing at the proposed site access locations is expected to be one or two vehicles during the peak periods.
- 4) A level of service and delay comparison is shown in Table 5.

**Table 5. Intersection Capacity Analysis Comparison Summary**

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	Existing	2020 Build	Existing	2020 Build
Excelsior Boulevard and Eden Prairie Road	B (16 sec.)	B (19 sec.)	C (25 sec.)	C (26 sec.)
Excelsior Boulevard and Oaks Glen Lake Access <sup>(1)</sup>	A/C (17 sec.)	A/C (18 sec.)	A/C (16 sec.)	A/C (17 sec.)
Excelsior Boulevard and Lund's/Byerly's Access <sup>(1)</sup>	A/A (10 sec.)	A/A (10 sec.)	A/B (12 sec.)	A/B (12 sec.)
Excelsior Boulevard and Woodhill Road <sup>(1)</sup>	A/C (16 sec.)	A/C (17 sec.)	A/C (20 sec.)	A/D (21 sec.)
Excelsior Boulevard and Stewart Lane <sup>(1)</sup>	A/C (18 sec.)	A/C (20 sec.)	A/C (25 sec.)	A/D (27 sec.)
Excelsior Boulevard and Parking Lot Access <sup>(1)</sup>	N/A	A/B (14 sec.)	N/A	A/B (9 sec.)
Stewart Lane and Glen Lake Drive <sup>(1)</sup>	A/A (5 sec.)	A/A (5 sec.)	A/A (5 sec.)	A/A (5 sec.)
Stewart Lane and South Access <sup>(1)</sup>	N/A	A/A (9 sec.)	N/A	A/A (9 sec.)
Stewart Lane and Oaks Glen Lake Access <sup>(1)</sup>	A/A (9 sec.)	A/B (10 sec.)	A/A (9 sec.)	A/A (9 sec.)
Eden Prairie Road and Stewart Lane <sup>(1)</sup>	A/B (14 sec.)	A/C (15 sec.)	A/C (19 sec.)	A/C (21 sec.)

(1) Indicates an unsignalized intersection with side-street stop control, where the overall LOS is shown followed by the worst approach LOS. The delay shown represents the worst side-street approach delay.

- 5) **Special consideration should be made to limit any sight distance impacts from future landscaping and signing and deliveries/trash pick-up should occur during non-peak hours to aid with circulation on site.**
- 6) **Consider adding a pedestrian connection between Excelsior Boulevard and the proposed sidewalk around the site.**
- 7) The minimum parking requirement based on Minnetonka City Code is a total of 106 spaces, which results in a 32-space deficit based on the proposed supply of 74 spaces.
- 8) Results of the parking demand review indicate that there is expected to be between a four (4) space surplus and 14 space deficit based on the ITE code.
  - a. When accounting for the nine (9) proof of parking spaces, there is expected to be between a 13 space surplus and a five (5) space deficit.
  - b. It is recommended that if a parking deficit occurs, the nine (9) proof of parking spaces should be constructed and a shared parking agreement with the commercial property to the west could be considered.
  - c. The proposed development peak parking demand is expected to occur during the overnight hours when there is likely available parking in the commercial parking lot to the west.

