

WAYZATA PLANNING COMMISSION

Meeting Agenda

Wayzata City Hall Community Room, 600 Rice Street

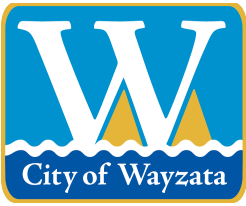
Wednesday, March 4, 2020

6:30 PM

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Consent Agenda**
 - a. Approval of the February 19, 2020 Planning Commission Meeting Minutes
 - b. Approval of a Report and Recommendation of Approval for Fee In Lieu of Parking (FILOP) Conditional Use Permit and Combined Preliminary and Final Plat for Melvin's 235 at 235 and 239 Lake Street East
5. **Public Hearing Items**
 - a. Consider Development Application for a Planned Unit Development Concept Plan and Variances for the Boatworks Re-Imagined Redevelopment at 294 Grove Lane East
 - b. Consider Development Application for Side Yard Setback, Impervious Surface, and Curb Cut Spacing Variances for the Doolittle Residence at 244 Wayzata Blvd East
6. **Other Items**
 - a. Review of Development Activities
 - b. Planning Commissioner Liaison for the March 10, 2020 City Council Meeting
 - c. 2020 Planning Commission Meeting Calendar
7. **Adjournment**

Upcoming Meetings:
City Council - March 10, 2020
Planning Commission - March 16, 2020

Members of the Planning Commission and some staff members may gather at the Wayzata Bar and Grill immediately after the meeting for a purely social event. All members of the public are welcome.



City of Wayzata Planning Commission Agenda Report

MEETING DATE: March 4, 2020	AGENDA ITEM: 4.a
TITLE: Approval of the February 19, 2020 Planning Commission Meeting Minutes	
PREPARED BY: Nick Kieser, Assistant Planner	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: N/A	

BACKGROUND:

N/A

ACTION REQUESTED:

Staff recommends approval of the draft minutes for the February 19, 2020 Planning Commission meeting.

ATTACHMENTS:

1. February 19, 2020 Draft PC Minutes

1 **WAYZATA PLANNING COMMISSION**
2 **MEETING MINUTES**
3 **February 19, 2020**

4
5
6 **AGENDA ITEM 1. Call to Order**
7

8 Chair Plantan called the meeting to order at 6:30 p.m.
9

10
11 **AGENDA ITEM 2. Roll Call**
12

13 Present at roll call were Commissioners: Plantan, Douglas, Merriam, Parkhill, and Bashioum.
14 Absent: Flannigan and Iverson. Community Development Director Emily Goellner and City
15 Attorney David Schelzel were also present.
16

17
18 **AGENDA ITEM 3. Approval of Agenda**
19

20 Chair Plantan reviewed the meeting agenda and asked if Commissioners had any updates or
21 proposed revisions to the agenda.
22

23 Hearing none, Chair Plantan asked to add a new agenda item 6f on census update.
24

25 Hearing no objections, Chair Plantan asked for a motion to approve the agenda for the meeting, as
26 amended.
27

28 Commissioner Douglas made a motion, seconded by Commissioner Parkhill, to approve the
29 February 19, 2020 agenda with the addition of proposed new item 6f on the census. The motion
30 carried unanimously.
31

32
33 **AGENDA ITEM 4. Consent Agenda**
34

- 35 **a.) Approval of the February 3, 2020 Planning Commission Meeting Minutes**
36 **b.) Report and Recommendation of Approval of Design for a Detached Garage at**
37 **214/216 Minnetonka Avenue South**
38

39 Chair Plantan read the items on the consent agenda and asked if any Commissioner wished to pull
40 an item for further discussion.
41

42 Hearing no such request, Chair Plantan asked for a motion to approve the Consent Agenda as
43 presented.
44

45 Commissioner Bashioum made a motion, seconded by Commissioner Douglas, to approve the
46 Consent Agenda as presented. The motion carried 4 ayes and 1 abstain (Merriam).

1
2
3 **AGENDA ITEM 5. Public Hearing Items:**
4

5 **a.) Development Application for Approval of a Conditional Use Permit for Fee-in-**
6 **Lieu of Parking (FILOP) and a Combined Preliminary and Final Plat for**
7 **Melvin's 235 at 235 and 239 Lake Street East**
8

9 Community Development Director, Emily Goellner, stated that the property owner, Melvin's 235,
10 LLC (Patrick Hughes), represented by Mike Nordstrom of Excelsior Group, LLC, has submitted
11 a Development Application requesting approval of a Conditional Use Permit (CUP) under the City
12 of Wayzata Fee-in-Lieu of Parking (FILOP) Policy. The application also requests approval of a
13 combined Preliminary and Final Plat to establish new property lines at 235 and 239 Lake St E that
14 are consistent with the approved PUD General Plan. The three-story office building proposed by
15 Melvin's 235, LLC received zoning approvals from City Council in October 2018. It included
16 approval of the Planned Unit Development (PUD) General Plan, Project Design with a Deviation
17 for Exterior Building Materials, Variance for Building Height, Shoreland Impact Plan/Conditional
18 Use Permit for Building Height, and Rezoning to the PUD District.
19

20 Director Goellner noted that the previous zoning approvals were made subject to several
21 conditions, three of which relate to the requests in the current development application. The
22 approved plan set and approval documents were provided to the Commission for reference.
23 Because these approvals have already been obtained, the review by the Planning Commission and
24 City Council for this current development application is focused on the material and criteria
25 relevant to the FILOP CUP and the Preliminary Plat, not the material and criteria relevant to the
26 PUD General Plan, Height Variance, Shoreland CUP for Height, Rezoning, or Design Review.
27 Director Goellner further noted that the City Council also approved an extension of the approvals
28 until October 2, 2020.
29

30 Director Goellner reviewed the parking standards of City Code that are applicable to the project.
31 For an office development, the Code requires a minimum of 3 spaces for each 1,000 square foot
32 of floor area. The proposed building consists of 37,470 sq. ft. of gross floor area (subtracting the
33 underground parking level). When calculating the requirement, the Code includes a provision to
34 remove 10% of the gross floor area from the calculation to account for the unusable square footage
35 in a building. For this project, this reduces the square footage to 33,723 sq. ft, and thus the building
36 requires 102 parking spaces. The building includes 29 enclosed parking spaces within the
37 underground garage. The application is requesting to pay a fee-in-lieu of parking to make up for
38 the balance of 73 spaces required by the Zoning Ordinance.
39

40 Director Goellner noted that these 73 parking spaces could be adequately supplied in the planned
41 City-owned public parking facility to the rear (north) of the building. This option was
42 contemplated as part of the PUD General Plan approval process. The design of the parking facility
43 is anticipated to be finalized by the City at a future date, with the intention of constructing the
44 facility in the same time frame as the construction of the proposed project. In accordance with
45 City Code, a Development Agreement would be required which would memorialize the exact

1 dollar amount owed and payment schedule under the FILOP policy. This would be drafted by
2 staff for review by the City Council only if and after a FILOP CUP is approved by the City Council.
3

4 Director Goellner explained the subdivision request in the Application, highlighting that the
5 Applicant is proposing to reconfigure the four existing lots into three lots. The Preliminary and
6 Final Plat has been reviewed against the criteria outlined in the City Subdivision Code. The four
7 existing lots total 56,881 sq. ft. in size. In accordance with the approved PUD General Plan, the
8 applicant intends to utilize proposed Lot 1 for the office building and donate Lot 2 and Lot 3 to
9 the City of Wayzata for driveway and public parking facility use. Additional land located on Lake
10 Street would be conveyed to the City of Wayzata as well. Director Goellner noted that Staff is
11 working with the applicant to prepare a variety of necessary easements for the project related to
12 the proposed driveways and walkways on the site. The City Engineer/Public Works Director has
13 reviewed the Preliminary Plat and stated he has no concerns at this time. Hennepin County staff
14 has provided comments that have been incorporated into the Preliminary Plat.
15

16 At the conclusion of Director Goellner's presentation, Commissioner Douglas asked if the Zitzloff
17 and Boatworks properties require any parking spaces from the City's anticipated public parking
18 facility.
19

20 Director Goellner stated that the Zitzloff property is self-parked and does not anticipate a need to
21 access the City parking facility. The public parking facility would include land donated by the
22 Wayzata Blu project, some of which is currently used by Boatworks for excess parking. She noted
23 that this use was particularly for valet parking in the evenings and on weekends. She stated that
24 the office uses on the applicant's site would primarily use the parking spaces in the public parking
25 facility from 7 am to 6 pm on weekdays.
26

27 Commissioner Parkhill asked if the anticipated City parking facility would be a surface lot or
28 covered structure.
29

30 Director Goellner responded that the current plan is for a surface lot only, but that conversations
31 will occur with the City Council regarding the potential for a future two-story parking ramp.
32

33 Commissioner Douglas stated that the Commission had received a letter from a community
34 member, and she wanted to know if the comments were relevant to the discussion on the current
35 application.
36

37 Director Goellner responded that she understood that the community member wanted to provide
38 public comment and questions to be addressed during the overall project approval process. She
39 added that the comments aren't relevant to the criteria for the current application, but that is always
40 good to receive those comments as applications are considered. She stated that the comments
41 and/or questions will be addressed during different phases of the project approval and
42 implementation process.
43

44 There being no further question from the Commission for Staff, Chair Plantan invited the
45 Applicant to address the Commission on the application.
46

1 Applicant's principal, Patrick Hughes, 235 Lake Street East, stated their appreciation for the
2 Commission taking the time to hear about the application. He added that the this stage of the plan
3 took a year longer than expected, but that it is essentially the same plan from 2018 with the addition
4 of the land donation to the City that Director Goellner had outlined. He stated that the current plan
5 is a creative and thoughtful way to provide parking for different uses. He believes that proposed
6 parking plan will be a great asset for the City. He expressed a confidence in the team that he has
7 to move forward with the project. He added that they have acquired a tenant for the project, are
8 hoping to break ground in the spring, and be open for tenants in the fall of 2021.

9
10 There being no questions from the Commission for the applicant, Chair Plantan opened the public
11 hearing on the application at 6:55 p.m.

12
13 Attorney, Darren Knight, 319 Barry Ave, stated that he works with Lowell Zitzloff and that he
14 was the author of the letter that the Commission referenced earlier in the meeting. He stated that
15 his client, Mr. Zitzloff, owns the property to the west of the applicant's property. He said they
16 would like to express encouragement that all development applications for surrounding properties
17 receive similar and consistent enforcement of the rules. Specific concerns were described in the
18 his letter received by the Commission. He highlighted specific concerns regarding the noise
19 produced by the HVAC chiller shown in the plans, and allowed heights of proposed developments.
20 He pointed out an area of Barry Ave that likely needs a traffic study completed. He stated that the
21 development of the surrounding areas will worsen an already difficult area to navigate.

22
23 Resident, Jeff Zitzloff, 315 Lake St E, stated that his father is most concerned with the HVAC
24 chiller that Mr. Knight described. He asked if all of the donated land for the parking structure had
25 been secured. He did not ask for a response.

26
27 There being no one else wishing to comment on the application, Chair Plantan closed the public
28 hearing at 7:00 p.m.

29
30 Chair Plantan asked for the Commission to share their questions and feedback on the application.

31
32 Commissioner Parkhill asked if the City had secured the donated land that would be developed to
33 create the parking area that will contain the required parking spaces for the current application.

34
35 Director Goellner stated that each of the donation agreements for the land for the public parking
36 area are being executed in connection with the development agreements.

37
38 Commissioner Parkhill asked for the width of the road behind Wayzata Blu and questioned if there
39 were concerns regarding the construction of a two-way access drive at the location.

40
41 Director Goellner acknowledged the comment expressed by Mr. Knight and noted that the City
42 would look at the possible impact development would have on Barry Ave.

43
44 Commissioner Parkhill stated that he had no concern regarding the application other than what has
45 been raised.

46

1 Commissioner Bashoum asked for assurance that the concern raised regarding the HVAC chiller
2 would be addressed.

3
4 Director Goellner stated that the building plans will be reviewed at the permitting stage to assure
5 that everything is within the guidelines and standards of the City Code.

6
7 Commissioner Merriam asked for more information regarding the wetland delineation for the area
8 of the parking facility.

9
10 Director Goellner stated that more information will be available when the final design of the
11 parking facility is determined. She noted that she had spoke with the City Engineer, Mike Kelly,
12 and was told that the site was approved for a wetland delineation and that the Watershed District
13 has not yet approved a mitigation plan, but they are working on it. She explained that the parking
14 facility presented in the current application only provides the general number of parking spaces
15 available and not the specific design of the parking area. The specific design will need Council
16 approval.

17
18 Commissioner Merriam restated concerns regarding the road use and traffic patterns. She added
19 that it appeared that travel on Barry Ave. may become cumbersome.

20
21 Director Goellner stated that the traffic patterns will be reviewed.

22
23 Commissioner Douglas stated that the City has a lot of work ahead of them with the anticipated
24 parking facility but she does not have concern with the traffic. She stated that she is comfortable
25 with the project and approvals requested.

26
27 Chair Plantan stated that she is also in favor of the requested CUP for the FILOP. She stated that
28 the project enhances the functionality of the Central Business District, it relates to the Comp Plan,
29 and it does not adversely affect the area.

30
31 There being no further discussion, Chair Plantan asked for a motion on the application.

32
33 Commissioner Parkhill made a motion, seconded by Commissioner Merriam, to direct staff to
34 prepare a draft Planning Commission Report and Recommendation, with appropriate findings,
35 reflecting a recommendation of approval of the Preliminary and Final Plat to establish new
36 property lines at 235 and 239 Lake Street, consistent with the approved PUD, and approval of a
37 Conditional Use Permit for Fee-in-Lieu of Parking (FILOP), for review and adoption at the next
38 Planning Commission meeting. The motion carried unanimously.

39
40
41 **AGENDA ITEM 6. Other Items:**

42
43 **a.) Review of Development Activities**

44
45 Community Development Director stated that the next meeting would of the Planning Commission
46 is scheduled for March 4, and they anticipate that the Boatworks application will be on the agenda

1 for review. This information will also be available on the website. She noted that the new
 2 application is anticipated to be similar to previous applications, but with a reduced building height
 3 of 49 feet and some other related changes to the layout and design. The PUD standard for building
 4 height is 35 feet maximum, so it is anticipated that a height variance will be requested. She
 5 encouraged the public to review the plans and reach out if they have questions prior to the public
 6 hearing. She stated that the Commission will likely also have a home addition application to
 7 review at the next meeting.

8
 9 **b.) February 4, 2020 City Council Report**

10
 11 Commissioner Douglas provided a report on the February 4 City Council meeting, and shared that
 12 there was an annual update provided by the Hennepin County Sherriff office. They reported that
 13 they aid Wayzata 200 hours a year with investigation and other items. Of the 11,000 hours of
 14 water patrol, 9,000 of the hours are conducted on Lake Minnetonka. A new police technician was
 15 introduced, and a new officer was sworn in. There were a few announcements provided. They
 16 approved two of the projects that the Commission

17
 18 **c.) February 18, 2020 City Council Report**

19
 20 City Attorney, David Schelzel provided a report on the February 18 City Council meeting for an
 21 absent commissioner, and shared that there was a recognition of the Heritage Preservation Board
 22 Chair. The 908 Shady Lane East Garage was approved. The second reading of the ordinance for
 23 the rezoning of the Walker Townhomes was completed. Council considered Mediacom's quarterly
 24 customer service report, and heard from a Mediacom representative. They also discussed the
 25 upcoming census.

26
 27 **d.) Planning Commissioner Liaison for the March 10 City Council Meeting**

28
 29 Chair Plantan noted that Commissioner Iverson will provide a report at the next Planning
 30 Commission meeting.

31
 32 **e.) 2020 Planning Commission Meeting Calendar**

33
 34 Director Goellner stated that the next meeting of the Planning Commission is scheduled for a
 35 Wednesday due to the Primary Election. The meeting will be on Wednesday, March 4, 2020.

36
 37 **f.) 2020 Census**

38
 39 Director Goellner shared information regarding the completion of the 2020 Census and the positive
 40 implications of a full count for the City of Wayzata. She noted that a Complete Count committee
 41 had been formed to make people aware of the 2020 Census. They have created a website, prepared
 42 an informational video, and will begin to reach out to different residents and property owners to
 43 increase participation.

44
 45 Commissioner Douglas stated that she is on the Complete Count committee and they are setting
 46 up an informational booth at the Public library.

1
2 Mr. Schelzel asked if residents should be looking for a mailing.

3
4 Director Goellner stated that residents can participate in the census either online, or by completing
5 a paper form that comes in the mail. She added that the paper form should take less than a minute
6 to complete.

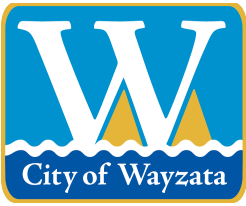
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8
9 **AGENDA ITEM 8. Adjournment.**

10
11 There being no further business on the agenda, Chair Plantan asked for a motion to adjourn.

12
13 Commissioner Douglas made a motion, seconded by Commissioner Merriam, to adjourn the
14 Planning Commission meeting. The motion carried unanimously.

15
16 The Planning Commission meeting was adjourned by Chair Plantan at 7:21 p.m.

17
18 Respectfully submitted,
19 Jenny Groess
20 *TimeSaver Off Site Secretarial, Inc.*



City of Wayzata Planning Commission Agenda Report

MEETING DATE: March 4, 2020	AGENDA ITEM: 4.b
TITLE: Approval of a Report and Recommendation of Approval for Fee In Lieu of Parking (FILOP) Conditional Use Permit and Combined Preliminary and Final Plat for Melvin's 235 at 235 and 239 Lake Street East	
PREPARED BY: Emily Goellner, Community Development Director	
REVIEWED BY:	
60 DAY DEADLINE: March 27, 2020	

BACKGROUND:

The property owner, Melvin's 235, LLC (Patrick Hughes), represented by Mike Nordstrom of Excelsior Group, LLC, has submitted a Development Application requesting approval of a Conditional Use Permit (CUP) under the City of Wayzata Fee-In-Lieu of Parking (FILOP) Policy. The application also requests approval of a combined Preliminary and Final Plat to establish new property lines at 235 & 239 Lake St E that are consistent with the approved PUD General Plan. The three-story office building proposed by Melvin's 235, LLC received zoning approvals in October 2018. It included approval of the Planned Unit Development (PUD) General Plan, Project Design with a Deviation for Exterior Building Materials, Variance for Building Height, Shoreland Impact Plan/Conditional Use Permit for Building Height, and Rezoning to the PUD District.

The Planning Commission voted 5-0 to direct staff to prepare a Report and Recommendation for approval of the requested application.

ACTION REQUESTED:

Staff recommends approval of the Draft Planning Commission Report and Recommendation.

ATTACHMENTS:

1. Draft PC Report and Recommendation - Melvin's 235



WAYZATA PLANNING COMMISSION

March 4, 2020

REPORT AND RECOMMENDATION OF APPROVAL OF FILOP CUP FOR PARKING AND COMBINED PRELIMINARY AND FINAL PLAT AT 235 & 239 LAKE ST E

SUMMARY OF RECOMMENDATION

1. **Approval*** of FILOP CUP to meet parking requirements for previously approved PUD
2. **Approval*** of Preliminary and Final Plat for previously approved PUD

** with certain conditions listed at the end of this Report*

REPORT

Section 1. BACKGROUND

- 1.1 **Project.** The property owner, Melvin's 235, LLC (Patrick Hughes, principal), represented by Mike Nordstrom of Excelsior Group, (collectively, the "Applicant") have submitted a development application (the "Application") requesting approval of (i) a Conditional Use Permit (CUP) under the City of Wayzata Fee-In-Lieu of Parking (FILOP) Policy; and (ii) Preliminary and Final Plats for the property 235 & 239 Lake St E (the "Property"). The requests both relate to a PUD General Plan (the "PUD") that was approved for the Property pursuant to City Council Resolution 53-2018 and Ordinance 785 in October 2018, which involves the demolition of the existing office building on the Property, and the construction of a new, three-story, 37,470 square foot office building with one floor of underground parking (the "Project").
- 1.2 **Approvals Requested.** The Application requests the following:
 - A. **FILOP CUP for Parking.** Conditional Use Permit (CUP) under the City's FILOP Policy to meet the PUD's parking requirement shortfall of up to seventy-three (73) parking stalls (the "FILOP CUP").
 - B. **Preliminary and Final Plat.** Simultaneous review and approval of preliminary

and final plats to combine and subdivide the existing four (4) lots that comprise the Property into three (3) new lots as reflected on Attachment B hereto (the “Proposed Subdivision” and “Preliminary and Final Plats”).

1.3 Property. The address, property identification numbers and owner of the Property are:

Address	PID	Owner
235 Lake St E	06-117-22-23-0010	Melvin’s 235, LLC
	06-117-22-23-0007	Melvin’s 235, LLC
	06-117-22-32-0003	Melvin’s 235, LLC
239 Lake St E	06-117-22-23-0014	Melvin’s 235, LLC

1.4 Land Use Designations. The Property falls within the following land use districts:

Zoning:	PUD/Planned Unit Development
Comp plan designation:	Central Business District
Overlay districts:	S/Shoreland Overlay District W/Wetland Overlay District Lake Street Design District

1.5 Notice and Public Hearing. Notice of a public hearing on the Application was published in the *Wayzata Sun Sailor* on February 6, 2020. A copy of the notice was mailed to all property owners located with 350 feet of the Property on February 5, 2020. The public hearing on the Application was held at the February 19, 2020 Planning Commission meeting.

Section 2. STANDARDS

2.1 Parking and FILOP CUP. The Zoning Ordinance requires a minimum of 3 parking spaces for each 1,000 sq. ft. of floor area used for offices. Sec. 920.11. Any new use on a property that cannot meet the applicable on-site minimum parking requirements of City Code may be permitted if: (1) a fee-in-lieu of parking is paid as specified in the City’s FILOP Policy; and (2) a Conditional Use Permit is approved based upon the requirements of Section 904.02 and the following criteria in the FILOP Policy:

1. The Project is located within the “Mobility District” as established by City Council.
2. The City Council finds that the Project would enhance the accessibility, functionality, density and vitality of the Downtown Business District.

3. The parking impact of the Project does not exceed the available capacity of the City's parking facilities.

The general CUP criteria of Section 904.02.F states that the Planning Commission and City Council shall consider possible adverse effects of the proposed conditional use. Their judgment shall be based upon (but not limited to) the following factors:

- A. The proposed action in relation to the specific policies and provisions of the official City Comprehensive Plan.
- B. The proposed use's compatibility with present and future uses of the area.
- C. The proposed use's conformity with all performance standards contained herein (i.e., parking, loading, noise, etc.).
- D. The proposed use's effect on the area in which it is proposed.
- E. The proposed use's impact upon property values in the area in which it is developed.
- F. Traffic generated by the proposed use is in relation to capabilities of streets serving the property.
- G. The proposed use's impact upon existing public services and facilities including parks, schools, streets and utilities, and the City's service capacity.

2.2 Subdivision / Preliminary and Final Plat.

- A. Review and approval of lot combinations and subdivisions of property are governed by the City's Subdivision Ordinance, Part X, Chapters 1001 through 1009 of the City Code. The City may agree to review the preliminary and final plat simultaneously. Sec. 1003.03.A.
- B. In reviewing requests for approval under the Subdivision Ordinance, the Planning Commission shall consider possible adverse effects of the proposed subdivision or lot combination reflected in the preliminary plat. Its judgment shall be based upon, but not limited to, the following factors found in Section 1005.02:
 1. The proposed subdivision or lot combination shall be consistent with the Wayzata Comprehensive Plan.
 2. Building pads that result from a subdivision or lot combination shall preserve sensitive areas such as lakes, streams, wetlands, wildlife habitat, trees and vegetation, scenic points, historical locations, or similar community assets.

3. Building pads that result from subdivision or lot combination shall be selected and located with respect to natural topography to minimize filing or grading.
4. Existing stands of significant trees shall be retained where possible. Building pads that result from a subdivision or lot combination shall be sensitively integrated into existing trees.
5. The creation of a lot or lots shall not adversely impact the scale, pattern or character of the City, its neighborhoods, or its commercial areas.
6. The design of a lot, the building pad, and the site layout shall respond to and be reflective of the surrounding lots and neighborhood character.
7. The lot size that results from a subdivision or lot combination shall not be dissimilar from adjacent lots or lots found in the surrounding neighborhood or commercial area.
8. The architectural appearance, scale, mass, construction materials, proportion and scale of roof line and functional plan of a building proposed on a lot to be divided or combined shall be similar to the characteristics and quality of existing development in the City, a neighborhood or commercial area.
9. The design, scale and massing of buildings proposed on a subdivided or combined lot shall be subject to the architectural guidelines and criteria for the Downtown Architectural District, Commercial and Institutional Architectural Districts, and Residential Architectural Districts and the Design Review Board/City Council review process outline in Section 9 of the Wayzata Zoning Ordinance.
10. The proposed lot layout and building pads shall conform with all performance standards contained herein.
11. The proposed subdivision or lot combination shall not tend to or actually depreciate the values of neighboring properties in the area in which the subdivision or lot combination is proposed.
12. The proposed subdivision or lot combination shall be accommodated with existing public services, primarily related to transportation and utility systems, and will not overburden the City's service capacity.

Section 3. FINDINGS

Based on the Application materials, additional materials submitted by the Applicant, staff reports, public comment and information presented at the public hearing, and the standards of the Wayzata Subdivision and Zoning Ordinances, the Planning Commission of the City of Wayzata makes the following findings of fact:

3.1 Parking and FILOP CUP. Based on the approved PUD General Plan, and the requirements of the Zoning Ordinance, the Project requires 102 parking spaces. The Project includes 29 enclosed parking spaces within an underground garage on the Property, and thus needs an additional 73 spaces, which have been requested under the City's FILOP Policy. With respect to such request, the Commission finds:

1. The Project is located within the "Mobility District" as established by City Council.
2. The Project would enhance the accessibility, functionality, density and vitality of the Downtown Business District by providing improved pedestrian scale circulation, additional office spaces, and additional public parking.
3. The parking impact of the Project does not exceed the available capacity of the City's parking facilities when factoring in the new public parking created by the Project.

Section 904.02.F Findings

1. The use of public parking associated with the Project is compatible with the specific policies and provisions of the official City Comprehensive Plan.
2. The use of public parking associated with the Project is compatible with present and future uses of the area.
3. The use of public parking associated with the Project conforms with all performance standards contained in the Zoning Ordinance, except those for which a variance is requested.
4. The use of public parking associated with the Project will not have a negative effect upon the surrounding area.
5. The use of public parking associated with the Project will not have a negative impact upon surrounding property values.
6. The use of public parking associated with the Project will not increase traffic above capacity.

7. The use of public parking associated with the Project will not negatively impact existing public services and facilities including parks, schools, streets and utilities, and the City's service capacity.

3.2 Subdivision / Preliminary and Final Plat.

- A. City review of the Preliminary and Final Plat simultaneously is appropriate under City Code Sec. 1003.03.A.
- B. The Planning Commission finds that there would be no significant adverse effects of the Proposed Subdivision based upon the following factors found in Section 1003.02.E:
 1. The Proposed Subdivision is consistent with the previously approved PUD General Plan as well as Wayzata Comprehensive Plan's guidance for the Property within the Central Business District, which is to provide for a diversity of retail, office, service, and residential land uses at a high level of development quality to enhance it as a regional destination.
 2. The building pads that result from the Proposed Subdivision will not negatively impact sensitive natural, scenic, historic or community assets.
 3. The building pads that could result from the Proposed Subdivision will respect natural topography and minimize filing or grading.
 4. The Proposed Subdivision will not impact significant or heritage trees on the Property.
 5. The Proposed Subdivision will not adversely impact the scale, pattern or character of the City, its neighborhoods, or its commercial areas, and is consistent with the approved PUD.
 6. The design of the lots and the site layout responds to and is reflective of the surrounding lots, neighborhood character, and the approved PUD.
 7. The lot sizes resulting from the Proposed Subdivision are not dissimilar to the nearby lots along Lake Street and are consistent with the approved PUD.
 8. The architectural appearance, scale, mass, construction materials, proportion and scale of roof line and functional plan of the buildings associated with the Proposed Subdivision have been approved as part of the approved PUD.
 9. The design of the PUD associated with the Proposed Subdivision has

been approved under the City's Design Standards.

10. The Proposed Subdivision is likely to enhance the values of neighboring properties in the area in which it is proposed.
11. The Proposed Subdivision will be accommodated with existing public services, including those related to transportation and utility systems, and will not overburden the City's service capacity.

Section 4. RECOMMENDATION

4.1 Planning Commission Recommendation. Based on the findings in section 3 of this Report, the Planning Commission recommends **APPROVAL** of the (i) Proposed Subdivision and Preliminary and Final Plats; and (ii) FILOP CUP, subject to the following conditions:

- A. The Applicant must meet all previous conditions of approval for the Project, including those in City Council Resolution 53-2018.
- B. The Development Agreement between the Applicant and the City for the Project, required by previous approvals, must incorporate the requirements of the FILOP CUP, including payment of the fees required under the policy, with terms and in a form acceptable to the City Attorney.
- C. All expenses of the City of Wayzata, including consultant, expert, legal, and planning fees incurred must be fully reimbursed by the Applicant.

Adopted by the Wayzata Planning Commission this 4th day of March 2020.

Chair, Wayzata Planning Commission

Voting For the Findings and Recommendation of Approval in this Report:

Plantan, Douglas, Parkhill, Bashioum, and Merriam

Voting Against: None

Abstaining: None

Attachments:

Attachment A

Property Information and Legal Descriptions

Attachment B

Preliminary and Final Plats

DRAFT

Attachment A
Legal Description of the Property

Parcel 1: (06-117-22-32-0003) Abstract

That part of Lots 10 and 19, Auditor's Subdivision No 184, Hennepin County, Minnesota, described as follows: Commencing at a point on the South line of Lot 19, 7 feet West of the Southeast corner of Lot 19; thence Northerly along a line parallel with the East line of Lot 19, a distance of 100 feet; thence Westerly along a line parallel with the South line of Lot 19, a distance of 40 feet; thence Southerly along a line parallel with the East line of Lot 19, a distance of 100 feet to a point on the South line of Lot 19, 47 feet West of the Southeast corner of Lot 19; thence Easterly along the South line of Lot 19, a distance of 40 feet, more or less, to the point of beginning

Parcel 2: (06-117-22-23-0007) Abstract

Commencing at the point of intersection between the South line of Lot 19, Auditor's Subdivision 184, and a line drawn parallel to and 47 feet West of the West line of Lot 18, Auditor's Subdivision 184, which point of intersection is the point of beginning of the tract of land to be conveyed; thence North parallel to the West line of said Lot 18, a distance of 100 feet; thence East parallel to the South line of said Lot 19, a distance of 40 feet; thence North parallel to the West line of Lot 10, Auditor's Subdivision 184, to the point of intersection with the Easterly extended South line of Lot 4, Auditor's Subdivision 184; thence West along said Easterly extended South line of said Lot 4, a distance of 50 feet; thence South parallel to the West line of Lots 10 and 19 to the point of intersection with the South line of said Lot 19; thence East along the South line of said Lot 19 to the point of beginning

Parcel 3: (06-117-22-23-0010) Abstract

Commencing at the point of intersection between the South line of Lot 19, Auditor's Subdivision 184, and a line drawn parallel to and 57 feet West of the West line of Lot 18, Auditor's Subdivision No 184, which point of intersection is the point of beginning of the tract of land to be conveyed; thence North parallel to the West lines of Lots 10 and 19, Auditor's Subdivision 184, to the point of intersection with the Easterly extended South line of Lot 4, Auditor's Subdivision 184; thence West along said Easterly extended South line of said Lot 4 and along the said South line of said Lot 4 a distance of 15 feet; thence South parallel to the West lines of said Lot 10 and 19 to the point of intersection with the South line of said Lot 19; thence East along the South line of said Lot 19 to the point of beginning

Parcel 4: (06-117-22-23-0014)

Tract A: Torrens

Lot 18, and that part of Lots 10 and 19, described as beginning at the Southeast corner of said Lot 19; thence North along the East line of said Lot 19 and its extension, 100 feet; thence West, parallel to the South line of said Lot 19, a distance of 7 feet; thence South to a point on the South line of said Lot 19 distant 7 feet West from the Southeast corner thereof; thence East to the point of beginning;

All in Auditor's Subdivision No 184

Tract B: Torrens

That part of Government Lot 1, Section 6, Township 117, Range 22, lying South of the South line of Lots 18 and 19, Auditor's Subdivision Number 184; and lying North of a line described as beginning at a point on the West line of Government Lot 1, Section 6, Township 117, Range 22, distant 89.8 feet South from the Northwest corner of said Government Lot 1; thence East at right angles to said West line, 856.3 feet; thence Easterly along a 6 degree curve to the right, having a central angle of 11 degrees, 46 minutes, a distance of 196.11 feet; thence Easterly tangent to said curve 52.2 feet and there terminating; and lying between the extensions South of the East line of said Lot 18 and the West line of the East 7 feet of said Lot 19

Tract C: Abstract

All that part of the tract of land hereinafter described lying West of the Northerly extended East line of Lot 17, Auditor's Subdivision No 184, said tract of land being described as follows, to-wit: Commencing at the Northeast corner of Lot 11, Auditor's Subdivision No 184, Hennepin County, Minnesota; thence West along the North line of Lot 11 and an extension thereof a distance of 315.85 feet; thence South a distance of 142.6 feet to the Northeast corner of Lot 18; thence West along the North line of Lot 18 a distance of 50 feet to the Northwest corner of said Lot 18; thence South along the West line of Lot 18 a distance of 2.6 feet; thence West parallel with the South line of Lot 19 a distance of 7 feet; thence North parallel with the West line of Lot 10 to the point of intersection with the Easterly extended South line of Lot 4, Auditor's Subdivision No 184; thence East along the Easterly extension of said South line of Lot 4, Auditor's Subdivision No 184 to the point of intersection of said South line of Lot 4; as so extended with the Westerly line of Watertown Road; thence Southerly and Southwesterly along the West line of Watertown Road to the point of beginning

EXCEPT:

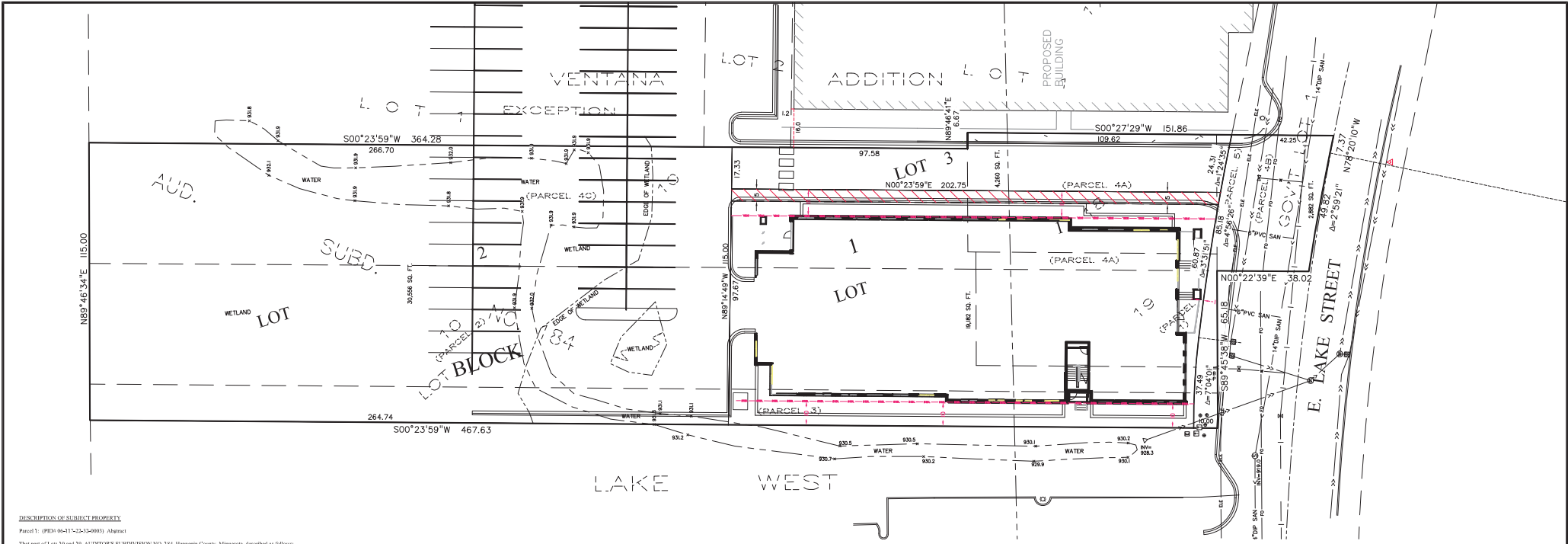
All that part of the tract of land hereinafter described lying West of the Northerly extended East line of Lot 17, Auditor's Subdivision No 184, said tract of land being described as follows, to-wit: Commencing at the Northeast corner of Lot 11, Auditor's Subdivision No 184, Hennepin County, Minnesota; thence West along the North line of Lot 11 and an extension thereof a distance of 315.85 feet; thence South a distance of 142.6 feet to the Northeast corner of Lot 18; thence West along the North line of Lot 18 a distance of 7 feet; thence North parallel with the West line of Lot 10 to the point of intersection with the Easterly extended South line of Lot 4, Auditor's Subdivision No 184; thence East along the Easterly extension of said South line of Lot 4, Auditor's Subdivision No 184 to the point of intersection of said South line of Lot 4, as so extended with the Westerly line of Watertown Road; thence Southerly and Southwesterly along the West line of the Watertown Road to the point of beginning

Hennepin County, Minnesota

Abstract AND Torrens Property
Cert of Title No: 1169049

Property Address (FOR REFERENCE PURPOSES ONLY):

235 Lake St E
Wayzata, MN 55391



DESCRIPTIONS OF SUBJECT PROPERTY

Parcel 1: (PFD) 06-21-23-23-0001) Abnatt
 That part of Lot 10 and 19, AUDITOR'S SUBDIVISION NO. 184, Hennepin County, Minnesota, described as follows:
 Commencing at a point on the South line of Lot 19, 1' east of the southeast corner of Lot 19, thence north along a line parallel with the East line of Lot 19, a distance of 100 feet, thence westerly along a line parallel with the South line of Lot 19, a distance of 40 feet, thence northerly along a line parallel with the East line of Lot 19, a distance of 100 feet to a point on the South line of Lot 19, 41 feet west of the southeast corner of Lot 19, thence easterly along the South line of Lot 19, a distance of 40 feet, more or less, to the point of beginning.

Parcel 2: (PFD) 06-11-22-23-0007) Abnatt
 Commencing at the point of intersection between the South line of Lot 19, AUDITOR'S SUBDIVISION NO. 184, and a line drawn parallel to and 47 feet west of the West line of Lot 19, AUDITOR'S SUBDIVISION NO. 184, which point of intersection is the point of beginning of the tract of land to be conveyed, thence North parallel to the West line of said Lot 19, a distance of 100 feet, thence East parallel to the South line of Lot 19, a distance of 40 feet, thence North parallel to the West line of Lot 19, AUDITOR'S SUBDIVISION NO. 184, to the point of intersection with the easterly extended South line of Lot 4, AUDITOR'S SUBDIVISION NO. 184, thence West along said easterly extended South line of Lot 4, AUDITOR'S SUBDIVISION NO. 184, thence West along said easterly extended South line of Lot 4, a distance of 50 feet, thence South parallel to the West line of Lot 19 and 19 to the point of intersection with the South line of said Lot 19, thence East along the South line of said Lot 19 to the point of beginning.

Parcel 3: (PFD) 06-11-22-23-0010) Abnatt
 Commencing at the point of intersection between the South line of Lot 19, AUDITOR'S SUBDIVISION NO. 184, and a line drawn parallel to and 57 feet west of the West line of Lot 19, AUDITOR'S SUBDIVISION NO. 184, which point of intersection is the point of beginning of the tract of land to be conveyed, thence North parallel to the West line of Lot 19 and 19, AUDITOR'S SUBDIVISION NO. 184, to the point of intersection with the easterly extended South line of Lot 4, AUDITOR'S SUBDIVISION NO. 184, thence West along said easterly extended South line of Lot 4, and said South line of Lot 4 a distance of 51 feet, thence South parallel to the West line of said Lot 19 and 19 to the point of intersection with the South line of said Lot 19, thence East along the South line of said Lot 19 to the point of beginning.

Parcel 4A: (PFD) 06-11-23-23-0004) Torson
 Lot 18, and
 That part of Lot 10 and 19, described as beginning at the southeast corner of said Lot 19, thence North along the East line of said Lot 19 and its extension, 100 feet, thence West, parallel to the South line of said Lot 19, a distance of 7 feet, thence South to a point on the South line of Lot 19, distant 7 feet from the southeast corner thereof, thence East to the point of beginning.

GENERAL NOTES

- Site Address: 235 Lake Street East, Wayzata, Minnesota 55391
- Flood Zone Information: This property appears to be in Zone X (area determined to be outside of the 0.2% annual chance floodplain) per Flood Insurance Rate Map, Community Panel No. 210300007 effective date of November 01, 2016.
- Parcel Area Information:

Group Area	86,861 sq. ft.	- 1.986 acres
R/W Area	1,447 sq. ft.	- 0.033 acres
Net Area	14,314 sq. ft.	- 0.330 acres
Net Area	18,915 sq. ft.	- 0.434 acres
- Benchmark: Elevations are based on:
 - 1) Top of top nut of first fire hydrant on the south side of Lake Street East west of site. Elevation = 938.42 feet
 - 2) Top of top nut of first fire hydrant on the north side of Lake Street East east of site. Elevation = 938.37 feet.
- Zoning Information: The current zoning for the subject property is C-4A (Limited Central Business District) per the City of Wayzata's zoning map. The setback, height, and floor space area restrictions for said zoning designation were obtained from the City of Wayzata (on or near their web site on the date of February 13th, 2017) and are as follows:

Setbacks: The following minimum requirements shall be observed in a "C-4A" District subject to additional requirements, exceptions, and modifications per form in this Ordinance.

Height: No building shall be erected or structurally altered to exceed two (2) stories and thirty (30) feet in height, whichever is lesser.

Setbacks: There shall be no front yard, exterior side yard or rear yard requirements, except that there shall be a required setback within C-4A District boundaries when such boundaries are adjacent to a residential district. In such cases, the setback shall be the same as the setback for the adjacent district.

Floor Area Ratio: The maximum floor area ratio (F.A.R.) shall be 2.0.

Area: The minimum total lot area shall be two thousand (2,000) square feet.

LAND SURVEYOR

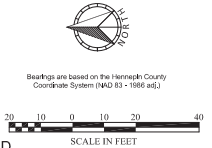
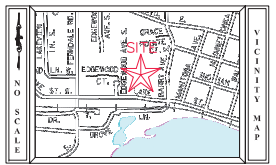
SathreBergquist, Inc.
 150 Broadway Ave. S.
 Wayzata, MN 55391
 Land Surveyor: David Pemberton
 Email: Pemberton@sathre.com
 Tel: 952-476-0000

OWNER/DEVELOPER

Melville 235, LLC
 235 Lake Street E.
 Wayzata, MN 55391
 Attn: Patrick R. Hughes
 Tel: 952-434-8092
 Email: phughes@patrickr.com

ENGINEER

Refiler & Associates
 3440 Federal Drive
 St. Paul, MN 55122
 Engineer: Nick Adam
 Email: nadam@refiler.com
 Tel: 651-453-5051



SURVEY LEGEND

<ul style="list-style-type: none"> ⊠ CAST IRON MONUMENT ⊠ GATON BASIN ⊠ FLARED END SECTION ⊠ GATE VALVE ⊠ GUY WIRE ⊠ HYDRANT ⊠ SURVEY MONUMENT SET ⊠ SURVEY MONUMENT FOUND ⊠ FOUND CHISELED "M" ⊠ SURVEY CONTROL POINT ⊠ LIGHT POLE ⊠ POWER POLE ⊠ SANITARY MANHOLE ⊠ SANITARY CLEANOUT ⊠ SIGN ⊠ GROUND ELEVATION ⊠ STORM DRAIN ⊠ STORM MANHOLE ⊠ YARD LIGHT ⊠ A/C UNIT 	<ul style="list-style-type: none"> ⊠ WALKOUT ELEVATION ⊠ FTE FIRST FLOOR ELEVATION ⊠ GFE GARAGE FLOOR ELEVATION ⊠ LFE LOWEST DRAINING ELEV. ⊠ CABLE TV PEDESTAL ⊠ ELECTRIC TRANSFORMER ⊠ ELECTRIC MANHOLE ⊠ ELECTRIC METER ⊠ GAS METER ⊠ GAS VALVE ⊠ HAND HOLE ⊠ GAS UNDERGROUND ⊠ OVERHEAD UTILITY ⊠ TREE CONIFEROUS ⊠ TREE DECIDUOUS ⊠ TELEPHONE MANHOLE ⊠ TELEPHONE PEDESTAL ⊠ TRAFFIC SIGNAL ⊠ UTILITY MANHOLE ⊠ UTILITY PEDESTAL 	<ul style="list-style-type: none"> ⊠ BITUMINOUS ⊠ BUILDING SETBACK LINE ⊠ CABLE TV ⊠ CONCRETE CURB ⊠ CONCRETE ⊠ CONTOUR EXISTING ⊠ CONTOUR PROPOSED ⊠ GUARD RAIL ⊠ DRAIN TILE ⊠ ELECTRIC UNDERGROUND ⊠ FENCE ⊠ FIBER OPTIC UNDERGROUND ⊠ GAS UNDERGROUND ⊠ OVERHEAD UTILITY ⊠ RAILROAD TRACKS ⊠ SANITARY SEWER ⊠ STORM SEWER ⊠ TELEPHONE UNDERGROUND ⊠ UTILITY UNDERGROUND ⊠ WATERMAIN
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PROPOSED LOT INFORMATION

Lot 1:	16,782 sq. ft. (0.440 acres)
Lot 2:	30,556 sq. ft. (0.702 acres)
Lot 3:	4,269 sq. ft. (0.078 acres)
ROB:	2,853 sq. ft. (0.065 acres)

Please note that the general restrictions for the subject property may have been amended through a city process. We could be unaware of such amendments if they are not in a recorded document provided to us. We recommend that a zoning letter be obtained from the Zoning Administrator for the current restrictions for this site.