June 28, 2019

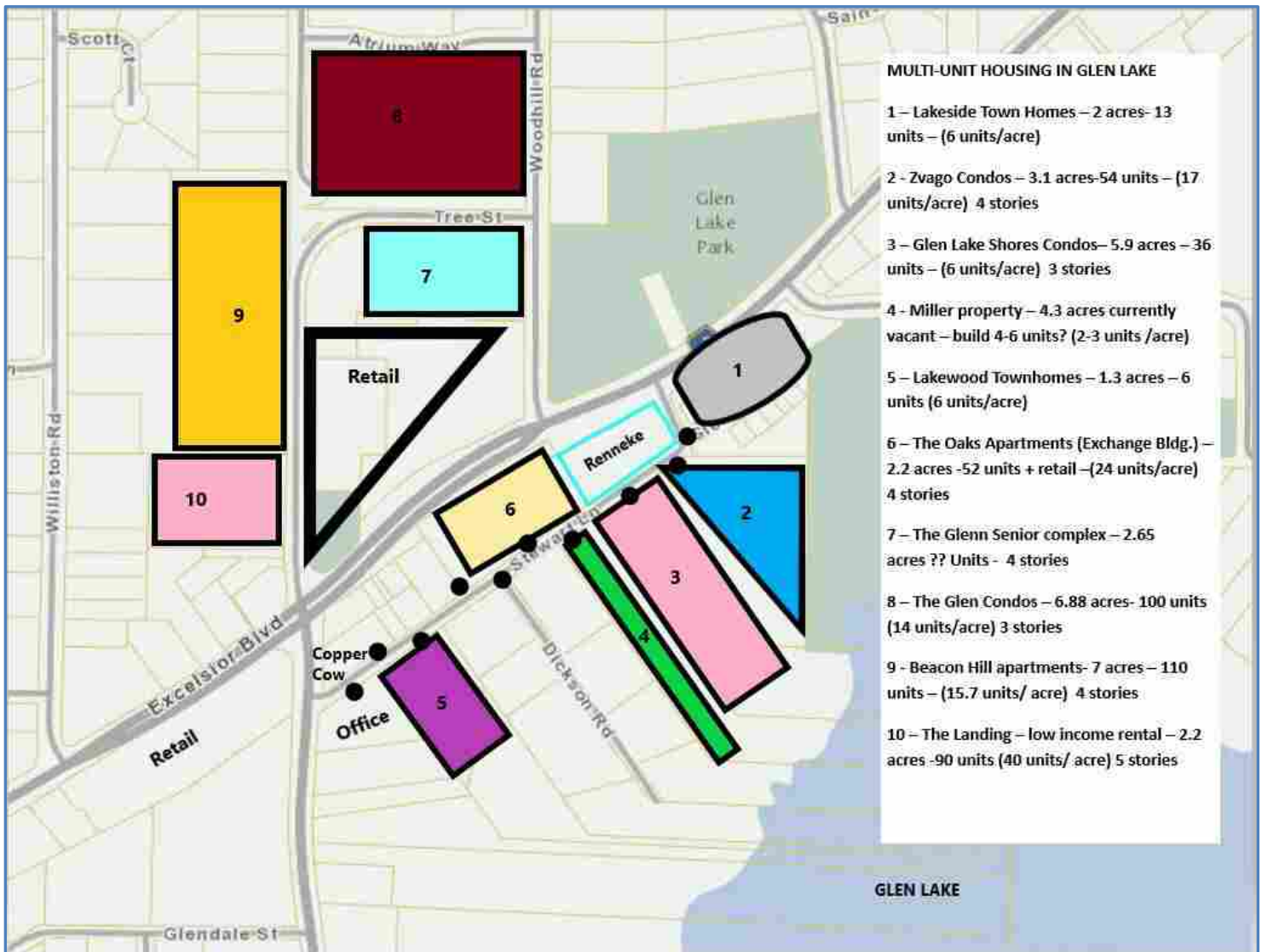
To Planning Commissioners and Planning Staff:

The 'Kinsel at Glen Lake' (Renneke property) project seemed to come up with little to no notification to area residents. I will be out of town for the Planning Commission meeting on Thursday, July 11, 2019 where it will be discussed

I would like to make the following comments regarding that project.

### Mass and Density

The project narrative states: *A complementary high density residential comprehensive plan re-guidance would align with the zoning density of 44 units/acre. (58 units/1.31 acre).* But when I look up the property address in the Hennepin County Tax portal it states that property address is 0.98 acres. That would make the density equal to 58 units/acre. A mixed used zone should have much less density than 58 units /acre. An Urban area is considered 45 units acre density. Glen Lake is not an Urban area. It is a small Village Center surrounded by many trees, parks, playground, and ball fields. Below is a map of the multi-unit housing in our area and number of units per acre. I was unable to determine 'The Glenn' units per acre because of the memory and assisted care units. The black dots along Stewart Lane are all driveways into the various parking lots for the multi-unit housing and businesses along Stewart Lane.



## **Traffic, Parking, Safety**

Please keep in mind that when the last traffic study was completed in our neighborhood (Nov 2018), the Copper Cow had not even opened yet. Since its opening, the traffic has increase immensely. There is much congestion and backups especially on Thursday, Friday and Saturday afternoons and evenings. I hope the new traffic study will be done during those high peak times to show how congested it really gets. With the many truck deliveries stopping along Stewart Lane for the restaurant and the Oaks Glen Lake apartments, traffic on Stewart Lane get even more backed up. Parking has been terrible in the neighborhood with firetrucks not even able to through parking lots. Safety is a major concern along Stewart Lane as people walk, bike, and skateboard up and down the lane. Adding in a 58 unit apartment building that has two driveway entrances (garage and surface lot) to Stewart Lane will just increase the traffic, parking problems, and safety concerns already present.