⚠️ **NOTICE:** We have shown the location of utilities on the survey by observed evidence only. There may be underground utilities encumbering the subject property that are unmarked. Please note that we have not checked for other State One Call for this survey. There may or may not be underground utilities in the mapped area, therefore extreme caution must be exercised before any excavation takes place on or near this site. Before digging, you are required by law to notify Greater State One Call at least 48 hours in advance at 651-435-0000.

⚠️ **WARNING:** Wetlands shown herein were provided by Kiyohang Environmental Services Company on June 15, 2018 in a CAD format. There was no field location of stakes as per its policy.

EXCEPT

All that part of the tract of land hereinafter described lying west of the northerly extended east line of Lot 17, AUDITOR'S SUBDIVISION NO. 184, and tract of land being described as follows, to-wit: Commencing at the northeast corner of Lot 19, AUDITOR'S SUBDIVISION NO. 184, Hennepin County, Minnesota, thence West along the north line of Lot 19 and an extension thereof a distance of 315.83, thence South a distance of 142.6 feet to the northeast corner of Lot 18, thence West along the north line of Lot 18, thence West along the north line of Lot 18 to the northeast corner of said Lot 18, thence South along the west line of Lot 18 a distance of 2.6 feet, thence West parallel with the west line of Lot 18 to the point of intersection with the easterly extended South line of Lot 4, AUDITOR'S SUBDIVISION NO. 184, thence East along the easterly extended South line of Lot 4, AUDITOR'S SUBDIVISION NO. 184 to the point of intersection of said South line of Lot 4, as extended with the westerly line of Watonsen Road, thence southerly and southwesterly along the west line of Watonsen Road to the point of beginning.

Parcel 5:
 That part of Section 14, Township 137, Range 22, lying south of the South line of Lot 18 and 17, AUDITOR'S SUBDIVISION NUMBER NO. 184, and lying north of a line described as beginning at a point on the West line of Government Lot 7, Section 6, Township 137, Range 22, distant 97.8 feet south from the northeast corner of said Government Lot 7, thence East at right angles to said West line, 856.3 feet, thence easterly along a line parallel to the right, having a central angle of 11 degrees 46 minutes, a distance of 106.11 feet, thence easterly to said curve 52.2 feet and thence remaining, and lying between the extension South of the East line of said Lot 18 and the West line of the East 7 feet of said Lot 19.

FIELD CREW	NOL	BY	DATE	REVISION
ALL	1	DBP	09/18	Boundary review after plotting of Wayzata 8u
DRAWN	2	DBP	4/18/2019	Update areas
DBP/ELMV	3	DBP	1/20/2020	Phase Structure - New Lot Lines - Update
CHECKED	4	DBP	1/24/2020	Site Address
DBP				
DATE				
2-12-19				

USE INCLUDING COPYING, DISTRIBUTION AND/OR CONVEYANCE OF INFORMATION OF THIS PRODUCT IS STRICTLY PROHIBITED WITHOUT SATHRE-BERGQUIST INC.'S EXPRESS WRITTEN AUTHORIZATION. USE WITHOUT SAID AUTHORIZATION CONSTITUTES AN ILLEGITIMATE USE AND SHALL THEREBY INDEMNIFY SATHRE-BERGQUIST, INC. OF ALL RESPONSIBILITY FOR SATHRE-BERGQUIST INC.'S RESERVES THE RIGHT TO HOLD ANY ILLEGITIMATE USER OR PARTY LEGALLY RESPONSIBLE FOR SATHRE-BERGQUIST INC.'S LOSSES RESULTING FROM ILLEGITIMATE USE.

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 15th day of February, 2018.

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

SATHRE-BERGQUIST, INC.
 150 SOUTH BROADWAY, WAYZATA, MN, 55391 (952) 476-0000
 WWW.SATHRE.COM

TWP:117-RGE-22-SEC:06
 Hennepin County

WAYZATA, MINNESOTA

OF:
WAYZATA 235

FILE NO.
 56800-001

1

1

WAYZATA 235

R.T. DOC. NO.
C.R. DOC. NO.

KNOW ALL PERSONS BY THESE PRESENTS: That Melvin's 235, LLC a Minnesota limited liability company, fee owner of the following described property situated in the State of Minnesota, County of Hennepin, to-wit:

Lot 18, and

That part of Lots 10 and 19, described as beginning at the Southeast corner of said Lot 19; thence North along the East line of said Lot 19 and its extension, 100 feet; thence West, parallel to the South line of said Lot 19, a distance of 7 feet; thence South to a point on the south line of said Lot 19 distant 7 feet West from the Southeast corner thereof; thence East to the point of beginning.

All in AUDITOR'S SUBDIVISION NO. 184, Hennepin County, Minn.

AND

That part of Government Lot 1, Section 6, Township 117, Range 22, lying South of the South line of Lots 18 and 19, AUDITOR'S SUBDIVISION NUMBER NO. 184; and lying North of a line described as beginning at a point on the West line of Government Lot 1, Section 6, Township 117, Range 22, distant 89.8 feet south from the northwest corner of said Government Lot 1; thence East at right angles to said West line, 856.3 feet; thence Easterly along a 4 degree curve to the right, having a central angle of 11 degrees 46 minutes, a distance of 196.11 feet; thence Easterly tangent to said curve 52.2 feet and there terminating; and lying between the extensions South of the East line of said Lot 18 and the west line of the east 7 feet of said Lot 19.

AND

All that part of the tract of land hereinafter described lying West of the Northerly extended East line of Lot 17, Auditor's Subdivision No. 184, said tract of land being described as follows, to-wit: Commencing at the Northeast corner of Lot 11, Auditor's Subdivision No. 184, Hennepin County, Minnesota; thence West along the North line of Lot 11 and an extension thereof a distance of 315.85 feet; thence South a distance of 142.6 feet to the Northeast corner of Lot 18; thence West along the North line of Lot 18 a distance of 50 feet to the Northwest corner of said Lot 18; thence South along the West line of Lot 18 a distance of 2.6 feet; thence West parallel with the South line of Lot 19 a distance of 7 feet; thence North parallel with the West line of Lot 10 to the point of intersection with the Easterly extended South line of Lot 4, Auditor's Subdivision No. 184; thence East along the Easterly extension of said South line of Lot 4, Auditor's Subdivision No. 184 to the point of intersection of said South line of Lot 4; as so extended with the Westerly line of Watertown Road; thence Southerly and Southwesterly along the West line of Watertown Road to the point of beginning.

EXCEPT:

All that part of the tract of land hereinafter described lying West of the Northerly extended East line of Lot 17, Auditor's Subdivision No. 184, said tract of land being described as follows, to-wit: Commencing at the Northeast corner of Lot 11, Auditor's Subdivision No. 184, Hennepin County, Minnesota; thence West along the North line of Lot 11 and an extension thereof a distance of 315.85 feet; thence South a distance of 142.6 feet to the Northeast corner of Lot 18; thence West along the North line of Lot 18 a distance of 7 feet; thence North parallel with the West line of Lot 10 to the point of intersection with the Easterly extended South line of Lot 4, Auditor's Subdivision No. 184; thence East along the Easterly extension of said South line of Lot 4, Auditor's Subdivision No. 184 to the point of intersection of said South line of Lot 4; as so extended with the Westerly line of Watertown Road; thence Southerly and Southwesterly along the West line of the Watertown Road to the point of beginning.

(Abstract)

That part of Lots 10 and 19, AUDITOR'S SUBDIVISION NO. 184, Hennepin County, Minnesota, described as follows:

Commencing at a point on the South line of Lot 19, 7 feet west of the southeast corner of Lot 19; thence northerly along a line parallel with the East line of Lot 19, a distance of 100 feet; thence westerly along a line parallel with the south line of Lot 19, a distance of 40 feet; thence southerly along a line parallel with the east line of Lot 19, a distance of 100 feet to a point on the south line of Lot 19, 47 feet west of the southeast corner of Lot 19; thence easterly along the south line of Lot 19, a distance of 40 feet, more or less, to the point of beginning.

(Abstract)

AND

Commencing at the point of intersection between the south line of Lot 19, AUDITOR'S SUBDIVISION NO. 184, and a line drawn parallel to and 47 feet west of the west line of Lot 18, AUDITOR'S SUBDIVISION NO. 184, which point of intersection is the point of beginning of the tract of land to be conveyed; thence North parallel to the west line of said Lot 18, a distance of 100 feet; thence East parallel to the South line of said Lot 19, a distance of 40 feet; thence North parallel to the west line of Lot 10, AUDITOR'S SUBDIVISION NO. 184, to the point of intersection with the easterly extended south line of Lot 4, AUDITOR'S SUBDIVISION NO. 184; thence West along said easterly extended South line of said Lot 4, a distance of 20 feet; thence South parallel to the west line of Lots 10 and 19 to the point of intersection with the South line of said Lot 19; thence East along the south line of said Lot 19 to the point of beginning.

(Abstract)

AND

Commencing at the point of intersection between the South line of Lot 19, AUDITOR'S SUBDIVISION NO. 184, and a line drawn parallel to and 57 feet west of the west line of Lot 18, AUDITOR'S SUBDIVISION NO. 184, which point of intersection is the point of beginning of the tract of land to be conveyed; thence North parallel to the west line of Lots 10 and 19, AUDITOR'S SUBDIVISION NO. 184, to the point of intersection with the easterly extended south line of Lot 4, AUDITOR'S SUBDIVISION NO. 184; thence West along said easterly extended south line of said Lot 4 and along the said south line of said Lot 4 a distance of 15 feet; thence South parallel to the west lines of said Lot 10 and Lot 19 to the point of intersection with the south line of said Lot 19; thence East along the south line of said Lot 19 to the point of beginning.

(Abstract)

Has caused the same to be surveyed and platted as WAYZATA 235 and does hereby dedicate to the public for public use the public ways as created by this plat.

In witness whereof said Melvin's 235, LLC a Minnesota limited liability company, has caused these presents to be signed by its proper officer this _____ day of _____

_____, Chief Manager
Patrick R. Hughes

STATE OF MINNESOTA, COUNTY OF _____

The foregoing instrument was acknowledged before me this _____ day of _____, 20____, by Patrick R. Hughes, Chief Manager of Melvin's 235 LLC, a Minnesota limited liability company on behalf of the company.

_____, Notary Public, Hennepin County, Minnesota
_____, Notary Printed Name
_____, My Commission Expires

I, David B. Pemberton 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 by 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____.

David B. Pemberton, Licensed Land Surveyor
Minnesota License No. 40344

STATE OF MINNESOTA, COUNTY OF HENNEPIN

This instrument was acknowledged before me this _____ day of _____, 20____, by David B. Pemberton.

_____, Notary Public, Hennepin County, Minnesota
_____, Notary Printed Name
_____, My Commission Expires

CITY COUNCIL, CITY OF WAYZATA, MINNESOTA

This plat of WAYZATA 235 was approved and accepted by the City Council of the City of Wayzata, Minnesota at a regular meeting held this _____ day of _____, 20____, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

City Council, City of Wayzata, Minnesota.

By: _____ Mayor By: _____ Clerk

RESIDENT AND REAL ESTATE SERVICES
Hennepin County, Minnesota

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

Mark V. Chapin, Hennepin County Auditor

By: _____ Deputy

SURVEY DIVISION
Hennepin County, Minnesota

Pursuant to Minnesota Statutes Section 383B.565 (1969), this plat has been approved this _____ day of _____, 20____.

Chris F. Mavis, Hennepin County Surveyor

By: _____

REGISTRAR OF TITLES
Hennepin County, Minnesota

I hereby certify that the within plat of WAYZATA 235 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 WAYZATA 235 was recorded in this office this _____ day of _____, 20____, at _____ o'clock _____ M.

Martin McCormick, County Recorder

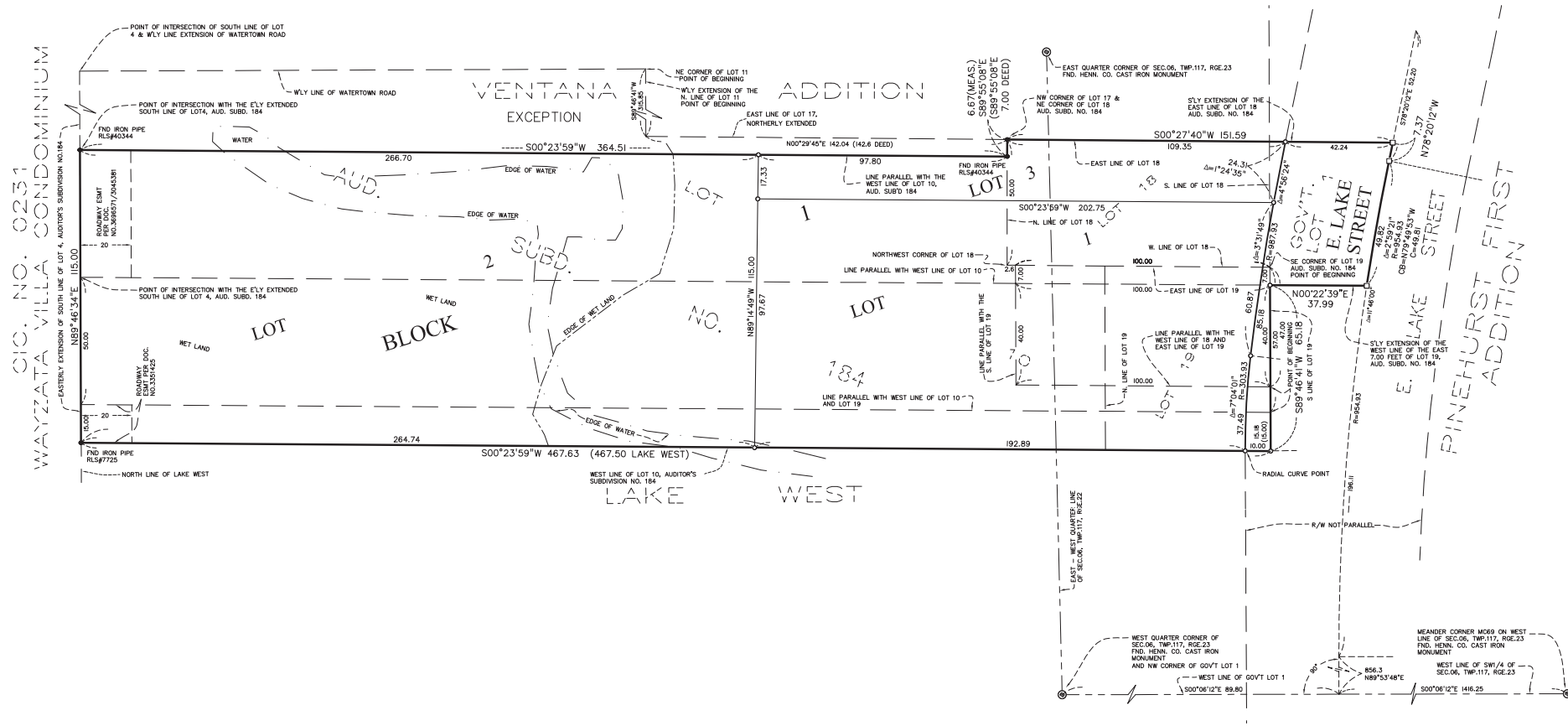
By: _____ Deputy



SATHRE-BERGQUIST, INC.

WAYZATA 235

R.T. DOC. NO.
C.R. DOC. NO.



C.I.C. NO. 0231
WAYZATA VILLA CONDOMINIUM

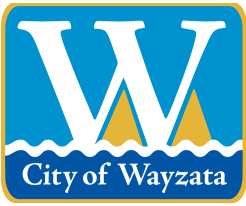
The basis for the bearing system is the east line of Lot 18, AUDITOR'S SUBDIVISION NO. 184 which is assumed to bear South 00 degrees 27 minutes 29 seconds West.



- Denotes a 1/2 inch by 14 inch iron pipe set and marked by License No. 40344.
- Denotes a found open 1/2 inch pipe, unless denoted otherwise.
- ⊙ Denotes a Found Cast-Iron Monument as denoted
- Denotes set "PK" nail with disk marked by License No. 40344
- (xxxxxx) Denotes Deed or Plat bearing distance



SATHRE-BERGQUIST, INC.



City of Wayzata Planning Commission Agenda Report

MEETING DATE: March 4, 2020	AGENDA ITEM: 5.a
TITLE: Consider Development Application for a Planned Unit Development Concept Plan and Variances for the Boatworks Re-Imagined Redevelopment at 294 Grove Lane East	
PREPARED BY: Eric Zweber, Consulting Planner	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: April 13, 2020	

BACKGROUND:

The applicant and property owner, Boatworks II, LLC, has submitted a Development Application for the proposed "Boatworks Re-Imagined Redevelopment". The applicant is proposing to demolish the existing building to construct a new 49-foot-tall, four-story, mixed use building with a restaurant, offices, 35 condominium units, and a two-level parking structure. Attached is a staff report summarizing the request for approval of a Planned Unit Development Concept Plan and four variances for height, setbacks, and rooftop restaurant ventilation equipment.

ACTION REQUESTED:

After considering the items outlined in this report, the Planning Commission should direct staff to prepare a Planning Commission Report and Recommendation, with appropriate findings, reflecting a recommendation on the application for review and adoption at the next Planning Commission meeting.

ATTACHMENTS:

1. Staff Report, Narrative, Plans, and Exhibits



**Staff Report
Wayzata Planning Commission
March 4, 2020**

Project Name: “Boatworks Re-Imagined Redevelopment”
Planned Unit Development (PUD) Concept Plan and
Variances

Applicant: Boatworks II, LLC

Addresses of Request: 294 Grove La E

Prepared by: Eric Zweber, Consulting Planner
Emily Goellner, Community Development Director

“60 Day” Deadline: April 13, 2020

Development Application

Introduction

The applicant and property owner, Boatworks II, LLC, has submitted a development application requesting approval of (i) a Planned Unit Development (PUD) Concept Plan for a new 49-foot-tall, four-story, mixed use building consisting of office, restaurant, and residential condominiums uses, and (ii) four variances to height, setbacks, shoreland setback and rooftop restaurant ventilation equipment to allow for the redevelopment of the property at 294 Grove La E.

Property Information

The property identification number and owner of the property is as follows:

Address	PID	Owner
294 Grove La E	06-117-22-32-0023	Boatworks II, LLC

The current zoning and land use designation for the property is as follows:

Address:	294 Grove La E
Current Zoning:	C-3/Service Commercial and Planned Unit Development (C-3/PUD)
2030 Comp Plan Designation:	Central Business District
Draft 2040 Comp Plan Designation:	Central Business District

Address:	294 Grove La E
Overlay Districts:	S/Shoreland Overlay District
Design District:	Bluff District

Project Location

The property is located near the Lake St E and Grove Lane E intersection:

Map 1: Project Location



Application Requests

As part of the submitted development application, the applicant is requesting approval of the following items:

- A. PUD Concept Plan: The applicant has submitted an application to explain the general intent of the application for a new 49-foot-tall, four-story mixed-use building consisting of office, restaurant, and residential condominiums uses through City Code § 933.05.B.1. of the Zoning Ordinance. Should concept approval be granted, this approval in no way shall bind the City to subsequent approval of General Plan of Development.
- B. Variances: The Applicant is requesting the following four variances from the Zoning Ordinance shown in the bold and underlined text:

- 1) Section 909.10.A) Screening of Rooftop Equipment in the Bluff District: **No mechanical equipment for a building may be located on the roof deck.** All such mechanical equipment must be located within the interior of the structure.

The Boatworks proposal includes mechanical rooms located on the east and west ends of the second floor to house much of the mechanical equipment inside the building, but Boatworks is asking for a variance for the proposed restaurant's upblast centrifugal roof exhaust fan. The applicant's narrative describes the practical difficulties of installing a restaurant exhaust fan within the interior of a building (see attached).

- 2) Section 933.02.A.13.a) Setbacks: The **front, rear and side yard restrictions** on the periphery of the Planned Unit Development site at a minimum shall be the same as...**the previous zoning district**, in a PUD District.

The previous Zoning District in this case is C-3/Service Commercial, which has a minimum setback requirement of ten feet. The western (side) and northern (front) yards are proposed to have zero foot setback. In the case of the northwestern corner of the property, the proposed parking structure is located across the property line to construct parking stalls available for public use.

- 3) Section 933.02.A.14.a) Height: The **maximum building height** within a PUD District shall be **35 feet and three stories**, whichever is lesser.

The proposed building height is 49 feet and four stories. Should this variance be approved, the PUD General Plan would need to be submitted with a maximum building height of 49 feet and four stories. The applicant has provided practical difficulties, including the high water table, to consider within the attached narrative.

- 4) Section 991.09.D.2) Lake Shore Setbacks: **No principal structure** or building addition other than a water oriented accessory structure as specified above **shall be located closer to the ordinary high water mark than** the greater of:
- a) **75 feet;**
 - b) A line which is drawn between the two closest riparian principal structures on either side of a proposed building site;
 - c) The average setback of the two closest riparian principal structures on either side of a proposed building site; or
 - d) The average setback line shall be measured parallel to the ordinary high water level. In all circumstances, the setback shall be established by measuring the distance from the ordinary high water

level to that part of the said principal structure that is closest to the lake.

The existing Boatworks building is about 24 feet from the ordinary high-water level (OHWL). The proposed Boatworks would be about 21 feet from the OHWL. The City-owned Wayzata Depot & Museum property is located to the east and the City-owned Beach and Marina is located to the west of the subject property. The Depot building is about 52 feet from the OHWL at its closest point. The City Beach and Marina have a beach house that is located about 17 feet from the OHWL. However, the beach house is considered a water oriented accessory structure, which is exempt from the OHWL setback requirement.

Future Requests Required

The following requests would need to be applied for, receive a Planning Commission recommendation, and City Council approval before the applicant could submit for a building permit:

- PUD General Plan
- Rezoning to PUD
- Design Review
- Shoreland Impact Plan/Conditional Use Permit (SIP/CIP) for a height over 35 feet
- SIP/CUP for an impervious surface greater than 25%
- Letter of Map Adjustment Based on Fill (LOMA-F)
- Plat to create a vertical registered land subdivision

Public Hearing Notice

Notice of the public hearing on the Application was published in the *Sun Sailor* on February 20, 2020. The public hearing notice was also mailed to all property owners located within 500 feet of the subject property on February 18, 2020.

Background Information

Hennepin County states that the existing Boatworks building was built in 1940. The original use of the building was for boat and railcar repairs. In 1996, Rick Born bought the building from Genmar Industries, Inc. which was using the building as a boat sales showroom and maintenance facility.