## **Open Green Space and Trees**

- I see very little green space in the plan. From definitions I have read, a Mixed Use zoned area should have not less than thirty (30) percent of the land area of the development (excluding streets, drives, parking areas, and required perimeter buffer area) in natural or landscaped open space.
- There are some very beautiful majestic trees on this property. These trees should be preserved to maintain the character of our small Village Center. Driving down Excelsior Boulevard heading west, one should be able to see these majestic trees and not a huge mass of a building.
- They will allow all size dogs at their complex. Where will their dogs run?

Thank you for your consideration in these concerns of mine.

Mary Dahlen  
14301 Stewart Lane #104

## Susan Thomas

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**From:** Nancy Bresnahan  
**Sent:** Sunday, June 30, 2019 5:27 PM  
**To:** Bob Ellingson; Susan Thomas  
**Subject:** The Kinsel at Glen Lk

I am a resident of Glen Lake Shores condo on Stewart lane. We are located directly across from the planned project. I have several concerns.

1) the storm drain on Stewart lane flows directly into our property. There is a rock drainage area leading to a pipe that flows under our parking lot and into Glen Lake. The rock drainage area on our north end will likely take on much more water. It is currently nearly filled with silt. Are there plans to alter this area to accommodate increased water?

1b) the storm water exits our property to Glen Lake on the east side. This area has eroded significantly since Zvago was built. There are no longer rocks to help stem the erosion. Are there plans to alter this area to accommodate increased water?

2) where will the moving trucks for residents at The Kinsel be parking? It is currently a dangerous situation on Stewart lane due to frequent obstruction of west bound lane caused by trucks for the Gold Nugget and Glen Oaks.

3) are there plans to put in a side walk along Stewart? The increased traffic from current developments has created a hazard. The number of pedestrians has increased greatly due to dog walkers and residents walking to Lund's, brewery&Copper Cow. I'm glad to have all of them but it's getting awfully tight back here. Please do not leave this problem unaddressed.

Thanks for your time.

## Susan Thomas

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**From:** Sonja Anderson  
**Sent:** Monday, July 1, 2019 11:44 AM  
**To:** Bob Ellingson  
**Cc:** Susan Thomas  
**Subject:** The Kinsel at Glen Lake

To the Minnetonka City Council and Planning Commission Members—attend: Ward 1 Council Member Bob Ellington—

I appreciate the opportunity to speak about the proposal for the “Green House Property” on Stewart Lane and Excelsior Blvd.

I am not against development—(I am not one of those who expects everything to remain the same.) BUT the Kinsel at Glen Lake proposal is so obviously NOT appropriate for this parcel. I did attend the meeting at City Hall last year. I was more than surprised by the out of scale size for this footprint! All winter as I drove around the corner on Stewart Lane from the east to enter the Zvago parking, I thought of how I could barely see over the snow drifts plowed on the sides—nay — could NOT see over them unless I inched forward. Adding the cars going into the Kinsel Apartments — right across from the Zvago entrance, conjures up blockage from both directions.

Yes, I meant to call my Ward Councilman to drive that road - - I did not - - should have— BUT I hope you did do that and saw the difficulties this project would create. Stewart Lane is a very narrow road— no parking on either side. The entrance is a main concern of mine, but there are others. There is no green space— I mean, NONE; no trees left (how could there be with this huge building?!); no place to walk the dogs that will be allowed; and apparently no units that would be affordable, a need for Minnetonka. I know that Council Members spoke to some of these at the June 24 meeting.

I lived in Eden Prairie for 51 years. My husband was on the City Council from 1980 - 1994. There were so many proposals for development in those years. I know how Richard would go out to see where a request was being made and saw some that were very wrong for a particular area. The Kinsel at Glen Lake IS very wrong for this area.

Thank you — unfortunately, I can not be at the July 11 Planning Commission meeting. I hope these concerns will be shared with its members. I plan to be at the July 22 City Council meeting.

Sonja (Carlson) Anderson

## Susan Thomas

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**From:** Sharon Grimes  
**Sent:** Tuesday, July 2, 2019 2:21 PM  
**To:** bellingson@eminntonka.com  
**Cc:** Susan Thomas  
**Subject:** Kinsel at Glen Lake

I have lived in the Glen Lake area for more than 13 years, first in a beautiful home on Knob Hill Court (11 years) and now at Zvago Glen Lake Co-op for more than two years. Location was the primary motivator for moving here—just 1.4 miles from my home. The neighborhood feel, nature, and the conveniences were key drivers. I do not want to lose that feel.

I also know and appreciate how hard the area residents have worked to maintain the characteristics of the neighborhood and preserve the environment.

So, I am writing once again to express my concerns and opposition to the 58-unit apartment building, the Kissel at Glen Lake.

It violates all the values that I thought Minnetonka took pride in.

—Preserving the native species and trees (named a Tree City, USA; I have a T-shirt)

—Protecting green spaces and wetlands.

—Setting minimum sizes for residential lots.

—Keeping Minnetonka a safe community

Glen Lake, specifically, has for decades felt like a community, like a neighborhood that is walkable and fairly accessible, with small businesses and no big box stores.

This new building would remove all but three trees, and, ironically, the remaining three are susceptible to ash borer and Dutch elm. It's unlikely they will live, and the beautiful green tree canopy will be gone. The new building will eliminate all green space.

Recently, several multi-residential facilities have been built in the neighborhood. Enough already. All of them have diminished tree canopies, added to pollution of our groundwater, ponds, and Glen Lake, increased traffic and parking problems, made it more dangerous for pedestrians, and raised the ire of local businesses trying to maintain parking for their customers. (The city asked the businesses to solve that problem, even though the city created it.) It doesn't make sense to create obstacles for businesses if you want them to stay.

Even though the apartment may comply with the ordinances specifying how many parking spots need to be allocated per bed, we all know there will not be enough. Many one-bedroom households have two cars. There is no on-street parking available.

People already park illegally in the Zvago Co-op parking lot, on Eden Prairie Road, in the alley behind Unmapped (preventing fire trucks access to get to a fire at Sir Knight), and in front of businesses along Excelsior.

The city has already let the horses out of the barn by approving two new businesses while not providing adequate parking. Approval was based on Conditional Use permits that would have provided some parking at other businesses. The arrangement with the dental office building was revoked because the privilege was abused and so were some of the clients at those businesses. So, the conditional use did not pan out and the businesses cannot be unbuilt. I urge you not to make similar mistakes by approving a 58-unit apartment building within this already overly dense and problematic area.

Even though the building may be able to “comply” with all ordinances and receive waivers, that is not enough. Common sense needs to come into play.

There are no traffic lights on Stewart Lane for vehicles or pedestrians trying to get onto Excelsior or Eden Prairie Road. And EPR has a curve that makes it even more difficult to see coming traffics.

For pedestrians, crossing Excelsior Boulevard is dangerous. There is a flashing light at the crosswalk, and I use it frequently. But I never trust that vehicles will even see it flashing and stop. They often breeze right through it. In the winter it’s difficult to reach the crosswalk buttons because snow is piled around the base of the poles, not just there, but also at EPR and Excelsior.

Stewart Lane is a narrow street. Several times a day, delivery vehicles completely block one lane, making it even more dangerous for vehicles who need to get around them by using an oncoming traffic lane. The additional apartment traffic will only make it worse because residents will have to enter from and exit onto Stewart.

Needless to say, this increases the risk for pedestrians. I understand the plan includes adding a sidewalk. Unless it runs the entire length of Stewart Lane and remains accessible during the winter, pedestrians will still be at risk.

Walkers already cut through the Zvago Co-op property and Zvago sidewalk to get to Kinsel Park. If they have dogs, the dogs use our lawn. We bear the cost of replacing grass damaged by dogs. Where will residents of the new building take their dogs? (I don’t object to dogs. But has the impact of dog ownership been taken into account? There doesn’t appear to be green space for dog walking on the plan)

I fear that this will be built regardless of how many objections are raised and how many problems it will create. I hope that money (tax revenue) is not the driving factor.

Please consider a more suitable use of this tree-covered green space.

Thank you.  
Sharon Grimes  
14301 Stewart Lane, #201  
Minnetonka, MN 55345

Sent from my iPad



**Susan Thomas**

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**From:** pam bromme  
**Sent:** Wednesday, July 3, 2019 8:51 PM  
**To:** Bob Ellingson; Susan Thomas  
**Subject:** The Kinsel at Glen Lake 14317 Excelsior Blvd

Please look at the city map of Stewart Lane BETWEEN Dickson Rd and Glen Lake Drive.