In 1997, the City granted a planned unit development / conditional use permit (PUD/CUP) for the property that amended the existing CUP for Marina and Restaurant Uses in the C-3 zoning district to allow for an expansion of the uses on the property. The PUD/CUP included various agreements including:

- Off-site parking for the Boatworks property (294 Grove La E) to be located on the Lake Street property (259 Lake St E), through an easement agreement, since the Boatworks property does not have enough on-site parking to meet the City Code requirements for the uses that occupy the building

- Parking lot improvement to the City Marina and Park, within the Grove Lane right-of-way, and on the Boatworks property
- A shared parking agreement over the three parking areas
- Various marina regulations including transient boat parking
- Various other conditions

In 2002, an amendment to the PUD/CUP was granted to allow for change in the types and amount of uses within the Boatworks that included office, retail, and restaurant uses. This amendment included additional seasonal parking for the City beach and ten additional public boat dock spaces.

In 2015, an amendment to the PUD/CUP was granted to allow for a joint brewery and distillery to be constructed within the Boatworks.

In May 2019, the owner submitted a Development Application for a PUD Concept Plan and Zoning Ordinance Amendments to demolish the existing Boatworks building and replace it with a 75.5-foot-tall, five-story mixed use building with a three-level parking ramp. On June 3, 2019, following the public hearing and after consideration of the application, the Planning Commission directed staff to prepare a Report and Recommendation denying the application request. Following that meeting, the applicant withdrew that Development Application.

On October 2, 2019, the owner submitted a Development Application for a PUD Concept Plan and Zoning Ordinance Amendments to demolish the existing Boatworks building and replace it with a new 66.6-foot-tall, four-story, mixed use building consisting of office, restaurant and residential condominium uses with a three-level parking ramp. The proposal included a rooftop recreation area for the condominium tenants and their guests. This proposal had a height of the exterior wall of 58 feet and a maximum height of 66 feet seven inches to the top of the elevator's roof. On October 21, 2019, following the public hearing and after consideration of the application, the Planning Commission directed staff to prepare a Report and Recommendation denying the application request. On November 7, 2019, the Planning Commission approved a Report and Recommendation of denial. On December 3, 2019, the City Council adopted a Resolution, with a four to one vote, denying that application submitted on October 2, 2019.

Summary and Analysis of Application

On February 13, 2020, the owner submitted a Development Application for a PUD Concept Plan and four variances to demolish the existing Boatworks building and replace it with a new 49-foot-tall, four-story mixed use building consisting of office, restaurant and residential condominium uses with a two-level parking ramp. The proposal does not contain any rooftop recreation space. The applicant is requesting a PUD because they have a mix of uses proposed for the property. The C-3 Zoning District does not permit residential uses, so the applicant would apply for a rezoning to the PUD District to allow the mix of uses with a PUD General Plan application. Unlike

the 2019 applications, the applicant has requested variances instead of Zoning Ordinance Amendments.

Mix of Uses and Floor Plans

The proposed Boatworks building is 205,580 square feet in size. The first two floors include 8,320 square feet of restaurant, 52,515 square feet of office, a residential lobby, a fitness center for both the commercial and residential tenants, a loading dock, mechanical and electrical equipment, and a potential public restroom. The public restroom would be available for visitors using the park, beach, marina, depot, or any future Lake Effect/Panoway improvements. The top two floors would be occupied by 35 residential condominium units, including a private club room and patio.

Comprehensive Plan

The 2030 Comprehensive Plan land use designation for the subject property is Central Business District, which includes the main thoroughfare of Lake Street. The area continues to evolve into a diverse environment of retail stores, offices, restaurants, and residential land uses. This diversity is seen as healthy in that it attracts a wide variety of people into the downtown area at all times of the day. This diversity along with its proximity to Lake Minnetonka make it a destination place in the region.

The 2040 Comprehensive Plan has been submitted to the Metropolitan Council, but it has not been approved by the Metropolitan Council nor adopted by the City Council. The draft 2040 Comprehensive Plan land use designation is also Central Business District, which represents a range of commercial uses within the commercial core of Wayzata. Many of these uses are located near Lake Minnetonka and along Lake Street. These uses include retail, service and office uses. Multi-family residential is also an allowed use when located on the upper floor.

Density

The allowed density of the Central Business District within the draft 2040 Comprehensive Plan is 20 to 30 units per acre. To calculate the density, staff pro-rated the lot area by the percentage of the total building and parking structure area dedicated to residential uses. The building has 51.28% of its total area dedicated to residential uses. This would create a pro-rated lot area of 68,900 square feet or 1.582 acres. The 35 residential units divided by the 1.582 acres determines a proposed density for this property of 22.1 units/acre.

Zoning

The property is currently zoned C-3 PUD/Planned Unit Development and is located within the Shoreland and Wetland Overlay Districts. The following table outlines the zoning standards for the C-3, PUD, and Shoreland Overlay Districts as well as the proposed PUD:

	C-3 Zoning	Shoreland Overlay District	PUD	Proposed PUD
Height (max.)	2 stories and 30 feet, whichever is less	35 feet	35 feet or 3 stories, whichever is less	4 stories* 49 ft. to Coping*
3 rd Story Setback	None	None	N/A	2 nd and 3 rd Stories: ~6 ft. 4 th Story: ~14 ft. 5 th Story: ~28 ft.
Impervious Surface (max.)	50%	25% or 75% with stormwater management or 100% with Shoreland Impact Plan/CUP	N/A	To be determined with PUD General Plan
Property Line Setbacks (min.)	10 feet	75 feet to Lake Shore	Same as underlying zoning district	North: 0 ft.** East: ~25 ft. South: ~21 ft.*** West 0 ft.**
Lot Area (min.)	15,000 sq. ft.	Same as underlying zoning district	Same as underlying zoning district	134,361 sq. ft.
Residential Density	N/A	Tiered based on underlying zoning district	Consistent with Comprehensive Plan (20-30 units/acre)	22.1 units/acre
Floor to Area Ratio (F.A.R.)	1.0	Same as underlying zoning district	N/A	2.13

*Building Height Variance is currently requested and Shoreland Impact Plan/Conditional Use Permit for height would be requested with the PUD General Plan

**Building Setback Variance request

***Lake Shore Setback Variance request

Building Height

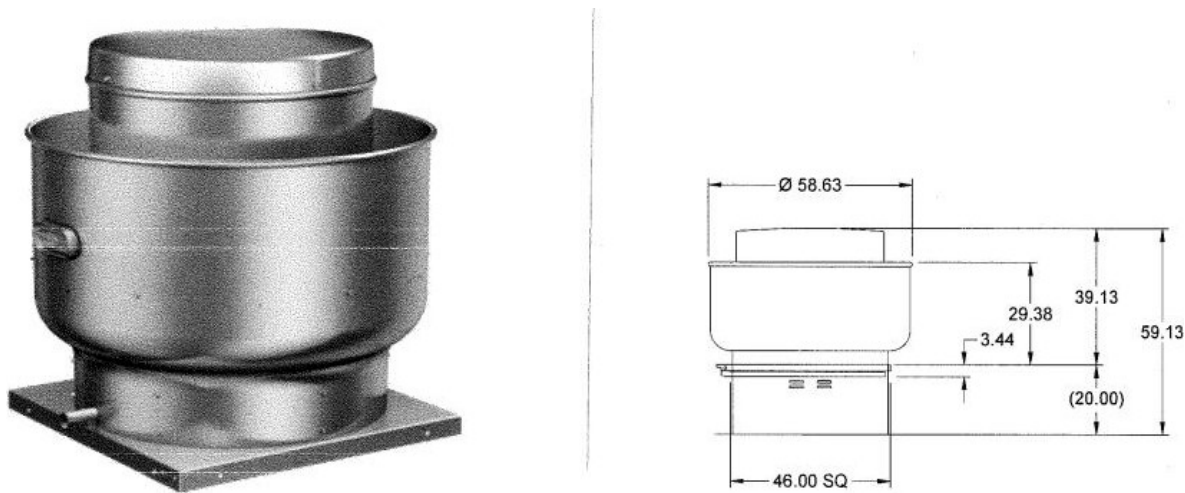
Per the Zoning Ordinance, the building height is measured from the average grade along the building footprint to the top of the parapet/coping of a flat roof. The proposed building is 49 feet from the average grade plane to the parapet/coping of the flat roof of the fourth story. The maximum height allowed in the C-3 District is 30 feet or two stories, whichever is less. The existing building is approximately 31 feet tall. The PUD District (§ 933.02) establishes a maximum building height of 35 feet and three stories, whichever is less. To allow for the Boatworks redevelopment to exceed 35 feet or three stories, the applicant is proposing a variance. The applicant has provided a list of six practical difficulties on pages six and seven of their narrative that they believe support their variance request.

Three of the practical difficulties are economic in nature which can be considered but cannot be the only practical difficulties on their own. The other three practical difficulties are related to the high water table that prohibits installing parking below grade and therefore effects the width of the development; the need for a 14-foot first floor height to accommodate the indoor semi-truck deliveries; and that the existing building has non-conformities such as the existing first floor level being below the OHWL which must be raised during redevelopment.

Section 991.10 of the Zoning Ordinance stipulates that building heights of over 35 feet may be allowed through approval of a Shoreland Impact Plan/Conditional Use Permit (SIP/CUP). If the PUD Concept Plan and variances are approved at this stage, the SIP/CUP standards would be applied to the detailed building design as part of the PUD General Plan approval process.

Rooftop Elements

The proposal shows two elevator penthouse overruns and a restaurant rooftop ventilation fan located on the roof plan. City Code § 919.02.B.7. allows for elevator penthouses provided that the total height of the penthouses do not exceed the maximum height of the building by more than five feet. There is no such provision for a restaurant ventilation fan. The Bluff and Lake District Design Standards (§ 909.10.A) state that no mechanical equipment for a building may be located on the roof deck. All such mechanical equipment must be located within the interior of the structure. The following image and cross section, including measurements (in inches), represent the ventilation fan that is proposed to be located near the center of the new building.



The applicant has provided information in their narrative (attached) that the mechanical equipment on the roof is required to operate the 6Smith restaurant. The applicant has provided rationale for the ventilation fan's practical difficulties on pages eight and nine of their narrative. The difficulties include health and code regulations requirements, the greater chance of buildup of grease that could occur in a horizontal running ventilation

system, and the odors that could occur with a ventilation system running out of the side of the building. The ventilation fan would be less than five (5) feet in height and can be completely behind a parapet wall or powder coated in a dark color to screen the visibility from adjacent properties and pedestrian view vantage points from adjacent sidewalks.

This is only a PUD Concept Plan review and therefore no design review is required at this stage. Should the PUD Concept Plan be approved, the design review will be conducted with the PUD General Plan stage of development to discuss in more detail the mitigation for the mechanical equipment, building material, entrance façade treatments, pedestrian facilities, etc.

Site Plan

The proposed building is located generally along the western property line with a portion of the parking structure's parking stalls over the property line into the Grove Lane right-of-way (ROW) and the City-owned property to the north and west. This encroachment for the parking structure is larger than the last Boatworks proposal submitted with the Development Application on October 2, 2019. The change in building design increased the width of the parking structure by about 20 feet. To accommodate this additional width, some of the existing parking stalls within the Grove Lane ROW adjacent to the railroad ROW are proposed to be removed. The 1997 approval included a shared parking easement that allowed public parking across both properties. The parking stalls being removed within the Grove Lane ROW are dedicated to the Boatworks development within that parking easement. The location of this easement is provided as an attachment to this report. No portion of the leasable area of the building would be located within the Grove Lane right-of-way.

Property Line Setbacks

The C-3 Zoning District requires a minimum ten-foot setback with additional distance from residential properties. The proposed setback of zero feet from the north and the west property lines requires a variance. The parking garage will extend over the property line to the north and the west. In accordance with an existing shared parking easement between the City and the applicant over the property to the north and west, the parking garage can extend over the property line as long as the parking stalls crossing the line are available to the public. No leasable space can be allowed over the property line and this detail will need to be confirmed with the PUD General Plan.

The applicant has provided rationale for the practical difficulties associated with the setback variance requests on pages seven and eight of their narrative. The applicant notes that the poor soils and high water table prevent underground parking and therefore increase the width of the building to accommodate the parking structure. The applicant also states that the previously approved development agreement and shared parking easement would not be implementable if the variance is not approved.

Shoreland Setbacks

The Shoreland Overlay District requires a 75-foot setback to the lake shore. The existing building setback from the lakeshore is approximately 24 feet. This is a legal

non-conforming building. City Code § 915.02 A. 5. states that after a non-conforming building is demolished, the new building must comply with the Zoning Ordinance. The applicant has applied for a variance from the lake shore setback, which would be reviewed by the standards listed in City Code § 991.20. The applicant has provided a shoreline setback exhibit to illustrate the practical difficulty of constructing a building on this parcel while meeting the 75-foot lake shore setback.

The applicant has provided rationale for the practical difficulties associated with this request on page eight of their narrative. The applicant states that the narrow lot width and the stormwater limitations due to the high water table prevent a redevelopment scenario that would meet the shoreland setback requirement.

Parking

The following table summarizes the number of parking stalls proposed and their locations.

Proposed Number of Parking Spaces and Locations	
Parking Space Location	Number of Spaces
Two-Level Parking Ramp (for Condos)	70
Two-Level Parking Ramp	152
City-Owned Property by Beach/Marina	20
Property Behind Wayzata Blu	85
Total (24 hours/day, 7 days/week)	327
City-Owned Property by Beach/Marina	24 (6 am to 7 pm weekdays only)
Total at Peak Demand (6 am-7pm weekdays)	351

The proposal includes a two-level parking structure with 70 secure parking stalls for the condominiums and 152 stalls for the offices and restaurant. Through existing easement agreements, there are an additional 20 parking stalls on the adjacent City-owned property and an additional 85 parking stalls available to the north of the existing Wayzata Blu building for a total 327 parking spaces available 24 hours a day and seven days a week for the Boatworks redevelopment. Through another easement agreement, there are 24 parking stalls that would be located on the City-owned property that allows the Boatworks redevelopment can use during weekdays. Therefore, 351 stalls are proposed during the peak parking period of 6 a.m. to 7 p.m. on weekdays.

City Code § 920.11 A. 1. states the net floor area is “determined based on the Gross Floor Area minus ten percent, except as may be hereinafter modified”. City Code § 920.13 allows that “the City may allow reductions in the number of parking stalls actually constructed at the time of site development or occupancy of a building”. Since the development has a larger than typical amount of common areas (as well as public spaces to provide their public benefits), and the PUD request is for specific uses, the

applicant is requesting that the parking be calculated based on 100% use of the areas identified for specific uses. This calculation would need to be re-confirmed during the PUD General Plan and during the issuance of a building permit.

Minimum Parking Requirements by Land Use			
Use	Requirement	Size	Required Spaces*
Office	3 spaces per 1,000 sq. ft.	52,515 sf	158
Restaurant	15.2 spaces per 1,000 sq. ft.	8,320 sf	127
Condominiums	2 spaces per unit	35 Units	70
Boat Slips	7 spaces per 10 boats moored	75 Slips	53
Total			408*

*Without the reduction allowed for Joint Parking Facilities for Mixed Use Buildings

The City Code allows for the use of joint parking facilities for one or more uses. For mixed-use buildings, the Zoning Ordinance allows for reductions in the aggregate number of parking stalls based on the peak demand for individual uses. Based on the mixed-use reduction, the proposed building requires 338 parking spaces at peak demand.

Minimum Parking Requirements for Joint Parking Facility for Mixed Use Buildings					
Use	Size	Minimum Parking	Weekdays (Peak Demand)		
			Midnight – 7:00 am	7:00 am – 6:00 pm	6:00 pm – Midnight
Office	52,515 sf	158	8	158	8
Restaurant	8,320 sf	127	13	89	127
Condominiums	35 Units	70	70	70*	70
Boat Slips	75 Slips	53	0	21	11
Total at Peak Demand		408	91	338	215

*The multiple-family residential parking stalls could be calculated as used 60% of the time between 7 am and 6 pm, but because these stalls are owned and dedicated to the condominium owners, they would not be available for public use and therefore need to be counted as 100% used.

The proposal includes 327 parking stalls available 24 hours a day and seven days a week, which would be 11 stalls less than the 338 required. However, there are an additional 24 parking stalls available to Boatworks from 7 am to 6 pm on weekdays, which raises the parking stalls available during the peak parking period to 351 stalls, which is 13 more stalls than the peak parking requirement.

Proposed Public Benefits

The purpose statements of the PUD Ordinance are provided at the end of the report and must be considered when evaluating a PUD Concept Plan. To illustrate how the purpose statements of a PUD are being fulfilled, the applicant has provided a table included in the attached narrative that compares the existing Boatworks building and uses with the public benefits and positive attributes of the proposed Boatworks redevelopment.

The proposed redevelopment requests a height increase and setback reductions illustrated in the PUD Concept Plan. To justify these variance requests to the PUD standards for additional height and reduced setbacks, the applicant has asked for sufficient public benefits to be considered. The applicant proposes that the following public benefits would be provided from the redevelopment:

- World class new building design that enhances the image of the west end of downtown along with amenities that will entice the public to experience the full span of Lake Street from east to west.
- Provides clearer definition of beach and building parking.
- Provides for between 30 and 35 new residential units with great connection to the downtown business district. Significantly enhanced and safer pedestrian access to the beach on the north side of the building and the extension of the Lake Effect concept along the south side of the building.
- Numerous areas for public to gather and enjoy the lake and other activities, with a potential major focal point incorporated into the marina for pedestrian access to the lake.
- Significant improvements to the storm water treatment for the Boatworks site, the beach parking lot and most of the Grove Lane street pavement. The added storm water treatment for the Boatworks building and beach parking should allow for the reduction or elimination of the existing overgrown stormwater pond and allow for increased public beach use (including partly on Boatworks property).
- Provide for public access onto the peninsula of the Boatworks marina that would be accessible from the beach.
- Adjusts the grade of beach parking and portion of Grove Lane East to avoid high lake level flooding.
- The design allows for the consolidation of all truck deliveries, trash pick-up and boat launch on the east side of the building and eliminates the congestion and traffic flow interruption that periodically occurs on the site.
- Provides an option to provide full ADA access from the public through the Depot site to the Boatworks site, the Lake Effect boardwalk and the boardwalk to the city beach area.

- Moves northeast corner of building back from Lake Street approximately 30 ft from where the existing building is today, which will improve traffic flow and safety.
- We have added a place holder to include public restrooms on the ground level of the east end of the building, subject to working out the details of how the un-monitored restroom space would be managed.
- Provides significant long-term increase in tax base.

Additionally, in the future, the City Council and HRA could explore the potential use of Tax Increment Financing (TIF) associated with the Boatworks site. The objective would be to determine whether TIF should be explored to assist in accomplishing additional City initiatives, specifically around the west end/lake front areas.

Standards of Planning Commission Review of Application Requests

The proposed PUD Concept Plan is a legislative review and decision, meaning that the Planning Commission acts like a legislative body and has wide discretion on whether to recommend approval or denial if it has a rational basis for its decision.

The variance reviews are quasi-judicial reviews meaning that the Planning Commission acts more like a judge in a court proceeding. Each of the four variances should be reviewed separately and the Planning Commission should determine if the requests achieve the standards described in the City Code. It should be noted that the shoreland setback has its own set of City Code requirements in the Shoreland Ordinance while the other three variance requests are regulated by the regular Zoning Ordinance standards.

Comments from the City Engineer/Director of Public Works

The Public Works Director has reviewed the PUD Concept Plan and provided the following comments:

- The total number of stalls currently on the north/south running aisle of the beach/marina property is being reduced to construct the turn around at the south end. 27 parking stalls shall be reserved as beach/marina parking on the weekend as is required in the current parking agreement to replace the three stalls removed for the turn around.
- The proposed site plan eliminates a number of parking stalls on the north side of Grove Lane today and proposes a sidewalk and boulevard pedestrian way on the north side of the parking structure. This pedestrian way should be reduced in width to allow for the construction of 24-foot roadway and maintain parking stalls on the north side of Grove Lane.
- The pedestrian access on the east side of the beach/marina parking lot should be reduced to the minimum allowable width to provide additional parking stall(s).

Should the Planning Commission recommend approval of the PUD Concept Plan, these comments can be included in the Report and Recommendation.

Primary Questions to Consider:

1. PUD Concept Plan:
 - a. Is the proposed PUD Concept Plan consistent with the purpose statements outlined in City Code § 933.01 (see page 16)?
 - i. If the PUD is allowed, would it meet the growing demands for all styles of economic expansion through greater variety in type, design, and placement of structures and by the conservation and more efficient use of land in such developments?
 - ii. Does the project provide higher standards of site and building design through the use of trained and experienced land planners, architects, landscape architects, and engineers?
 - iii. Does the project create a more desirable and creative environment than might be possible through the strict application on zoning and subdivision regulations of the City created with the PUD?

2. Height, Setback, and Rooftop Ventilation Fan Variances (consider each of these questions separately for each variance request):
 - a. Is the granting of the variance in harmony with the general purposes and intent of this Ordinance?
 - b. Is the granting of the variance consistent with the Comprehensive Plan (see page 19-20)?
 - c. Is the property owner's request reasonable?
 - d. Has the property owner demonstrated practical difficulties that are due to circumstances unique to the property which are not created by the landowner?
 - e. Would the variance, if granted, alter the essential character of the locality?
 - f. Has the applicant demonstrated practical difficulties that are not solely economic in nature?

3. Shoreland Setback Variance:
 - a. Does the proposed Shoreland setback encourage land uses compatible with the preservation of the natural land forms, vegetation and the marshes and wetlands?
 - b. Is the granting of the variance in harmony with the general purposes and intent of this Ordinance?
 - c. Is the granting of the variance consistent with the Comprehensive Plan (see page 19)?
 - d. Is the property owner's request reasonable?
 - e. Has the property owner demonstrated practical difficulties that are due to circumstances unique to the property which are not created by the landowner?
 - f. Would the variance, if granted, alter the essential character of the locality?
 - g. Has the applicant demonstrated practical difficulties that are not solely economic in nature?

Action Steps

After considering the items outlined in this report, holding the public hearing on the application, and discussing the requests of the Application, the Planning Commission should direct staff to prepare a draft *Planning Commission Report and Recommendation*, with appropriate findings, reflecting a recommendation on the application, for review and adoption at the next Planning Commission meeting.

Attachments

Application
Applicant's Narrative
Enhanced Public Realm Exhibit
Exterior Renderings
Concept Plans
Shoreline Setback Exhibit
Building Height Exhibit
Rooftop Ventilation Fan Exhibit
Parking Calculations
Potential Depot Area Improvements
Potential Stormwater Pond Area Improvements
Stormwater Management Concept and Filtration Brochure
Existing Boatworks/City Cross Easement Exhibit

Applicable Code Provisions for Review

Staff has analyzed the facts provided by the applicant in comparison with the criteria for approval. While several criteria appear to be met, staff has highlighted in bold the criteria that may require additional discussion with the Planning Commission.