This is a one block area. These are the existing multi family buildings on this ONE BLOCK AREA:

OAKS GLEN APTS  
ZVAGO

UNITS: 52  
UNITS: 54

GARAGES: 52 plus extra underground parking spaces  
plus extra underground parking spaces  
and outside parking lot  
outside parking lot

4 Story Building  
4 Story Building

GLEN LAKE SHORES

UNITS: 30

GARAGES: 30  
GARAGES: 54 plus extra underground  
and  
and outside parking lot

3 Story Building

TOWN HOMES ON GLEN LAKE DRIVE

UNITS: 13

GARAGES: 13 Two car garages

2 Story Buildings

PROPOSED DEVELOPMENT:

THE KINSEL at GLEN LAKE PROJECT

UNITS: 58

GARAGES: 58 Plus extra underground parking spaces and outside parking lot

(Please Note: The 58 plus Garages would ENTER and EXIT the underground parking on Stewart Lane between the existing driveways of Glen Lake Shores and ZVAGO.)

3 Story Building, plus underground garages

Summary:

These buildings (including the proposed project) in this ONE BLOCK street will total 207 units and MANY MORE CARS than 207. Most of these units already have more than one person with more than one car.

Please note: The homes/cars on Dickson road were not included in the above.

Please understand that the Residents of Glen Lake have already spoken at all of the meetings about this proposed development and have made it clear at these meetings with Ron Clark, the City Council and the Planning Commission that we do not want this project or any other Multi family building on this small piece of property. The Foot print of this project or another large multi family project is too large for the property. We have already established this at previous meetings.

We have even heard suggestions that this property should be a parking lot with meters to help alleviate the parking issues that we now have in Glen Lake. Sounds like a GREAT Idea!

The long time residents of Glen Lake and the returning residents have spoken, our hope is that the City of Minnetonka will listen to us and respect what the Residents keep telling you.

There are many Glen Lake Residents who will not be able to attend the meeting next week as it is summer vacation time in Minnesota, please keep in mind any phone calls or emails from these residents.

Thank you for your time.

Pam Bromme  
Glen Lake Resident

**Resolution No. 2019-**

**Resolution approving the preliminary and final plat of  
KINSEL AT GLEN LAKE**

---

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

Section 1. Background.

1.01 Ron Clark Construction has requested approval of preliminary and final plats of KINSEL AT GLEN LAKE.

1.02 The property is located at 14317 Excelsior Blvd and is legally described in Exhibit A

Section 2. General Standards.

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

Section 3. Findings.

3.01 The proposed plats would meet the design standards as outlined in City Code §400.030.

Section 4. Council Action.

4.01 The above-described preliminary and final plats are hereby approved, subject to the following conditions:

1. Prior to the release of the final plat for recording:

a) Excess right-of-way must be vacated.

b) Submit the following:

1) A revised final plat drawing. The drawing must include:

- a. Right-of-way dedication along the north-south stretch of Stewart Lane, as determined by the city engineer.
  - b. A minimum 10-foot wide drainage and utility easement adjacent to the Stewart lane public right-of-way and minimum 7 foot-wide drainage and utility easement along the southwesterly property line.
- 2) Title evidence that is current within thirty days before the release of the final plat.
  - 3) An electronic CAD file of the plat in microstation or DXF.
  - 4) Two sets of mylars for city signatures.
2. This approval will be void on July 22, 2022, if: (1) a final plat is not recorded; and (2) the city council has not received and approved a written application for a time extension.

Adopted by the City Council of the City of Minnetonka, Minnesota, on July 22, 2019.

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Brad Wiersum, Mayor

Attest:

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Becky Koosman, City Clerk

Action on this resolution:

Motion for adoption:

Seconded by:

Voted in favor of:

Voted against:

Abstained:

Absent:

Resolution adopted.

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the City Council of the City of Minnetonka, Minnesota, at a duly authorized meeting held on July 22, 2019.

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Becky Koosman, City Clerk

## EXHIBIT A

*Parcel 1:*

*Tracts A and B, Registered Land Survey No. 207, Hennepin County, Minnesota.*

*Parcel 2:*

*That part of Lot 10, "Glen Lake Park" described as follows: Beginning at the point of intersection of the Southeasterly line thereof and the West line of the Northwest Quarter of the Northwest Quarter of Section 34, Township 117, Range 22; thence Northeasterly along the Southeasterly line thereof a distance of 116.3 feet to the point of beginning of the tract to be described; thence Northwesterly at an angle to the left of 85 degrees and 47 minutes a distance of 57.9 feet, more or less to the North line of said Section 34; thence East along the North line thereof to the most Easterly corner of said Lot 10; thence Southwesterly along the Southeasterly line of said Lot 10 a distance of 88.15 feet, more or less to the point of beginning.*

*That part of the abandoned right of way of the St. Paul, Minneapolis and Milwaukee Railway in Section 34, Township 117, Range 22 described as follows: Beginning at the point of intersection of the Southeasterly line of Lot 10, "Glen Lake Park" and the West line of the Northwest Quarter of the Northwest Quarter, Section 34, Township 117, Range 22; thence Northeasterly along the Southeasterly line thereof a distance of 116.3 feet to the point of beginning of the tract to be described; thence Southeasterly to the right, deflection angle 85 degrees 47 minutes, a distance of 101.3 feet, more or less to the Southeasterly line of said abandoned railway right of way; thence Northeasterly along said abandoned railway right of way a distance of 88.15 feet; thence Northwesterly a distance of 101.3 feet, more or less to the most Easterly corner of said Lot 10, "Glen Lake Park"; thence Southwesterly along the Southeasterly line of said Lot 10 a distance of 88.15 feet, more or less to the point of beginning.*

*That part of Lot 68, Auditor's Subdivision No. 321, Hennepin County, Minn., described as follows: Beginning at the most Westerly corner of Lot 68; thence Northeasterly along the Northwesterly line of said Lot 68 a distance of 88.2 feet; thence Southeasterly a distance of 56.2 feet, more or less to the most Easterly corner of Lot 10, "Glen Lake Park"; thence West along the South line of said Lot 68 a distance of 102 feet, more or less to the point of beginning.*

*Turnback Area:*

*That part of the Northeast Quarter of the Northeast Quarter of Section 34 and the Southwest Quarter of the Southwest Quarter of Section 27, all in Township 117, Range 22, Hennepin County, Minnesota, being described as follows and which lies northeasterly of the northeasterly line of the recorded plat of THE EXCHANGE.*

*Beginning at a point on the southeasterly line of HENNEPIN COUNTY STATE AID HIGHWAY NO. 3, PLAT 43, according to the recorded plat thereof, distant 1373.48 feet northeasterly from the most southerly corner of said PLAT 43, as measured along said southeasterly line; thence North 38 degrees 02 minutes 21 seconds West (said plat being the basis for bearings) 11.23 feet, at right angles to said southeasterly line; thence North 45 degrees 51 minutes 54 seconds East 238.26 feet; thence northeasterly 396.51 feet on a non-tangential curve concave to the southeast, radius 1388.39 feet, central angle 16 degrees 21 minutes 47 seconds and chord bearing North 56 degrees 16 minutes 02 seconds East; thence North 64 degrees 26 minutes 53 seconds East 330.70 feet, tangent to said curve; thence South 36 degrees 07 minutes 07 seconds East 28.38 feet to the southeasterly line of said PLAT 43; thence southwesterly along said southeasterly line to the point of beginning.*

**Ordinance No. 2019-**

**An ordinance rezoning the property at 14317 Excelsior Boulevard from R-1, low density residential district, to PUD, planned unit development, and adopting a master development plan**

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The City Of Minnetonka Ordains:

Section 1.

1.01 The property at 14317 Excelsior Boulevard is hereby rezoned from R-1, low-density residential, to planned unit development, PUD.

1.02 The property is legally described as Lot 1, Block 1, KINSEL AT GLEN LAKE.

Section 2.

2.01 This ordinance is based on the following findings:

1. The rezoning to PUD would result in a development compatible with the existing surrounding development type and intensity.
2. The rezoning would be consistent with the intent of the zoning ordinance and the comprehensive guide plan.
3. The rezoning would be consistent with the public health, safety, and welfare.

2.02 This ordinance is subject to the following conditions:

1. The site must be developed and maintained in substantial conformance with the following plans:
  - Site Plan, dated June 11, 2019, and as amended by plan dated July 3, 2019
  - Utility Plan, dated June 11, 2019
  - Grading Plan, dated June 11, 2019
  - Building Elevations, dated June 11, 2019

The above plans are hereby adopted as the master development plan for the site.