Purpose of PUDs: Section 933.01 of the Zoning Ordinance provides for the establishment of Planned Unit Developments to allow greater flexibility in the development of neighborhoods and/or non-residential areas by incorporating design modifications as part of a PUD conditional use permit or a mixture of uses when applied to a PUD District. The PUD process, by allowing deviation from the strict provisions of the Zoning Ordinance related to setbacks, lot area, width and depth, yards, etc., is intended to encourage:

- A. **Innovations in development to the end that the growing demands for all styles of economic expansion may be met by greater variety in type, design, and placement of structures and by the conservation and more efficient use of land in such developments.**
- B. **Higher standards of site and building design through the use of trained and experienced land planners, architects, landscape architects, and engineers.**
- C. More convenience in location and design of development and service facilities.
- D. The preservation and enhancement of desirable site characteristics such as natural topography and geologic features and the prevention of soil erosion.
- E. **A creative use of land and related physical development which allows a phased and orderly development and use pattern.**
- F. An efficient use of land resulting in smaller networks of utilities and streets thereby lower development costs and public investments.
- G. **A development pattern in harmony with the objectives of the Wayzata Comprehensive Plan.** (PUD is not intended as a means to vary applicable planning and zoning principles.)
- H. **A more desirable and creative environment than might be possible through the strict application on zoning and subdivision regulations of the City.**

PUD General Standards. Section 933.02 sets forth the general standards for review of a PUD application. The relevant standards to this review are:

5. Common Open Space. Common private or public open space and facilities at least sufficient to meet the minimum requirements established in the Comprehensive Plan and such complementary structures and improvements as are necessary and appropriate for the benefit and enjoyment of the residents of the PUD shall be provided within the area of the PUD development.

11. Roadways. All streets shall conform to the design standards contained in the Wayzata Subdivision Regulations unless otherwise approved by the City Council.

13. Setbacks.
 - a) The front, rear and side yard restrictions on the periphery of the Planned Unit Development site at a minimum shall be the same as imposed in the underlying districts, if a PUD conditional use permit, or the previous zoning district, if a PUD District.
 - b) No building shall be located less than 15 feet from the back of the curb line along those roadways which are part of the internal street pattern.
 - c) No building within the project shall be nearer to another building than one-half the sum of the building heights of the two buildings.
 - d) In PUD Districts that were zoned commercial prior to PUD and exceed 13 acres, the allowable setbacks shall be as negotiated and agreed upon between the applicant and the City.

14. Height.
 - a) The maximum building height within a PUD District shall be 35 feet and three stories, whichever is lesser.
 - b) There shall be no deviation from the height standards applied within the applicable zoning districts for PUD conditional use permits.
 - c) In PUD Districts that were zoned commercial prior to PUD and exceed 13 acres, the maximum allowable height shall be as negotiated and agreed upon between the applicant and the City.

Variations: Section 905.01 provides the following standard to be employed when evaluating the height, property line, and rooftop ventilation fan variance requests:

C. Criteria for Granting. Conditions governing considerations of variance requests.

1. Variations shall only be permitted when they are:
 - a) **In harmony with the general purposes and intent of this Ordinance;**and
 - b) **Consistent with the Comprehensive Plan.**

2. Variances may be granted when the Applicant for the variance establishes that there are practical difficulties in complying with this Ordinance.

3. "Practical difficulties," as used in connection with the granting of a variance, means that:

- a) **The property owner's proposal for the property is reasonable but not permitted by this Ordinance;**
- b) **The plight of the landowner is due to circumstances unique to the property, and not created by the landowner; and**
- c) **The variance, if granted, will not alter the essential character of the locality.**

4. Economic considerations alone do not constitute practical difficulties. Practical difficulties include, but are not limited to, inadequate access to direct sunlight for solar energy systems.

5. Variances shall be granted for earth sheltered construction as defined in Minn. Stats. § 216C.06, Subd. 14, when in harmony with this Ordinance.

6. The City Council shall not permit as a variance any use that is not allowed under this Ordinance for property in the zoning district where the affected person's land is located, except the City Council may permit as a variance the temporary use of a one family dwelling as a two family dwelling.

7. The City Council may impose conditions in the granting of variances. A condition must be directly related to and must bear a rough proportionality to the impact created by the variance.

8. An application for a variance shall set forth reasons that the variance is justified under the criteria of this section in order to make reasonable use of the land, structure or building.

Shoreland Variances: Section 991.20 provides the following standard to be employed when evaluating the shoreland setback variance request:

A. Result in the placement of an artificial obstruction which shall restrict the passage of storm and flood water in such a manner as to increase the height of flooding, except obstructions approved by the U.S. Army Corps of Engineers in conjunction with sound floodplain management.

B. Result in incompatible land uses or which shall be detrimental to the protection of surface and ground water supplies.

C. Be not in keeping with land use plans and planning objectives for the City of Wayzata or which shall increase or cause danger to life or property.

D. Be inconsistent with the objectives of encouraging land uses compatible with the preservation of the natural land forms, vegetation and the marshes and wetlands within the City of Wayzata.

E. Shall constitute a hardship as defined in Chapter 905 of this Ordinance.

F. No permit or variance shall be issued unless the applicant has submitted a Shoreland Impact Plan as required and set forth in this Ordinance. In granting any variance, the City Council may attach such conditions as they deem necessary to ensure compliance with the purpose and intent of this Section

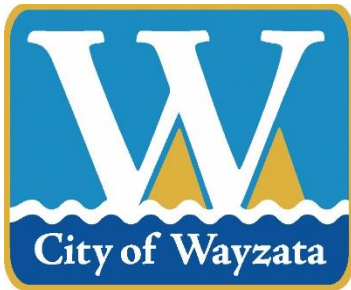
Comprehensive Plan

The Comprehensive Plan land use designation for the subject property is Central Business District. The objective of the Central Business District land use category is to promote a diversity of retail, office, service, and residential land uses at a high level of development quality to enhance it as a regional destination. The Comprehensive Plan includes the follow relevant “1st Tier” priorities for the Central Business District:

- Allow a mix of commercial, office, and residential uses that strengthen the CBD as the shopping, employment, and entertainment destination of Wayzata.
- Complement the CBD and its strong sense of place through land use choices, urban design principles, traffic, parking, and architectural style.
- Investigate strategies to increase retail vitality throughout the CBD.
- Continue to provide a safe, comfortable, and attractive pedestrian scale environment through the enhancement of the pedestrian circulation system by improving sidewalks, walkways and street furniture; mitigating conflicts with traffic and street intersections, and by providing proper demarcation and sign control.
- Consider complementing abutting edges, both residential and retail/commercial.
- Consider ways to assist with redevelopment when properties become a liability to the community.
- Identify ecological and water quality impacts on the lake and other water bodies caused by proposed land use developments, for example stormwater runoff, and work to mitigate these impacts.

In addition, the Comprehensive Plan includes the following relevant “2nd Tier” priorities:

- Plan development of parking so that it is not a focal point but rather placed behind buildings with appropriate buffers and landscaping.
- Continue to evaluate ways to encourage a variety of housing options for upper-story housing.
 - Consider 3rd story' uses with appropriate considerations for design and scale. Commercial and residential uses are allowed as a third story, but the third story must be set back significantly more from the front facade of the floor below.



Development Application

Project Information:

Project Name: Boatworks Redevelopment Date Filed: 2/3/20

Property Owner: Boatworks II, LLC

Address: 294 Grove Lane East, Wayzata, MN 55391

Applicant (if different than owner): _____¹

Prior Applications to Wayzata under different names: Boatworks original development

Address (if different than owner): _____

Responsible contact person: Rick Born (RB) or Terry Schneider (owners rep) (TS)

Telephone: (RB) 952-404-2676 Fax: _____ E-Mail: (RB) rick.born@RBAConsulting.com
(TS) 612-720-7667 (TS) terry@projectdevelopersinc.com

Address of Property Involved: 294 Grove Lane East, Wayzata, MN 55391

Legal Description: Reg. Land Survey 0959, Tract C, and that Part of Lot 26 in Aud. Subdivision No. 184

Property Identification Number: 06-117-22-32-0023

Tax and assessment status: Current X / Delinquent _____
Amount Delinquent \$ _____

Type of Request:

- _____ Design Review
- _____ Conditional Use Permit
- X _____ Variance
- _____ Subdivision
- _____ Rezoning
- _____ Zoning Amendment
- _____ Comprehensive Plan Amendment
- X _____ Planned Unit Development
- _____ Other

¹ The Applicant disclosed is the real principal in interest and is not acting for another party.

Description of Request:

See attached narrative

Applicant may attach other letter sized materials.

Additional Information:

Payment of Fees

The undersigned acknowledges that before this request can be considered, all required information and fees (including all up front escrow deposits) must be paid to the City. If additional fees are required to cover costs incurred by the City, the City Manager has the right to require additional payment from one or more of the undersigned, who shall be jointly liable for such fees. Such expenses may include (but are not limited to) personnel costs, fees for consultants, legal assistance and other professionals, recording fees, along with other overhead costs. The amount of escrow is determined by the City of Wayzata fee schedule in effect at the time of the application submittal. A current fee schedule is attached to this application form.

The undersigned also acknowledges that it may be required to file, at his or her expense, appropriate resolutions, agreements or other documents evidencing approval of the application.

The undersigned agrees that the City may withhold the issuance of a building permit until all financial matters are resolved. If need be, the City reserves the right to pass outstanding balances from this application to Hennepin County to be assessed with next year's property taxes for the property involved as indicated on page one of this application and the Property Owner agrees to such assessment.

Complete / Incomplete Applications

Placement of any Application on City agendas is at the discretion of the City, including the time of consideration. An application will not be placed on any agenda until City staff has received the appropriate materials and financial matters are in order. The application approval time commences and an application is considered officially filed when City staff has received and examined the application and determined that the application is complete. The application shall be determined by City staff to be complete or incomplete within fifteen (15) business days following submittal of the application.

When the application is deemed to be “complete” it shall be placed on the agenda of the first possible Planning Commission business meeting subject to the agenda deadline discussed below.

Agenda Deadline

The deadline for submittal of land use applications is the first day of the month preceding the month of Planning Commission review. For example, to be on the Planning Commission agenda for November the complete application would need to be submitted by October 1. **The application is required to be deemed complete by the deadline in order to be scheduled on the agenda.** City staff recommends that the application material be submitted two weeks prior to the application deadline to allow time for City staff to determine if any additional materials are needed before the application can be deemed complete. This also allows a few days for the applicant to gather the additional information required for the submittal. Please note applications submitted outside of regular City Hall hours will not be received until the following business day. For example, applications submitted after 11:00 a.m. on Fridays will be considered submitted on the following Monday. Regular City Offices business hours are as follows, Monday thru Thursday, 7:00 a.m. to 4:30 p.m., Friday 7:00 a.m. to 11:00 a.m. The phone number for City Hall is 952-404-5300.

Notice of Meeting Attendance

In order for the Planning Commission and City Council to consider any application, the applicant or a representative designated in writing before the meeting must be present at the scheduled meeting. If not, the matter will be tabled until the next available agenda.

Accessibility to Property for Site Review

The signature of the Property Owner on this form hereby grants City staff and City officials access on to the subject property for the purpose of conducting a site visit as part of the project review and consents to the review of such records of the Owner, Applicant or otherwise relating to the development as are necessary.

Certified List of Property Owners

The applicant shall provide the City with a certified list from Hennepin County of the names and addresses of the property owners located within at least 350 feet of the subject Property. **Please refer to the City of Wayzata Certified List Handout for details.**

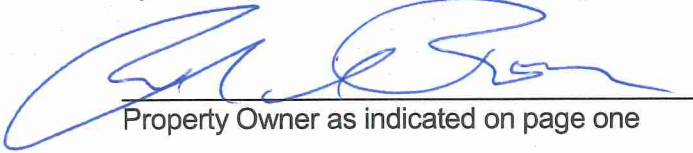
Regular Meeting Schedule

Planning Commission	First Monday of every month at 7:00 PM
City Council	First and Third Tuesday of every month at 7:00 PM

Applicants are advised that additional meetings and/or workshops are scheduled when necessary upon approval of the Planning Commission and are usually held on the third Monday of every month.

Acknowledgment and Signature of Owner and Applicant

I acknowledge that I have read all of the information discussed in the City of Wayzata Development Application and fully understand that I am responsible for all costs incurred by the City related to the processing of this application and agree with all items above.



Property Owner as indicated on page one

2/3/20

Date

Applicant (if different than Owner)

Date

*The applicant shall not change or alter this form in any way.
Alteration is grounds for rejection.*

FOR CITY USE ONLY		
Date of Receipt: _____	Receipt No: _____	Recorded by: _____
Date accepted as complete: _____	Accepted by: _____	

Re-submission narrative

After the city council voted to deny the Concept Plan that was presented at the 10/2/19 Planning Commission meeting, we went back to the drawing board to see if there was any feasible way to further reduce the height of the project.

Other than the minimum square footage of residential units, the major factors affecting height were the need for a two level parking ramp, need for a 14 ft clear delivery bay on the east end of the building, need for about 14 ft in height for the first floor restaurant and the impact of mechanical equipment on the roof and roof top patio.

While we reduced the maximum number of residential units to 35, we kept the square footage of residential use about the same as the previous submission. We were able to come up with a solution that eliminated the mezzanine level of parking, which allowed the first-floor height to be normal office height and lowered the entire parking deck by seven and a half feet. We were also able to eliminate the roof top patio and all of the mechanical on the roof. We also split the second floor into two different levels, with the building entry and westerly two thirds of the floor two foot lower than the far east portion.

Since the grade going from the railroad tracks to the upper deck of parking was also lowered, we recalculated the Average Grade Plane for the new plan, which resulted in a new Average Grade Plane of 936.7. The end result of the above revisions was an ordinance building height of 49'-0".

Approvals being requested:

Boatworks II, LLC is requesting the below listed approvals for a new 49 ft high four-story Boatworks building.

Concept Plan Approval for a Planned Unit Development Rezoning:

We are requesting concept approval to change the current C-3/Planned Unit Development Conditional Use Permit be rezoned to a straight Planned Unit Development (PUD) district. The new PUD would incorporate the appropriate elements of the existing PUD/CUP in the new PUD Development Agreement as well as covering any of the items that are needed to facilitate the redevelopment of the property including the approved final General Plans and uses.

Concept approval of variances for the proposed 49 ft height, shoreland setback and restaurant hood exhaust fan on roof:

If the 49 ft height being proposed is acceptable, we would follow the recommendation of the city planning staff that the most appropriate method to allow the additional height along with the shoreland setback and kitchen hood

exhaust fan on the roof would be through a standard variance process. Due to the fact that the Boatworks property has a number of unique characteristics, including the only commercially zoned property in downtown Wayzata with direct lake frontage and the only commercial property south of the railroad tracks that has public property on all sides, along with the substantial amount of public benefits being included in the project we also believe that a variance request along with the PUD Development Agreement that documents the specific variance items, project scope and character and public benefits is the most appropriate approach. We will outline the unique characteristics and related practical difficulties that we feel justify the variance request in more detail in the following narrative.

If we are granted concept approval for the PUD and concept approval for the variances, we would prepare more detailed General Plans that would work to minimize any requested variances and firm up the practical difficulties that we feel are the basis for the variances. Later in this narrative, we are including our current rationale for the variances.

General Description of Project:

We propose demolishing the existing Boatworks building and constructing a new four-story building. The first floor (lake level) would consist of office space on the west and a replaced restaurant on the east side. The first-floor space on the far east side has a slightly higher ceiling height to accommodate the restaurant's anticipated new design, a 14ft clear internal truck delivery/trash pick-up and boat launch area on the east end. To minimize the impact of this extra height for the above uses, we lowered approximately 2/3rds of the west portion of the second floor by two feet, which allowed the main north entry to the building and the parking deck to be two foot lower. The second floor would be at the same grade as the new podium level structured parking on the north side of the building and be primarily office space. The third and fourth floor would be residential units. We have eliminated the roof-top patio with a small area for a restroom, kitchenette and small seating area and all mechanical equipment on the roof.

The following is a summary of some of the revisions that were made to the previous submission:

1. Reduced the height of the building to four stories with a new building height of 49 ft calculated per city ordinance criteria.
2. We removed all of the roof top patio and mechanical equipment elements and placed them inside the second level of the building (with the exception of the restaurant kitchen hood exhaust fan).
3. We eliminated the mezzanine level parking deck resulting in a much lower single level parking deck.

4. We added a public inside seating area and outside deck over the south main entrance to the building.
5. We changed the design of Grove Lane just north of the parking ramp from a street with parking on the north side to a tree lined boulevard by moving the street parking inside the parking area under the single level parking deck.
6. We redesigned the NE building entry area to provide for new ADA accessibility route to the building from the Depot site and Lake Street.

Redesign of West, North and East Building Elevations:

We have focused on re-designing the north, west and east sides of the building to reduce the visual appearance of the building and parking structure, provide a stairs for enhanced pedestrian access from the podium level parking down to the beach area, utilize a terraced landscaping concept with better locations for planting of trees and shrubbery and public seating areas, and add elements of a “green wall” to soften the look of the building from the beach area and Shaver Park and from Lake Street. The single level parking deck is only five to six feet higher than the railroad tracks and will be much easier to screen and landscape. We are looking at utilizing more of an “openings with decorative screen” concept to the parking deck rather than the previous “wall” approach where feasible. The change to a single level parking structure from a two level parking structure has also allowed us to relocate much of the perpendicular parking on the north side of Grove Lane just to the west of the entry to the site. This has allowed us to utilize a space on the north side of Grove Lane for boulevard tree planting thereby creating an enhanced visual landscape screen of the building as well as a more landscaped boulevard feel as you walk or drive to the beach area.

We maintained the significant amount of additional articulation to the north elevation with many of the same design elements that are on the south and west elevations.

Parking:

We are attaching a summary of the code required parking and a calculation of how the parking provided exceeds the minimum required parking. With the current concept plan we show that we meet the code required parking requirements with 13 spaces to spare. The Concept Plan is assuming a maximum number of residential units of 35, with an average square footage slightly less than 3,000 SF. As we develop more detailed plans with potential buyers of those units, it is very likely that the average size of the units will be greater than 3,000 SF resulting in a fewer number of units and potentially as few as 30 units.

The only practical way to significantly lower the building height was to eliminate the mezzanine level parking deck which was primarily for the secure parking area for the residential units. We did omit that level and now have a single deck parking ramp. This required that we move the residential secure parking down to the grade level. We were able to accomplish this by reducing the office space square footage on that level and reducing the shared public parking to one double sided parking lane with a turn-a-round at the building entry. We did make the grade level parking and the upper deck parking about 11 ft wider (from south to north) and integrated the outside surface parking that was on the north side of Grove Lane to inside the parking structure. This resulted in having about a 11 ft green boulevard area on the north side of Grove Lane that we are proposing to plant with boulevard trees and other landscape elements.

The current parking arrangement on Boatworks and beach property is governed by a combination of a permanent parking cross easement over both properties and a mutually agreed upon designated parking use agreement in the Development Agreement. It would be our intent to work with city staff and the city attorney to vacate this easement subject to the creation of a new parking cross easement and designated parking use agreement. The general approach would be to carry forward elements of the existing agreement that work well and adjust those that either need improvement or are not compatible with the new building layout. The details of this agreement would be worked out during the General Plan approval stage of the project.

Storm Water Treatment, Site Drainage and Grade Adjustment to Protect Beach Parking from High Lake Levels:

When the original Boatworks project was approved in 1996, there were limited opportunities to improve the treatment of storm water runoff, since the entire Boatworks, beach and Grove Lane East were relatively flat and approximately three feet above the lake water level. We worked with the City and the Watershed District to enlarge the storm water treatment pond on the southwest corner of the site, between the Boatworks building and the beach. With the new development incorporating an above grade structured parking, we now have the opportunity to capture virtually all of the storm water run-off from both the building and the Boatworks parking area and direct it to above grade storm water treatment chambers. We are proposing a treatment system similar to the Kraken Bio-Clean Stormwater Filtration System (see attached brochure). Conceptually there would be a series of filtration chambers located under the parking ramp access to the mezzanine level parking to treat all of the storm water from the roof and almost all of the deck parking area.

The city engineer, our civil engineer and a representative of the Minnehaha Creek Watershed District met to discuss what possibilities there might be to treat the storm water that runs off of Grove Lane East and the beach parking lot and were able to identify what appears to be a viable option to install sump catch

basins in the beach parking area to provide more effective treatment for that storm water than the current pond. Since we would be reconstructing the beach parking lot if the Boatworks re-imagined project is approved that would be the most cost-effective time to install the Grove Lane/beach storm water improvements. We would work closely with the city and Watershed District to fund and install these improvements.

The installation of the Grove Lane/beach storm water improvements will likely allow a significant reduction of the existing ponding area which would allow more room on the beach area for public use as additional beach or a shade pavilion. We are including a couple of options in our materials showing the pond area with two different configurations for discussion purposes. Our intent is once we know the level of flexibility for any re-configuring of the pond we would work with city staff and the Park Board to include their suggestions as part of our site work for the project.

Potential new ADA path from Depot to Boatworks and boardwalk:

City staff also indicated they would be interested in having us look at an option to have an ADA pathway from the Depot site to the Boatworks property and a connection to the Lake Effect proposed boardwalk. We did come up with an option that would work for both the existing Depot parking lot configuration and the potential new configuration included in the Lake Effect concept plan. The path way does result in the loss of several trees. We are not proposing this as part of our application, but if the city decides that they would like some form of ADA pathway, we would work closely with city staff to help implement it. In addition to this access to the public restrooms on the east end of the Boatworks, and access to the Lake front boardwalk, we did also provide a new ADA access from the Depot closer to Lake Street into the SE entry to the Boatworks building.

Marina improvements:

While not part of a Concept Approval process, we do plan on upgrading the marina concurrently with the redevelopment of the Boatworks property. The full sheet pile seawall along the north side of the marina is starting to fail, and needs to be replaced. There are also parts of the dock boardwalk area that needs repair or replacement. We will also be adding a public boardwalk to the peninsula that is south of the main lake edge boardwalk. This will provide an opportunity to work out the details of a larger lake edge gathering area as shown on the Concept Plan submission.

This area would be a potential major focal point incorporated into the marina for public access to the lake. The “artistic rendering” in the submission is included to illustrate only the general size and location of the gathering area. Since the DNR and LMCD have limits on that amount of permanent dockage can be constructed in one area, we are proposing a “U” shaped dock attached to the lake edge that

is 8 feet wide on each side that would meet LMCD requirements. Inside the “U” we would propose mooring a custom designed pontoon boat that would provide safe easy access to the pontoon area and be able to adjust to the variation in lake level. This custom pontoon boat would also be available for reservation for short lake excursions. We are also proposing an artistic water feature on the shore just north of the gathering area.

Rationale for requested variances:

Height Variance (variance from 35 ft to 49 ft from City Code Section 933.02.A.14).

This is obviously the most critical variance for the project, and probably the most controversial. We feel that there are a number of practical difficulties with the project that justify this variance.