2. The development must further comply with all conditions outlined in City Council Resolution No. 2019-\_\_\_\_, adopted by the Minnetonka City Council on July 22, 2019.

Section 3. This ordinance is effective immediately.

Adopted by the city council of the City of Minnetonka, Minnesota, on July 22, 2019.

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Brad Wiersum, Mayor

Attest:

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Becky Koosman, City Clerk

**Action on this ordinance:**

Date of introduction: June 24, 2019

Date of adoption:

Motion for adoption:

Seconded by:

Voted in favor of:

Voted against:

Abstained:

Absent:

Ordinance adopted.

Date of publication:

I certify that the foregoing is a true and correct copy of an ordinance adopted by the city council of the City of Minnetonka, Minnesota at a regular meeting held on July 22, 2019.

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Becky Koosman, City Clerk



**Resolution No. 2019-**

**Resolution approving final site and building plans for The Kinsel at Glen Lake  
at 14317 Excelsior Boulevard**

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

Section 1. Background.

- 1.01 Ron Clark Construction has requested approval of final site and building plans for a 58-unit apartment building at 14371 Excelsior Boulevard.
- 1.02 The subject property is legally described as Lot 1, Block 1, THE KINSEL AT GLEN LAKE.
- 1.03 On July 11, 2019, 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. The commission recommended the city council approve the final site and building plans.

Section 2. Site and Building Plan Standards and Findings.

- 2.01 City Code §300.27, Subd.5 outlines several items that must be considered in the evaluation of the site and building plans. Those items are incorporated by reference into this resolution.
- 2.02 The proposal would meet site and building plan standards outlined in the City Code §300.27, Subd.5.
  - 1. The proposed residential development is consistent with the site's mixed-use designation. Further, the proposal has been reviewed by city planning, engineering, and natural resources staff and found to be generally consistent with the city's development guides, including the water resources management plan.
  - 2. The proposal is consistent with the zoning ordinance.
  - 3. The earthwork and resulting tree impact necessary to accommodate the proposed apartment would be substantial. However, the extent of these

- activities would be reasonable in the context of redevelopment and not out of character for other projects in the immediate area.
4. The proposed building would be compatible with neighboring uses. In 2006, the city approved a rezoning and final site and buildings plans for the Oaks Glen Lake located immediately west of the subject property. The Oaks Glen Lake contains both commercial and residential uses. The proposed building would be smaller than the existing Oaks Glen Lake building and would contain only residential uses. Further, there are several other multi-family residential buildings in the immediate area.
  5. The proposed building has been attractively designed and on, and off-site circulation would be intuitive. Additionally, the proposal includes new, public sidewalks along its perimeter, which would add a pedestrian amenity to the area.
  6. As new construction, the proposal would meet all energy code requirements.
  7. The proposal would visually and physically alter the property and the immediate area. However, this change would occur with any redevelopment of the site, which the city has long anticipated.

Section 3. City Council Action.

3.01 The above-described site and building plans are hereby approved 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, except as modified by the conditions below:
  - Site Plan, dated June 11, 2019, and as amended by plan dated July 3, 2019
  - Utility Plan, dated June 11, 2019
  - Grading Plan, dated June 11, 2019
  - Building Elevations, dated June 11, 2019
2. A grading permit is required. This permit will cover grading and installation of sewer, water, and stormwater facilities. Unless authorized by appropriate staff, no site work may begin until a complete grading permit application has been submitted, reviewed by staff, and approved.
  - a) The following must be submitted for the grading permit to be considered complete.
    - 1) An electronic PDF copy of all required plans and specifications.

- 2) Final site, grading, utility, stormwater management, landscape, and tree mitigation plans, and a stormwater pollution prevention plan (SWPPP) for staff approval.
- a. Final site plan. The plan must:
    - Illustrate a minimum 24-foot wide parking lot drive lane.
  - b. Final grading plan must:
    - Use consistent grading contours, either 2-foot or 1-foot
  - c. Final utility plan. The plan must:
    - Include the existing storm sewer on the west and south side of the proposed building and illustrate how the drainage/system will be maintained.
    - Include a gate valve on each side of the service line on the Stewart Lane.
    - Illustrate that all unused water services have the pipe removed back to the main, with the corporation stop turned off, and being covered with a “Ford Abandoned Corp Cap.” Note: a permit from Hennepin County is required for service removed in the county roadway.
    - Illustrate that all unused sewer services have the pipe removed back to the main, with the wye cut out and sleeved.
  - d. Final stormwater management plan is required for the entire site’s impervious surface. The plan must demonstrate conformance with the following criteria:
    - Rate. Limit peak runoff flow rates to that of existing conditions from the 2-, 10-, and 100-year events at all points where stormwater leaves the site.