While the economic viability of redeveloping the property can't be the only practical difficulty to grant a variance, it can be considered as a reasonable first practical difficulty. The vast majority of the public benefits identified in our application require the demolition and re-construction of the building. This is especially true for the proposed storm water treatment improvements and removal of parking/street areas from the areas that have been prone to flooding. Given that assumption, the costs of funding the relocation of certain tenants, especially 6Smith and re-building their space, the loss of almost two years of revenue and the payoff or carry costs of the existing mortgage on the building can only be covered by the margin from the sale of the residential units. There is no feasible way to get the square footage of residential units in a three story, 35 ft building.

A second practical difficulty relates to the high-water table (about 3 ft below grade). The high-water table precludes almost all types of storm water treatment methods. Since the residential units need a set number of secured parking spaces, this results in the need for at least a single level parking ramp (shown in the current request). This allows the storm water that lands on the parking ramp (as well as the roof) to be directed into an above grade storm water treatment chamber before entering Lake Minnetonka. The fact that we will be raising the grade somewhat of the beach parking area and a portion of Grove Lane and re-building those lots provides the opportunity to install a number of “sump catch basins” in those areas to provide some level of sediment removal from those areas before going into Lake Minnetonka.

A third practical difficulty is that the current building is below the city's required height above the Ordinary High Water level, which is at an elevation of 934.0. Since all of the first floor of the building is below this level, and the northeast corner space is about 4 ft below this level, the only way to bring the building into conformity is to reconstruct it.

A fourth practical difficulty relates to the existing floor design of the east wing and the poor soils under the west wing. The west wing of the existing building is on piling and any type of re-construction of the building will require new piling that is quite expensive. The floor of the east wing was designed for heavy factory use, and in most places is between a foot and a half to two foot thick. This also adds to the expense of re-construction.

A fifth practical difficulty is the current challenge of accommodating trash removal, semi-truck deliveries and large boat launches on the east side of the building. The current site layout has resulted in traffic flow conflicts when any of these activities are done on the site. The best solution for all three of these activities would be to have a 14 ft high delivery/turn-around bay on the east end of the building. This is approximately the same height needed for a quality restaurant space. While this does raise the height requirement on the east end of the building, we did drop the post-tension slab two feet just west of the restaurant. This allowed us to lower the parking ramp an additional two feet.

A sixth practical difficulty that relates more directly to the need to re-construct vs remodel that directly relates to height is the fact that when the west addition to the building was added in 1984 it ran the sanitary sewer line to the east and tied it into the older building sanitary sewer line. Unfortunately, the older sanitary sewer line is undersized for today's sanitary sewer demands, especially the restaurant. It has been a continual challenge to keep the sewer line open. Due to the floor design in both wings, it is impractical to try to replace the sanitary sewer lines of both wings, thereby necessitating re-construction to remedy the problem.

Setback Variance (variance to City Code Section 933.02.A.13a and Section 991.09.A.1)

Section 933.02.A.13a deals primarily with front, side and rear yard setbacks. The site is currently zoned C-3 (Service District) with a PUD conditional Use Permit. The C-3 district has a standard setback of 10 ft which would apply under this provision. The one exception is that the property also has a parking use cross easement over the Boatworks parking lot, the Beach parking area and all of Grove Lane up to the Metro Council lift station to the west. That easement grants Boatworks the ability to park on the easement with some specific time designations over portions of the property as well as construct facilities that accommodate parking. This provision would allow portions of the public shared parking space of the Boatworks proposed parking ramp to extend into the beach area or Grove Lane ROW, and not require any setbacks.

The area that would require either a variance or a waiver as part of a new PUD zoning designation would be where the building or the residential parking or units extend closer to the west property line more than 10 ft. This would happen on

the west side from the southwest corner of the new building approximately 200 ft to the north and about 40 ft along Grove Lane where the building or residential parking structure is close to the property line with the beach property and the Grove Lane ROW.

We believe the first and sixth practical difficulty under the height section would apply to this variance/waiver.

A third practical difficulty is that when the original 1996 re-development and PUD/Conditional Use Permit was created it was the intent of Development Agreement to have the entire beach area and Boatworks properties function as one "Site" and that we would co-operate with each other to make both activities work the best they could and generally ignore the odd shaped property line split between the two uses. Not having to consider the dividing line between our two properties as a "hard" line with setback requirements would keep with the spirit of the original agreement. Adding that constraint to the process at this point in time would clearly be a practical difficulty.

Section 991.09.A.1 deals with the 75 ft setback from the Ordinary High Water line for Lake Minnetonka. We are attaching a graphic of what the impact of complying with that requirement is on the developability of the site, and the practical difficulty should be quite obvious. There is no way that the site could be re-developed and meet that setback. Common practice in the past regarding both setback and impervious surface coverage (including our 1996 redevelopment of the Boatworks site) is that if you can make meaningful improvements to the water quality that drains into Lake Minnetonka from conditions existing at the time, the setback as well as impervious surface coverage requirements are waived. When we did the 1996 redevelopment of the Boatworks, we did expand the small Storm Water Retention pond in the southwest corner of the site and added new green space on both the Boatworks property and the beach site (by removal of a large paved turn-around on the main beach area). Due to the high-water table, that was about the limit of the options that were available at the time. The new proposed Boatworks plan, due to the addition of a single level parking ramp, now has the ability to capture and treat almost all of the rain water that lands on the site before it goes into Lake Minnetonka.

Roof-top equipment City Code Section 909.10.A

Section 909.10.A deal with the limitation of roof-top mechanical equipment in the Bluff District (which by default our project falls into).

As we mentioned in the introduction, we were able to come up with a fairly new type of HVAC system that allowed us to remove all of the HVAC equipment for the office space and the make-up air system for the restaurant from the roof and relocate it to a new mechanical area on the east and west side on the second

floor. This allowed us to eliminate the proposed text amendment from the requested application.

The one exception is the exhaust fan for the restaurant kitchen hood. There are very stringent health and fire codes related to the duct design and location, accessibility for cleaning any build-up of grease in the duct, as well as some building code requirements as to where the exhaust is expelled from the building. While we fully concur with the intent of the ordinance to minimize to the greatest extent possible the visual impact of mechanical equipment, the only two options from locating the exhaust duct and fan would be to run it horizontally out the east second story (only if the vertical distance of the duct meets fire and health codes) or run it up vertically through the roof. We believe having a hood exhaust fan mounted on the second level of the east side of the building blowing exhaust fumes and smells from the kitchen hood toward the Depot would be the worst possible location for the exhaust fan. It would also be expelling the exhaust fumes directly below two stories of residential windows, which would have a very negative impact on those units, if that would even be allowed by building code.

With that in mind we asked our mechanical engineer to find the lowest, cleanest looking exhaust fan that would meet the CFM exhaust requirements for the size of the kitchen hood we anticipate needing for the restaurant. They did locate an up-blast centrifugal exhaust fan that has a very clean look, is slightly less than five feet tall and less than five feet in diameter that would meet that criteria (see attached cut sheet for the fan). We are therefore requesting that we run the duct up to the roof. We would also be painting it a dark color (as well as any other boiler or furnace stacks and plumbing vents that are required to go through the roof). We are willing to also enclose it with a screen, but would ask that the decision as to whether a screen, which would likely be larger in horizontal dimension than the fan and be more visually un-attractive than just a dark colored clean looking fan, be up to City staff.

Therefore, practical difficulty is that a location other than through the roof may not comply with health, fire or building codes and would in-fact have a significantly worst visual impact if it were not run through the roof. We are showing the anticipated location of the five ft high exhaust fan on the roof plan.

Public Benefits:

- World class new building design that enhances the image of the west end of downtown along with amenities that will entice the public to experience the full span of Lake Street from east to west.
- Provides clearer definition of beach and building parking.
- Provides for between 30 and 35 new residential units with great connection to the downtown business district.

- Significantly enhanced and safer pedestrian access to the beach on the north side of the building and the extension of the Lake Effect concept along the south side of the building.
- Numerous areas for public to gather and enjoy the lake and other activities, with a potential major focal point incorporated into the marina for pedestrian access to the lake.
- Significant improvements to the storm water treatment for the Boatworks site, the beach parking lot and most of the Grove Lane street pavement. The added storm water treatment for the Boatworks building and beach parking should allow for the reduction or elimination of the existing overgrown stormwater pond and allow for increased public beach use (including partly on Boatworks property).
- Provide for public access onto the peninsula of the Boatworks marina that would be assessible from the beach.
- Adjusts the grade of beach parking and portion of Grove Lane East to avoid high lake level flooding.
- The design allows for the consolidation of all truck deliveries, trash pick-up and boat launch on the east side of the building and eliminates the congestion and traffic flow interruption that periodically occurs on the site.
- Provides an option to provide full ADA access from the public through the Depot site to the Boatworks site, the Lake Effect boardwalk and the boardwalk to the city beach area.
- Moves northeast corner of building back from Lake Street approximately 30 ft from where the existing building is today, which will improve traffic flow and safety.
- We have added a place holder to include public restrooms on the ground level of the east end of the building, subject to working out the details of how the un-monitored restroom space would be managed.
- Provides significant long-term increase in tax base.

In addition to the more concrete benefits listed above, we also believe that the Boatworks Re-imagined project furthers the following “softer” public benefits related to Wayzata 2040 Vision.

- The new boardwalk and public marina gathering area provides new opportunities for kiosks and intimate seating areas creates a destination for people to come visit.
- The new building will have a strong focus on design and aesthetic elements.

- The new pathways and lake front boardwalk and marina gathering area creates new lakefront spaces for social interaction.
- There are opportunities in several areas around the building to incorporate local art, including the potential for sculptures throughout the pedestrian area and interior of the building. Interiors and exteriors could have seasonal Art Show events and the new pier showcasing smaller venue music on the boardwalk pier.
- The history of Boatworks would be shown throughout common areas, and where possible exhibits and/or artwork along the exterior pathways highlighting its rich history as a boat and street car manufacturing and repair building.
- The new development enhances walkability and creates a pedestrian friendly environment, with improved safety and more physically enticing spaces, leading to a more vibrant community.
- Connects City residents to City's shared spaces (beach, boardwalk pier). This primary location will "fill the gap" between Lake Effect and the beach.
- Promotes and fosters greater level of activity and engagement of both the boardwalk and the beach.
- Enhances overall recreation and outdoor lifestyle by enhancing access to trails and walkways.
- The new development encourages connectivity to nature, enhances walkability, and creates a sense of belonging where visitors and residents can come together.
- Landscaping and green space will be of the utmost importance, with change of Grove Lane to a tree lined boulevard feel as you enter the site and the addition of attractive live green walls on the exterior of building and landscaped seating areas on the west and south walkways.
- Replacing an insignificant, inefficient building with the latest in sustainable construction, materials and energy efficient solutions.
- The development will attract and enhance a multi-generational community. Improved beach areas will attract younger families and professionals by having safe, walkable and bikeable environments.

Comparison points between “Stay as is” and “Boatworks Re-imagined”:

Current Property - unchanged:	Re-imagined Property:
<ul style="list-style-type: none"> Limited re-investment into Existing Property 	<ul style="list-style-type: none"> Opportunity to join resources to improve this property and the adjoining properties for both private and public benefit
<ul style="list-style-type: none"> Existing building and property – portions are rundown, outdated, inefficient, with many physical deficiencies 	<ul style="list-style-type: none"> Visually and physically enticing, architectural design that enhances Wayzata lake front
<ul style="list-style-type: none"> Confusing and disjointed parking that is deteriorated and frequently floods 	<ul style="list-style-type: none"> Easily identifiable parking areas for all uses and solution for storm water treatment
<ul style="list-style-type: none"> Tight and Unsafe Railroad Track crossing for Pedestrians and Cyclists 	<ul style="list-style-type: none"> Improved design with NE corner of building set back 30 ft more that existing and space to navigate pedestrian traffic in a much safer manner
<ul style="list-style-type: none"> Disconnect from public space (Depot) to public space (Beach). Poor accessibility and handicap use throughout the lakefront. Site conditions are not fully inclusive to the public 	<ul style="list-style-type: none"> Imagine the ability for more accessibility for the elderly and handicap to utilize the boardwalk, pier, and beach
<ul style="list-style-type: none"> Impediment to extending Lake Effect theme (if funded) to the west of the Depot 	<ul style="list-style-type: none"> By joining two public spaces and completing the west end of the Lake Street District, this may re-energize lake effect
<ul style="list-style-type: none"> Currently there is no access for public to the peninsula adjoining the beach and other areas not utilized for public benefit 	<ul style="list-style-type: none"> Many additional public spaces for different levels of activity
<ul style="list-style-type: none"> Lacks storm water runoff treatment into Lake Minnetonka 	<ul style="list-style-type: none"> Healthy and Environmentally Sustainable due to vastly improved storm water management.
<ul style="list-style-type: none"> Can be un-inviting to Wayzata visitors 	<ul style="list-style-type: none"> A place for Wayzata residents to gather, with several compelling locations for groups and individuals to enjoy the lakefront, read a book, have picnics, or have family reunions/gatherings.
<ul style="list-style-type: none"> Lacks unique private and social spaces for multigenerational interaction. Rickety, uninviting and underutilized boardwalk without any gathering spaces for public use and social interaction 	<ul style="list-style-type: none"> Lively, enhanced, and more functional boardwalk with seating, gathering spaces, social events

Next Steps:

After Concept Plan receives approval by the City Council, we will move forward with more detailed design of the building, site work, storm water treatment design and any corresponding improvements to the beach area and Grove Lane East.

As part of the General Plan approval process, we will work with city staff to develop a new Planned Unit Development agreement that will replace the existing Planned Unit Development Conditional Use agreement.

We will also be submitting more detailed engineering information to support the Shoreland Impact Plan/Conditional Use Permit request, a Letter of Map Adjustment to raise the building and the parking out of the floodplain, a new vertical RLS plat to accommodate the separate ownership of the office/restaurant space and the residential units and related support space including the secured parking area on the ground level parking area and process through the Design Review process.

We would also work closely with city staff and the Park Board to coordinate any elements that we could assist for potential park improvements as well as the timing of our construction work to make sure that the beach is accessible and has adequate public parking during the summers we are working on the project.

PUD Rezoning, formal approval of variances and General Plan approval:

After Council approval of the Concept Plan, we would immediately start working on more detailed design and engineering of the building, and selection of specific exterior building materials to be incorporated into the General Plan. We would also do more detailed structural engineering, mechanical and electrical engineering and building code analysis as part of this process. We would also concurrently with this effort work out the formal Development Agreement for elements that need to be memorialized through this type of document.

The PUD rezoning would address any deviations and variances that may be needed from the existing C-3 PUD zoning designation, such as building height, setbacks, lot coverage or Floor Area Ratio requirements. When those elements are fine tuned as part of the preparation of the General Plan, the detailed information on any deviations or variances as well as documentation of the justification and practical difficulties related to the variances would be submitted concurrently with the General Plan approval.

Design Review:

As part of the General Plan process, we would submit the normal detailed design information and materials through the standard city Design Review process. We have followed the creation and evolution of the Design Standards for the city, and fully support the intent to promote the quality, character and compatibility of new development in the City.

While the Boatworks property is technically outside of the three Design Districts and by default assigned to the Bluff District, we are taking the position that since

the Boatworks site is the only commercial site in downtown Wayzata that has direct lake frontage and is adjacent to city public property on the east and west sides and a railroad on the north it has a greater responsibility to provide a design that exceeds the Bluff Standards. We are in a unique position to provide and extraordinary level of design on all four sides of the building as well as providing more of the stated goal elements in the Design Standards including the following:

- Scale and walkability.
- Supporting a strong downtown and a vibrant and healthy business climate.
- Great opportunities for social engagement.
- A more connected community through physical and psychological connections between residential area, business areas and links to recreational amenities
- Provide safe and welcoming access to community parks and open space.
- Serving as a community gateway (especially from Lake Minnetonka) and providing an announcement and sense of place through quality architecture, landscaping and design elements.

Shoreland Impact Plan/Conditional Use Permit and Waiver of Shoreland Setback:

The current PUD/CUP Development agreement for the property did include a Shoreland Impact Plan/Conditional Use Permit and variance of shoreland setback and impervious surface, but not the increase in height. Since the new building is larger and higher, we will be submitting a new the Shoreland Impact Plan/Conditional Use Permit to reflect the new building design and related storm water treatment improvements. We believe that the substantially improved storm water treatment elements of the Boatworks site and Grove Lane East and beach parking area and reduction in impervious surface area in the Boatworks/beach parking site will more than offset any perceived impacts of the building height and setback from the lake.

Letter of Map Adjustment Based on Fill (LOMA-F):

Currently approximately 17,140 SF of the Boatworks/Beach parking area and approximately 8,380 SF of Grove Lane are in the 100-year floodplain area. During the high-water event in 2014 most of this area was covered water for about a month. This created significant inconvenience for people using the beach area and visiting the Boatworks building.

Due to the fact that a portion of the proposed new Boatworks building extends over the flood plain area and that the entire beach parking area and a portion of Grove Lane would need to be reconstructed to install the proposed storm sewer improvements it makes sense to raise the grade of the parking area and a portion of Grove Lane out of the floodplain. Since the average depth of the water at the 100-year flood stage is only about 2 and one half inches the resulting flood storage mitigation volume (at a 1 to 1 replacement) would be approximately 5,300 cubic feet.

As part of the General Plan approval, it would be our intent to have our civil engineer and surveyor confirm the exact flood plain volume that would need to be mitigated. We would then work with the city engineering staff and the Minnehaha Watershed district to confirm the preferred extent of flood plain mitigation and work with us to identify an area in the Lake Minnetonka watershed area that we could add a replacement flood area and work out a plan for us to fund and implement.

Re-plat of Boatworks property to a Vertical Registered Land Subdivision:

The residential units would be individually platted in a Vertical Registered Land Survey Plat (RLS), along with a separate parcel for the office/residential and parking area. This process can't happen until the project is about 80 percent constructed due to the fact that the plat is based on the actual survey of the floors and walls. It may be that we will need to do an early stage RLS plat to divide the general use areas for construction financing purposes and then follow up with a more detailed condominium plat when the building is further along.

The re-platting process will also involve replacing the existing cross easements with new cross easements that reflect the changes being made.

We look forward to working with the city to make the Boatworks one of the premier designed buildings in the Twin Cities.

Boatworks Building General Metrics:

<u>Use:</u>	<u>Approx. SF</u>
Office (net usable)	52,515 SF
Restaurant (net usable)	8,320 SF
Residential	101,657 SF
Residential common area	19,494 SF
Office common area	17,204 SF
<u>Mech/Elec/Trash/East Public RR's</u>	<u>6,390 SF</u>
Total Gross Bldg. area (excluding parking)	205, 580 SF

Building Height Calculation:

<u>Level</u>	<u>Elevation</u>	<u>Difference between levels</u>
Grade (Level 1)	934.0	
Street/pkg deck (Level 2)	946.5	12.5 ft
First residential Fl (Level 3)	959.5	13.0 ft
Second resid. Fl (level 4)	972.0	12.5 ft
Roof elev.	984.5	12.5 ft
Roof parapet elev.	985.7	1.2 ft

Calculated Average Grade Plane = 936.7

Building height per City

Ordinance (985.7 – 936.7) = 49.0 ft

Boatworks parking analysis:

Parking spaces required per ordinance (weekday peak time)

Residential units	70 spaces
Office	158 spaces
Marina	21 spaces
<u>Restaurant</u>	<u>89 spaces</u>
Total parking required	338 spaces

Parking spaces provided:

Grade Level	95 spaces
Secure residential pkg	70 spaces
Second level deck pkg	101 spaces
<u>Off-site parking easement</u>	<u>85 spaces</u>
Total parking provided	351 spaces



Previous image of 58 ft high building from SE

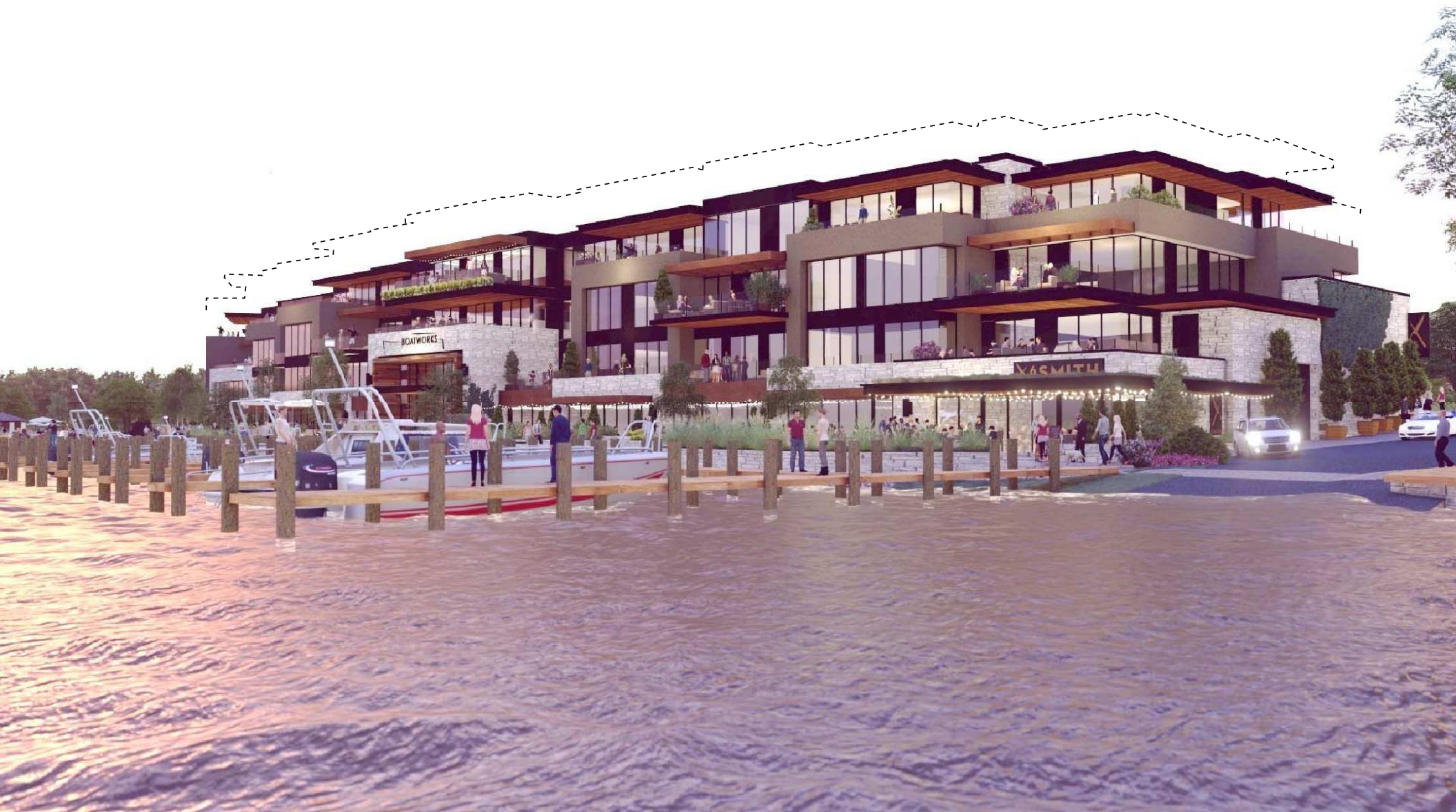
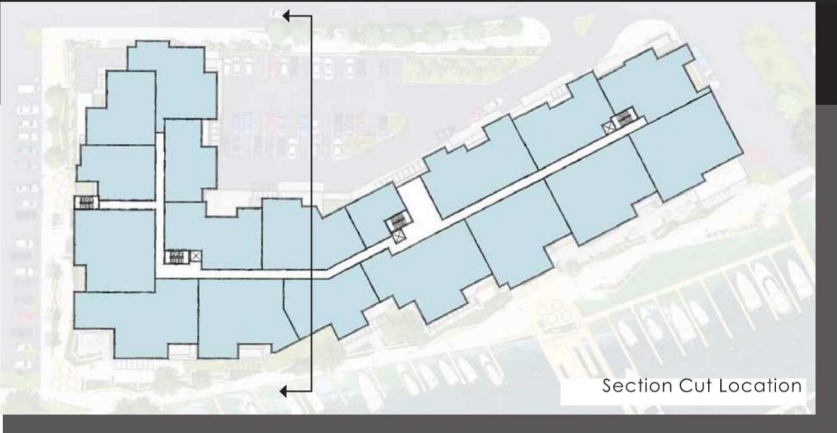
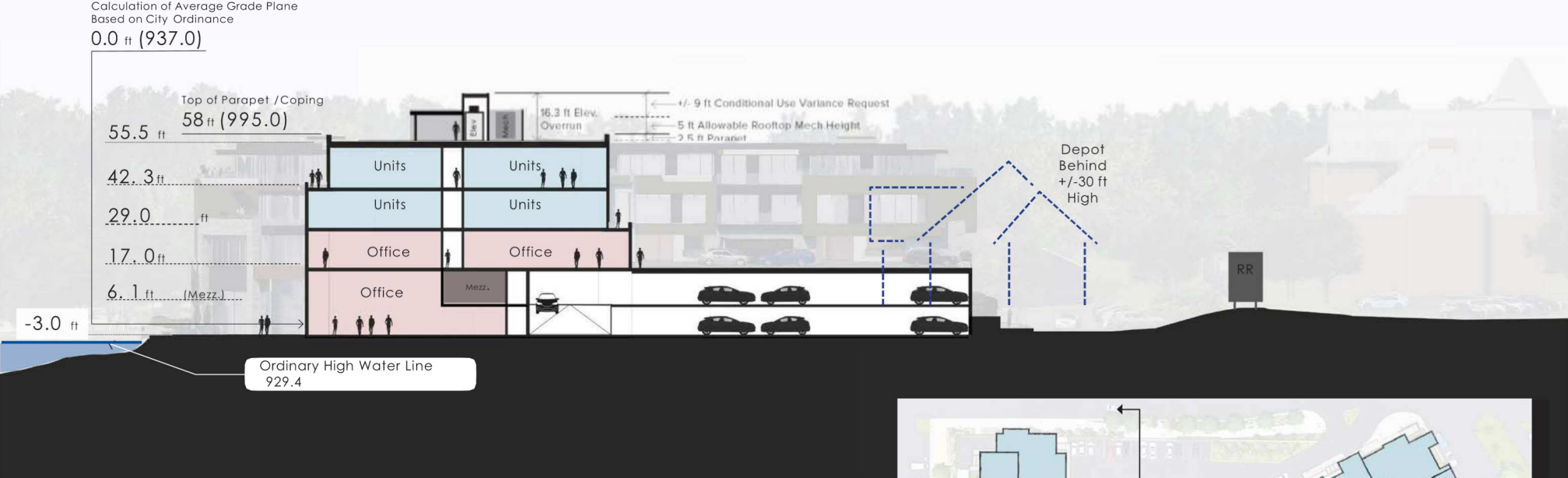


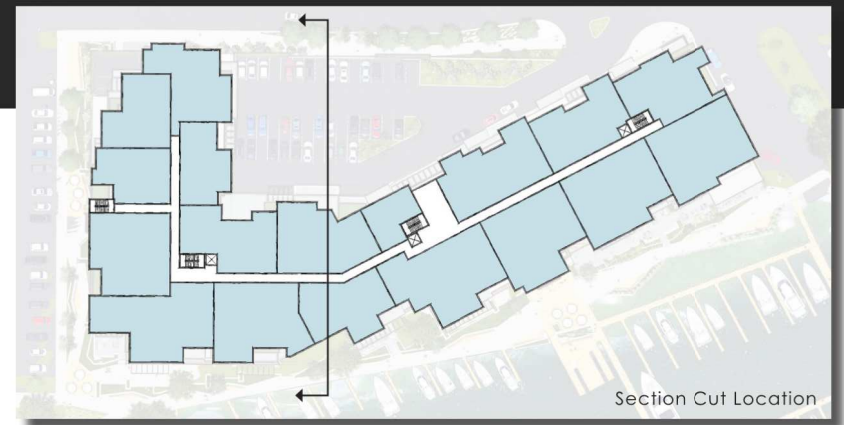
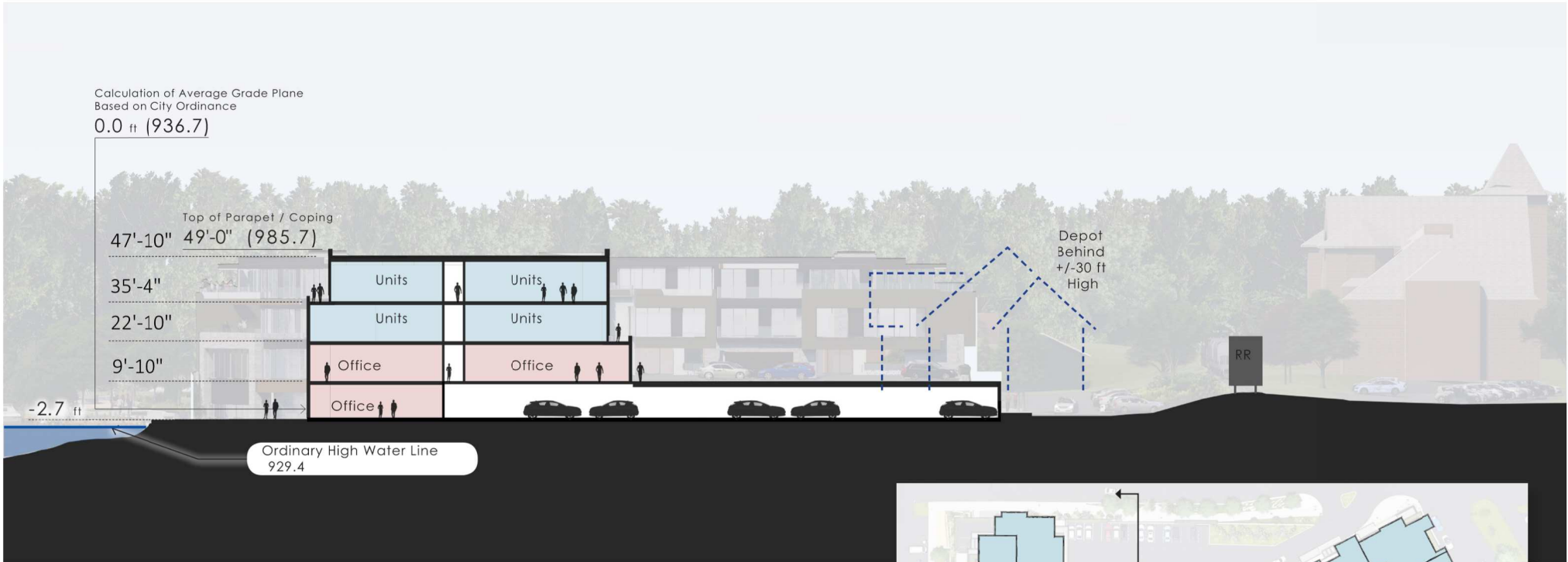
Image of revised 49 ft high building from SE

Site Section

(From October 2, Planning Commission Presentation)

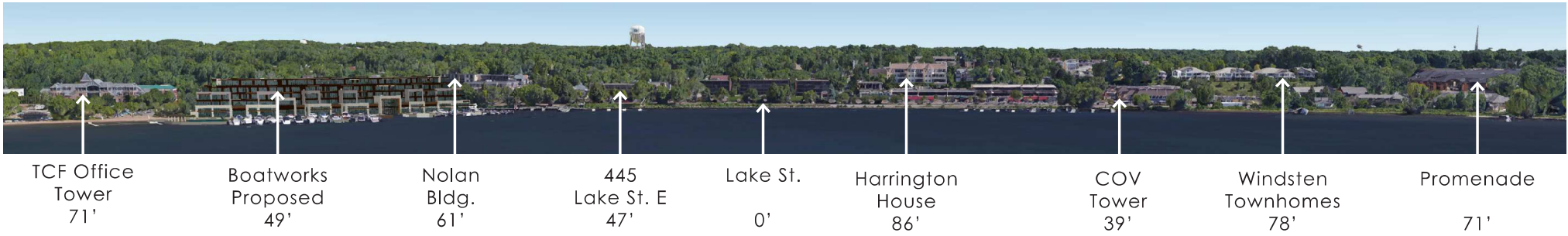


Site Section



Submission for 3/4/20 PC Meeting 2/3/20

Wayzata Relative Height Comparison

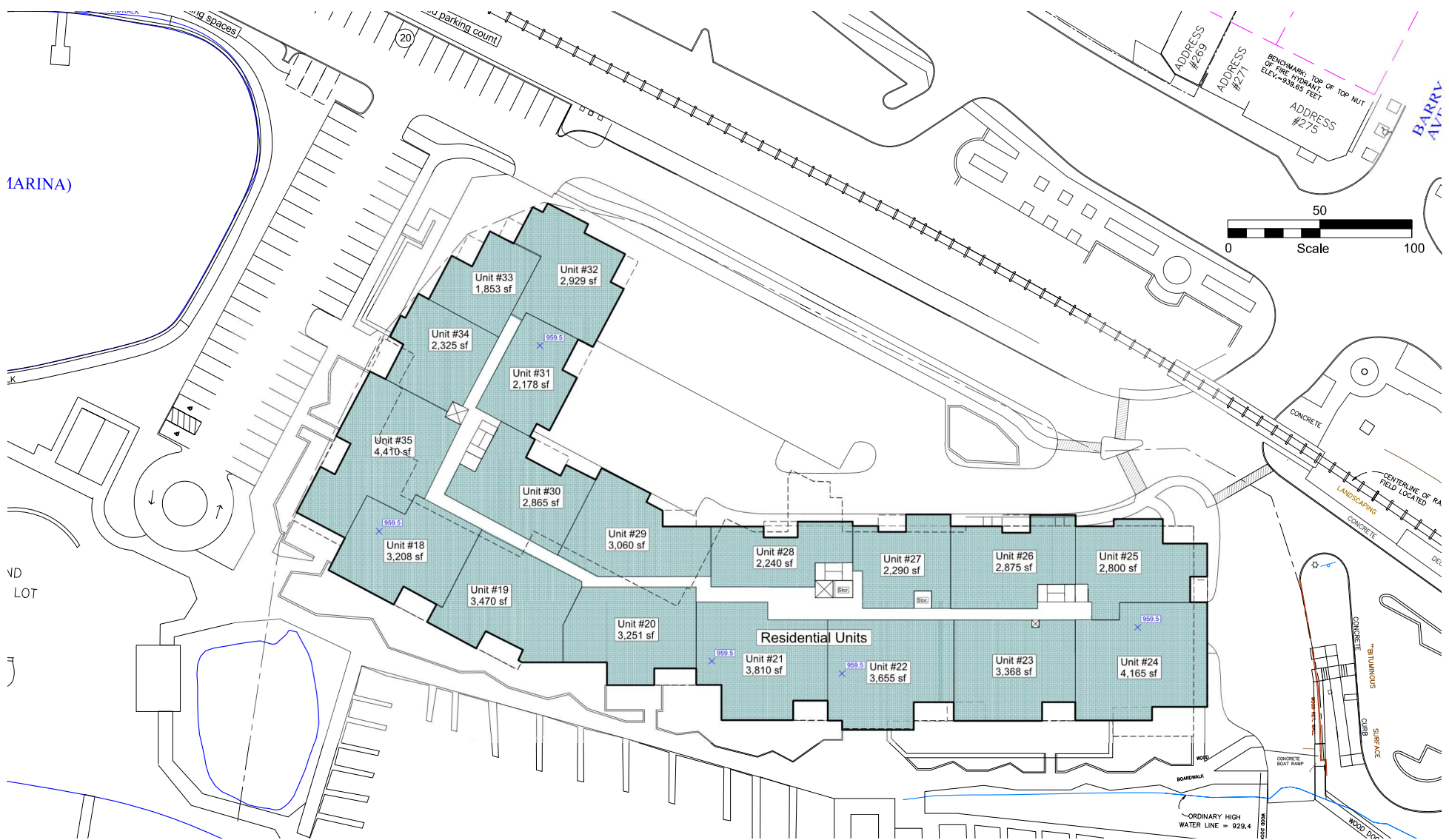


Note: The elevation of Lake Street varies from east to west with the grade from Manitoba Ave. So. west at 938 +/- and east of Minnetonka Ave. So. is between 936 to 937. The above approximate heights above are based on an average Lake St. grade of 937.

Submission for 3/4/20 PC Meeting

2/2/20

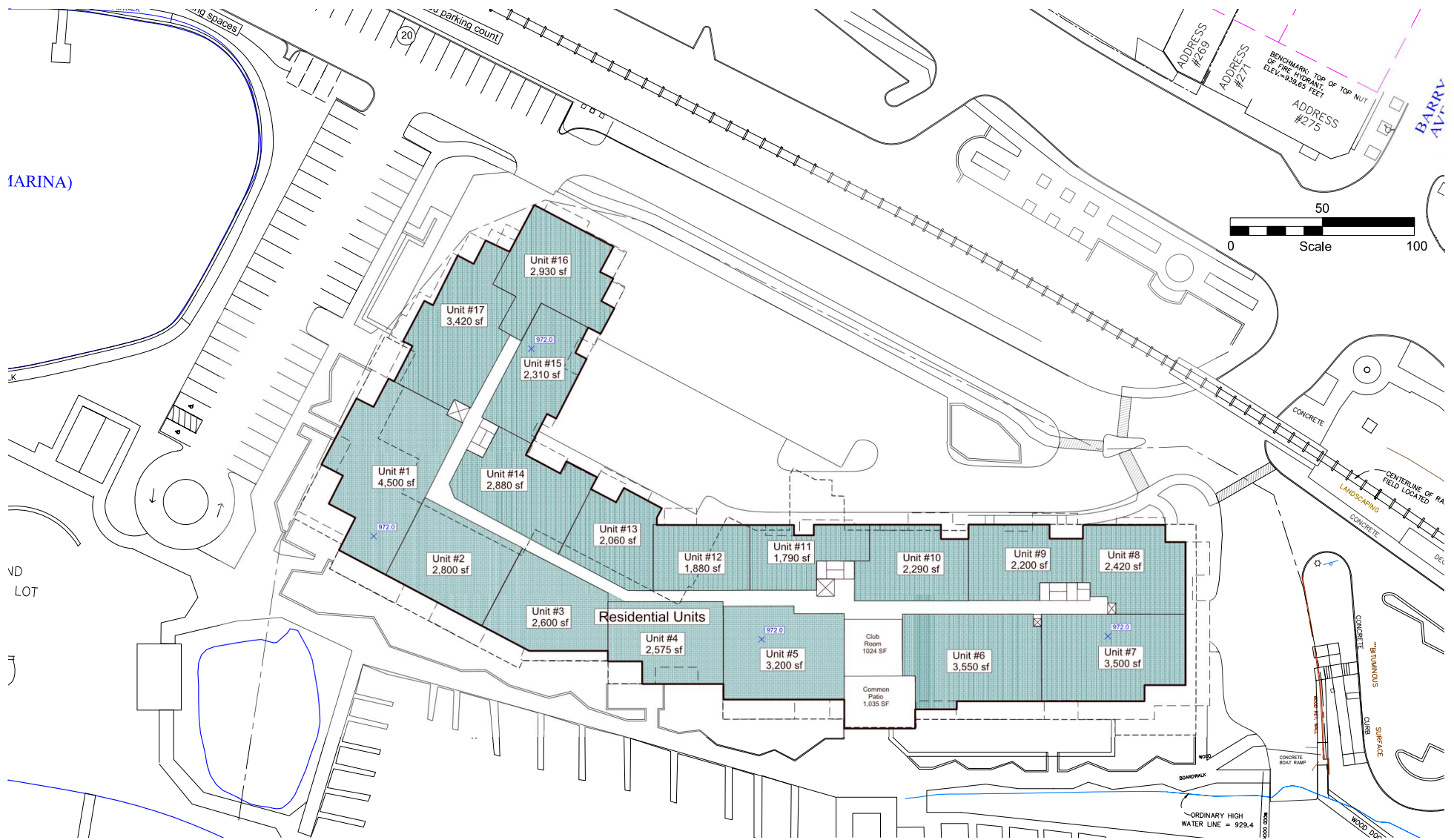
Third level concept plan



Submission for 3/4/20 PC Meeting

2/11/20

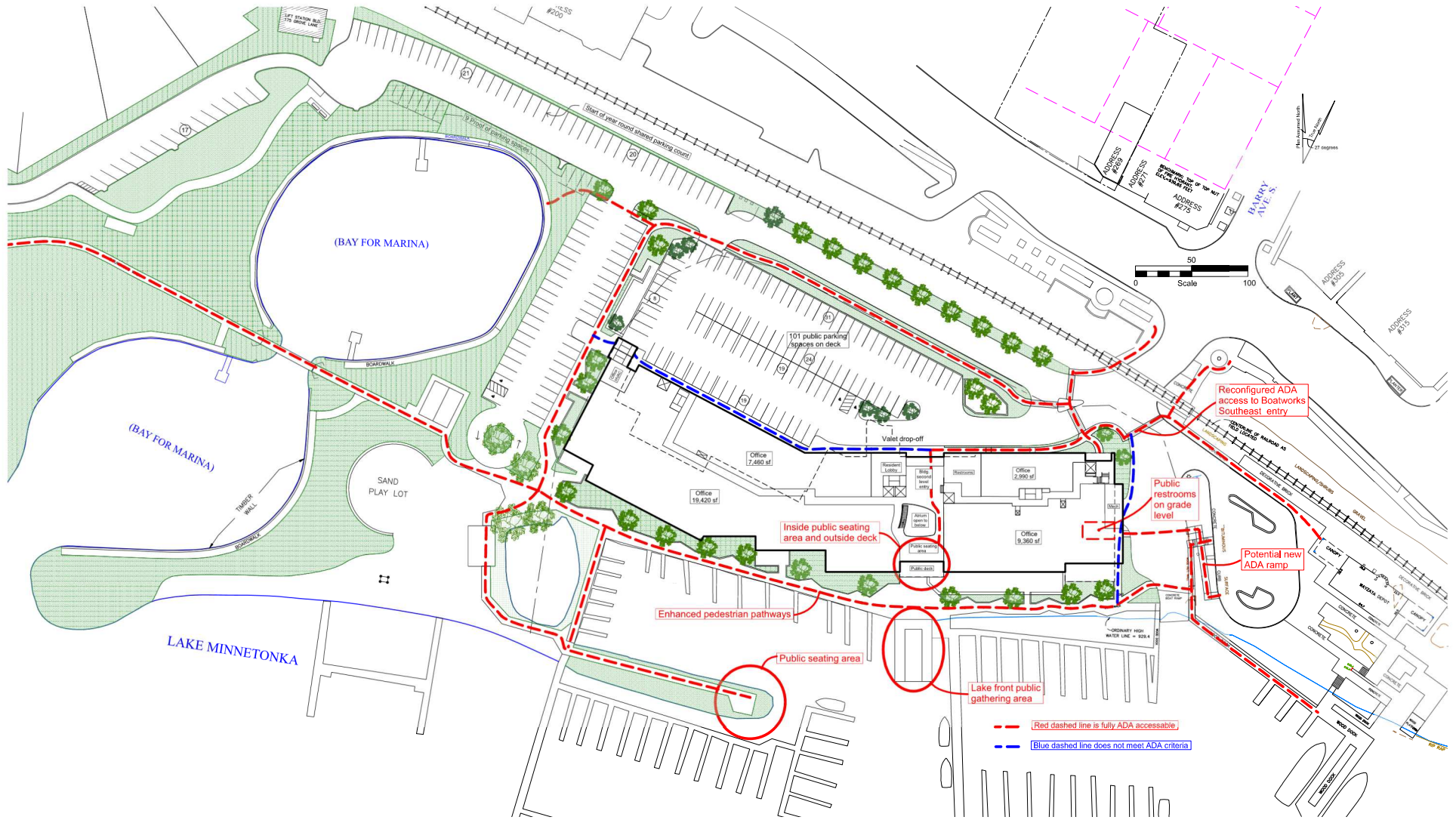
Fourth level concept plan



Submission for 3/4/20 PC Meeting

2/11/20

Graphic of area site plan with Enhanced Public pathways and Gathering areas.



Submission for 3/4/20 PC Meeting

2/11/20

Image of 49 ft bldg from north street entry



(Dashed line represents previous 58 ft height)

Submission for 3/4/20 PC Meeting

2/2/20

Image looking west on Grove Lane of 49 ft bldg.



(Dashed line represents previous 58 ft height)

Submission for 3/4/20 PC Meeting

2/2/20

Image looking east on Grove Lane of 49 ft high bldg.



(Dashed line represents previous 58 ft height)

Submission for 3/4/20 PC Meeting

2/2/20

Image of 58 ft high building from Grove Lane parking area from Dec. 3rd. Council meeting



From original 10/2/19 Submission

2/2/20

Image of new 49 ft high building from Grove Lane parking area



(Dashed line represents previous 58 ft height)

Image of previous 58 ft high bldg. from Dec. 3rd Council meeting



From 10/3/19 Submission

2/2/20

Image of 49 ft bldg from beach



(Dashed line represents previous 58ft height)

Submission for 3/4/20 PC Meeting

2/2/20

View from dock of previous 58 ft bldg.



From 10/3/10 Submission

2/2/20

(Dashed line represents previous 58 ft height)

Image from docks of 49 ft height bldg.



Submission for 3/4/20 PC Mtg

(Note: illustration of dock gathering area is just for size and location final design will comply with LMCD's dock ordinance - see narrative.

2/3/20

Close-up of south entry and public deck



Submission for 3/4/20 PC Meeting

2/3/20

1) Public Amenities - Connectivity, Accessibility and Safety

- + New ADA access to Boatworks property and lakeshore boardwalk from Depot site
- + Much safer pedestrian access to site from Lake St.
- + Strong connectivity from Depot site along lake shore to the beach.
- + Public restrooms on east side of Boatworks to serve Depot site and Lake Effect boardwalk.
- + Potential for better ADA accessibility to public beach.