- Volume. Provide for on-site retention of 1-inch of runoff from the entire site's impervious surface.
- Quality. Provide for all runoff to be treated to at least 60 percent total phosphorus annual removal efficiency and 90 percent total suspended solid annual removal efficiency.

In addition:

- Submit water quality analysis
- Provide evidence that the underground system will be able to support 83,000 pounds and 10,800 pounds per square foot outrigger load.
- The underground facilities must be inspected by a qualified third party during installation, and that party must verify that the pressure requirements are adequately met.

e. Final landscaping plan must:

- Meet minimum landscaping requirements as outlined in ordinance. Note only small shrubs, perennials, and grasses may be planted in public easements.
- Include notation of project value and demonstrating that the value of the proposed landscaping will meet ordinance requirements.
- Illustrate all deciduous trees planted no closer than 15 feet behind the curb or 10 feet from the edge of public trails and sidewalks. Evergreen trees may be no closer than 20 feet behind the curb or 15 feet from the edge of public trails and sidewalks.

- 3) A tree mitigation plan. The plan must meet mitigation requirements as outlined in the ordinance. However, at the sole discretion of staff, mitigation may be decreased.
- 4) A utility exhibit. The exhibit must show only property lines, buildings, sewer, water, storm sewer, and underground stormwater facilities. The exhibit must clearly note which utilities are public and which are private.

- 5) A fire truck turning exhibit. This exhibit must use the templates for the city's largest fire truck and illustrate that the truck can maneuver through the site.
- b) Prior to issuance of a grading permit:
- 1) This resolution must be recorded at Hennepin County.
  - 2) Obsolete easements must be vacated.
  - 3) The final plat must be released for recording.
  - 4) Park dedication in the amount of \$290,000 must be submitted.
  - 5) Submit the following:
    - a. An executed contract for private development (development agreement).
    - b. A stormwater maintenance agreement in a city-approved format for review and approval of city staff.
    - c. A sidewalk maintenance agreement in a city-approved format for review and approval of city staff.
    - d. A private hydrant maintenance agreement in a city-approved format for review and approval of city staff.
    - e. A MPCA Sanitary Sewer Extension permit or documentation that a permit is not required.
    - f. A MDH permit for the proposed water main construction.
    - g. 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.
    - h. Financial guarantees in the amount of 125% of a bid cost or 150% of an estimated cost to comply with grading permit and landscaping requirements and to restore the site. Staff is authorized to negotiate the manner in which site work and

landscaping guarantees will be provided. The city will not fully release guarantee until: (1) as-built drawings and tie-cards have been submitted; (2) a letter certifying that the underground facility has been completed according to the plans approved by the city; (3) vegetated ground cover has been established; and (4) required landscaping or vegetation has survived one full growing season.

- i. 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.
  - 6) 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.
  - 7) Hold a preconstruction meeting with site contractors and city planning, engineering, public works, and natural resources staff. The meeting may not be held until all items required under 2(a), and 2(b)(5) of this resolution have been submitted, reviewed by staff, and approved.
  - 8) Permits may be required from other outside agencies including, Hennepin County and the Nine-Mile Creek Watershed District. It is the applicant's responsibility to obtain any necessary permits.
3. Prior to issuance of any building permit, submit the following documents:
- a) A snow removal and chloride management plan.
  - b) A construction management plan. This plan must be in a city-approved format and outline minimum site management practices

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

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

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

4. The property owner is responsible for replacing any required landscaping that dies.
5. Construction must begin by December 31, 2020, unless the planning commission grants a time extension.

Adopted by the City Council of the City of Minnetonka, Minnesota, on July 22, 2019.

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Brad Wiersum, Mayor

Attest:

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Becky Koosman, City Clerk

Action on this resolution:

Motion for adoption:  
Seconded by:  
Voted in favor of:  
Voted against:  
Abstained:

Absent:  
Resolution adopted.

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the City Council of the City of Minnetonka, Minnesota, at a duly authorized meeting held July 22, 2019.

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Becky Koosman, City Clerk

SEAL