2) Environmental

- + Significantly improved storm water treatment from the Boatworks property, Grove Lane East and beach parking area.
- + Enhanced landscaping and “green walls” incorporated into building.
- + Replaces an older less energy efficient building with a new building with much higher level of energy efficiency.
- + Raises the beach parking and a portion of Grove Lane East out of the flood plain, reducing the level of contaminates that could flow into the lake.



3) Meeting, gathering places and enhanced vitality

- + Numerous small seating and gathering areas around the south and west side of the building.
- + Enhanced larger on-lake public gathering area in marina and public access to the peninsula area of the marina.
- + Better access to regional trails.
- + Public meeting area and outdoor patio on second floor.
- + Better clarity for dedicated beach parking and net increase in amount of available shared parking.



4) Energize west end of Wayzata, extend Lake Effect to beach and improve circulation.

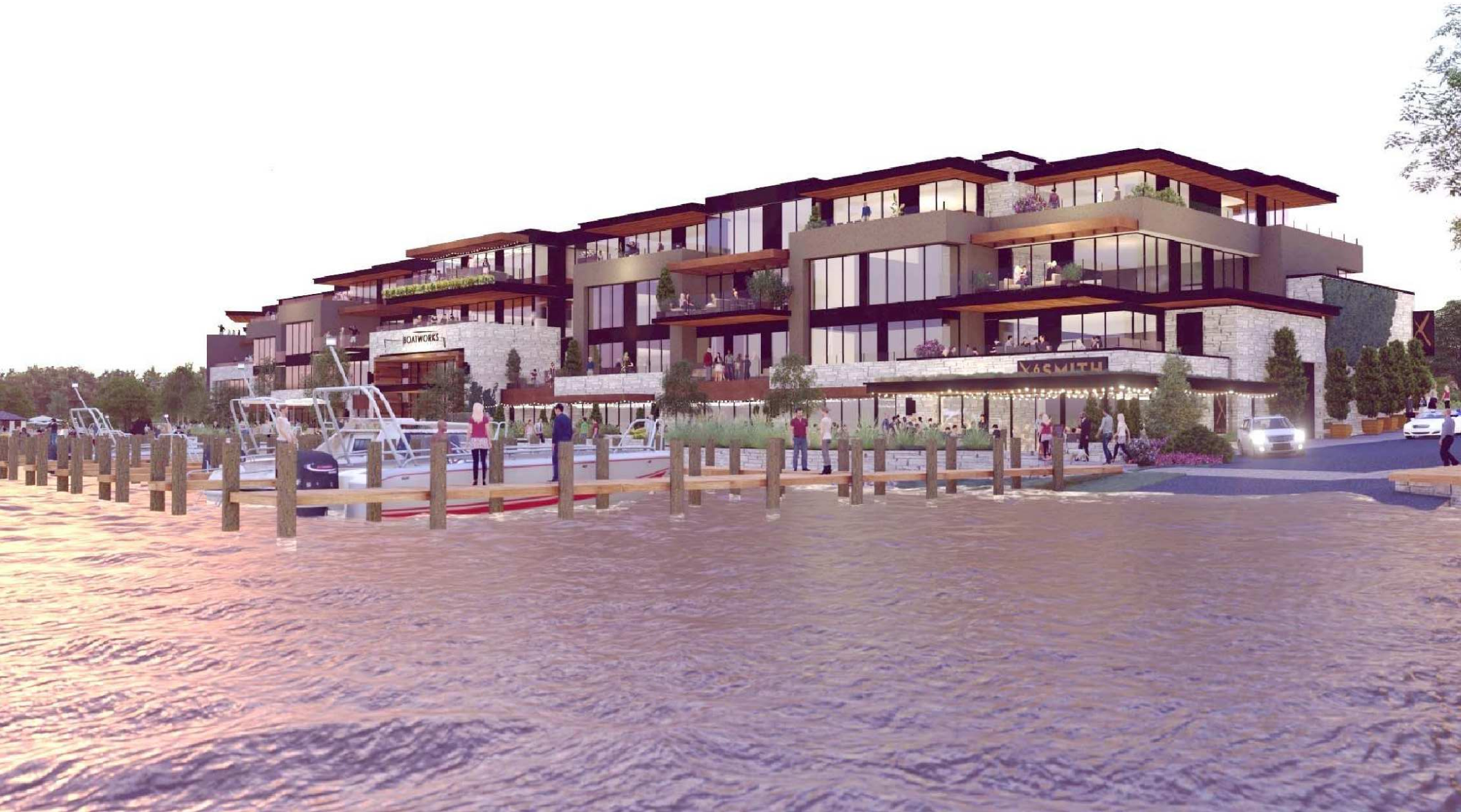
- + Improved pedestrian access and gathering areas will increase community connection to site and level of social interaction.
- + Increased accessibility and visual significance of building with attract public to the site and lake front.
- + Increased opportunities for art work, seasonal events/displays and special information kiosks.
- + Set building back farther from Lake St. and consolidate all deliveries, trash and boat launch on east side of building.



5) Improved business and economics

- + Increase in number businesses and employees that can office at the site.
- + Improved and updated restaurant.
- + Significant increase in tax base of property.
- + Additional lake front amenities should attract more visitors to the city.

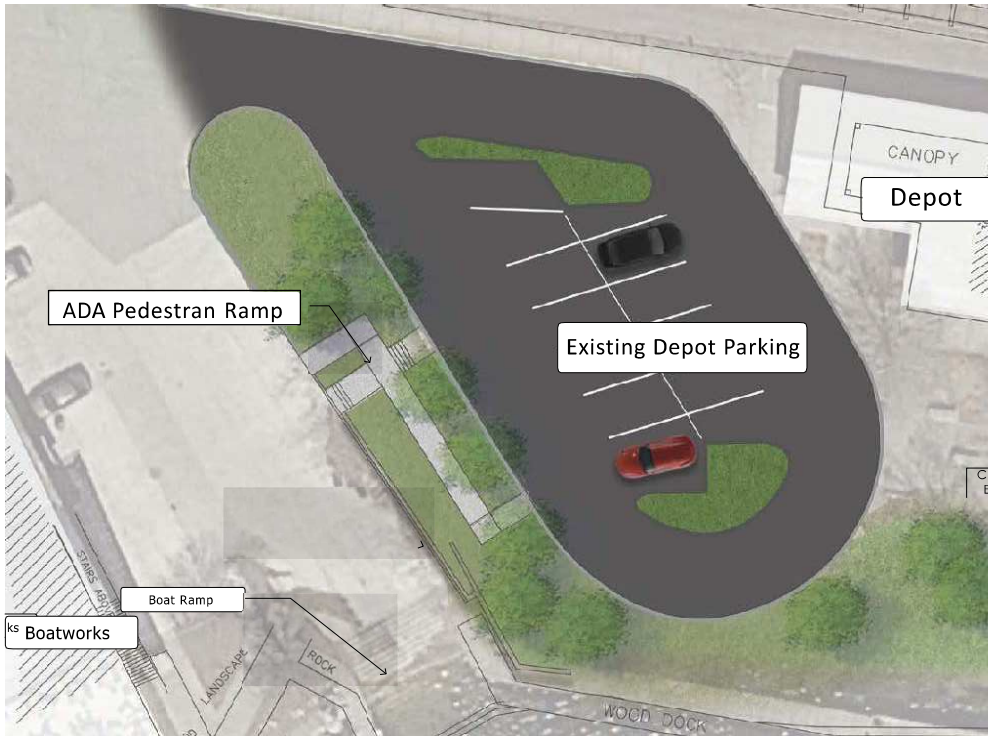




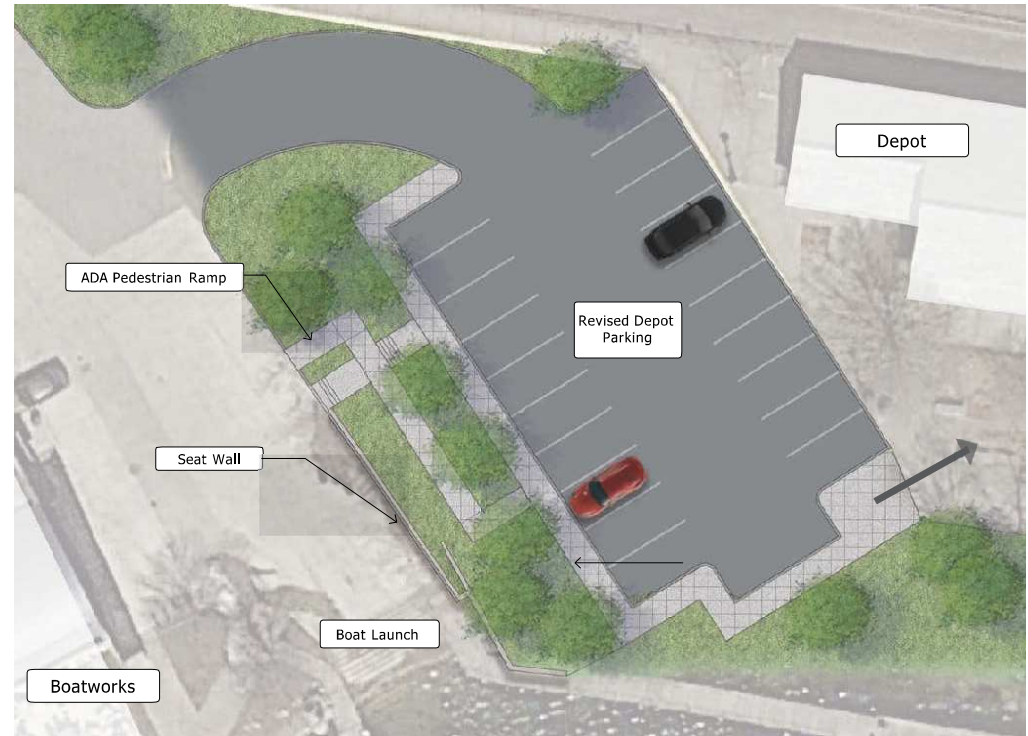
Thank you for giving us your serious consideration

Boatworks Re-Imagined - Square Footage, Parking and Height analysis									
Based on 2/11/20 Concept Plan submission with city staff revisions									
General building metrics:									
Use:	Approx. SF								
Office space (net usable)	52,515								
Restaurant	8,320								
Residential	101,657								
Residential common area	19,494								
Office common area	17,204								
Mech/Elec/Trash/Storage/Pub. RRs	6,390								
Gross Building area (excluding parking)	205,580								
Surface public parking (under deck)	19,930								
First level residential parking	25,400								
Second level deck parking	34,860								
Total parking area	80,190								
Parking and building height calculation:									
Base Parking									
	Unit			Stalls per unit	Total required				
Condominiums	35	Units		2	70				
Office Space usable SF	52,515	SF		333.30	158				
Marina	75	Slips		70%	53				
Restaurant usable SF	8,320	SF		65.79	127				
					408				
Parking required per Joint Facilities formula (801.20.9)									
				Weekday		Weekend			
			Midnight to 7:00 AM	7:00 AM to 6:00 PM	6:00 PM to Midnight	Midnight to 7:00 AM	7:00 AM to 6:00 PM	6:00 PM to Midnight	
Condominiums	70		70	70	70	70	70	70	70
Office	158		8	158	8	0	16	0	
Marina	53		0	21	11	0	39	14	
Restaurant	127		13	89	127	26	89	127	
			91	338	215	96	214	211	
Adjusted Required parking	338								
Building Height Calculation:									
Provided parking:			Level		Elevation	Difference between levels (ft)			
Grade Level	95		Grade (Floor 1)		934.0				
Secure condo parking	70		Street/podium west (Floor 2)		946.5	12.5			
Podium level parking	101		Street/podium east (Floor 2)		948.5	14.5			
Shaver McCarthy property	85		First Resid. (Floor 3)		959.5	13.0			
Total provided	351		Second Resid. (Floor 4)		972.0	12.5			
			Roof elev.		984.5	12.5			
Excess spaces	13		Roof parapet elev.		985.7	1.2			
			Calculated Average Grade Plane = 936.7						
			Building height per City Ordinance (985.7 - 936.7) = 49.0 ft						

Proposed ADA connection between Depot site and Boatworks site (and public restroom)



Option 1 – ADA walk with existing parking layout



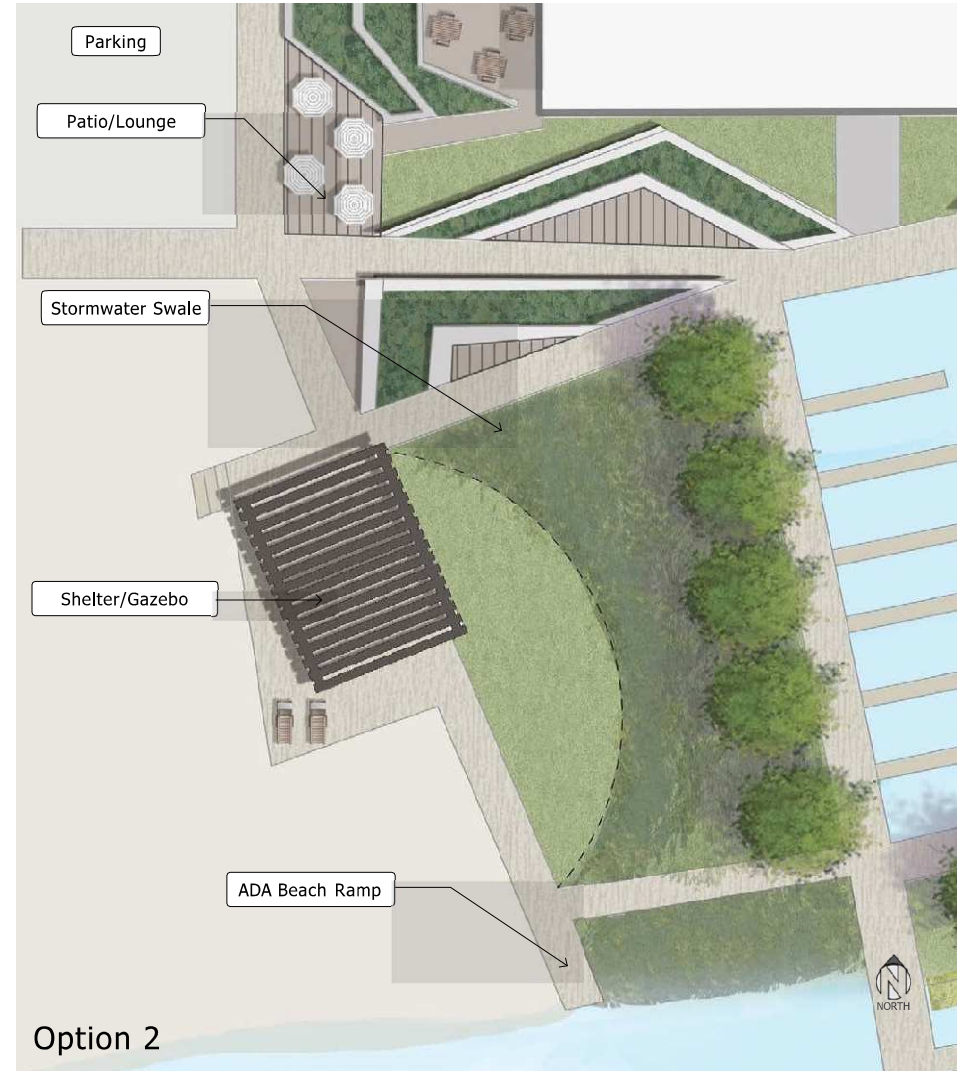
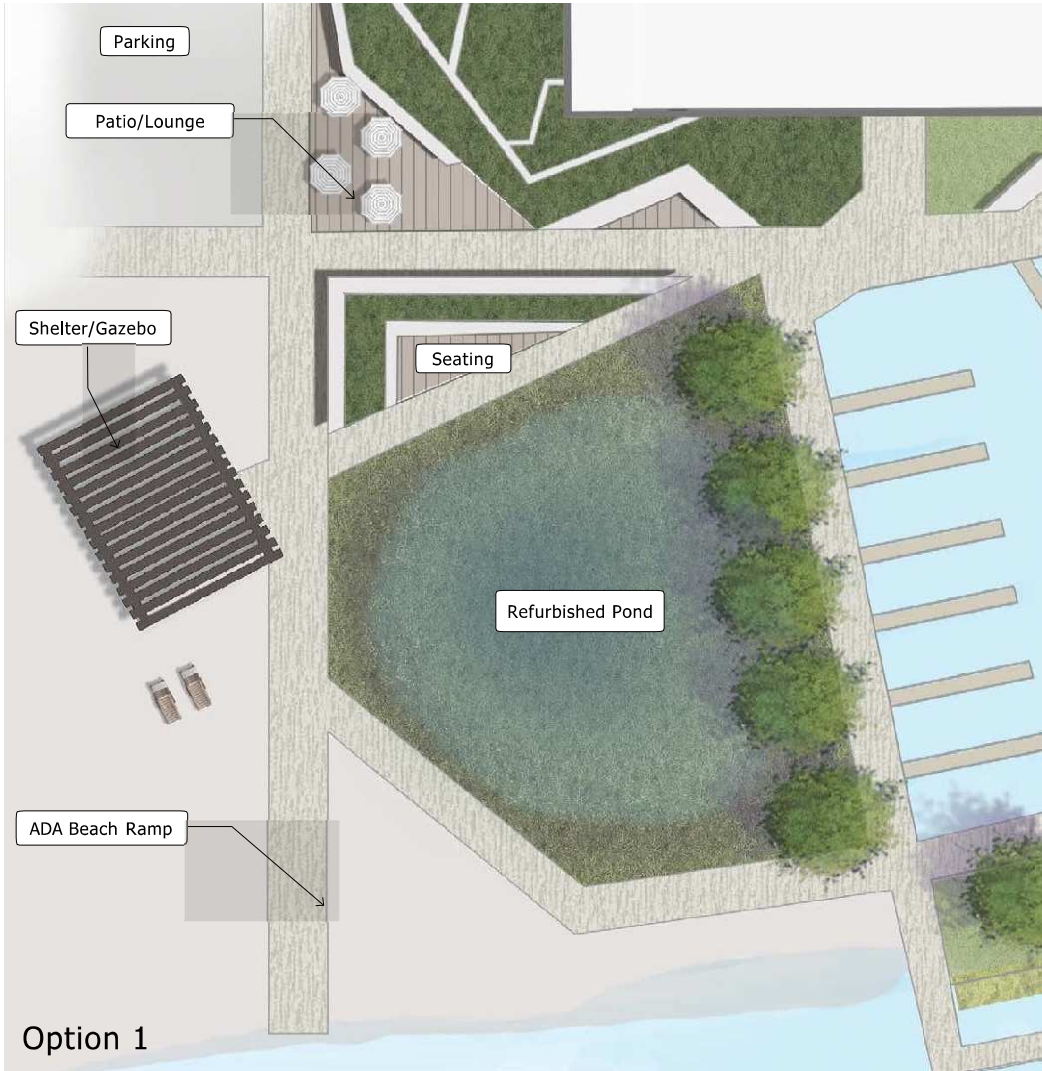
Option 2 - ADA walk with layout of parking area per Lake Effect concept plan

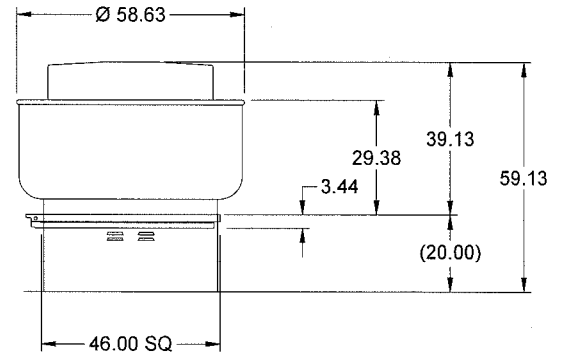


Submittal for 3/4/20 PC Meeting

2/11/20

Potential Options - Pond Area





Model: CUBE-360XP-75

Belt Drive Upblast Centrifugal Roof Exhaust Fan

Standard Construction Features:

- Aluminum housing - Backward inclined aluminum wheel - Curb cap with prepunched mounting holes - Motor and drives isolated on shock mounts - Drain trough - Ball bearing motors - Adjustable motor pulley - Adjustable motor plate - Fan shaft mounted in ball bearing pillow blocks - Bearings meet or exceed temperature rating of fan - Static resistant belts - Corrosion resistant fasteners - Internal lifting lugs

Selected Options & Accessories:

NEMA Premium Efficient Motor - meets NEMA Table 12-12
 Motor VFD Rated without Shaft Grounding Protection
 UL/cUL 762 Listed - "Power Ventilators for Rest. Exh. Appliances"
 Switch, NEMA-1, Toggle, Shipped with Unit
 Junction Box Mounted & Wired
 Hinged Base (Attached)
 High Temp Curb Seal Rated for Continuous Duty at 2000 F (Attached)
 Grease Trap (PN 475538)
 Heat Baffle (Attached)
 Bearings with Grease Fittings, L10 life of 100,000 hrs (L50 avg. life 500,000 hrs)
 Clean-out Port
 Unit Warranty: 1 Yr (Standard)

Selected Sub Marks

See individual submittals for full details
 GPFV-46-G20



Kraken™ Filter

A Stormwater Filtration Solution

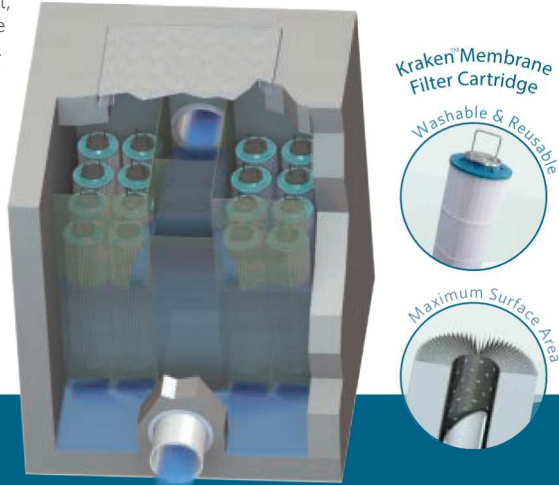


OVERVIEW

The Bio Clean Kraken™ Filter is a state-of-the-art system utilizing advanced membrane filtration, ensuring a high level of removal for not only TSS, but also metals, trash, nutrients, and hydrocarbons. The Kraken™ membrane filter cartridge provides high flow rates and over 170 sq. ft. of surface area. This much surface area allows it to operate at a loading rate of only 0.05 gpm/sq. ft. to ensure maximum performance and minimum maintenance. The Kraken™ Filter's low loading rate successfully overcomes high maintenance requirements and frequent clogging issues often found in other filter systems advertising high loading rates.

Each membrane filter cartridge is lightweight, washable, reusable, and more sustainable than typical granular-filled media cartridges. By eliminating the need to purchase new granular media and dispose of spent media, the Kraken™ Filter provides lower life cycle and maintenance costs.

Each filter cartridge is equipped with easy-to-grab handles and is pressure fitted, allowing it to be quickly removed, cleaned, and reattached without the use of tools.



PERFORMANCE

85-89%
REMOVAL OF
TOTAL SUSPENDED
SOLIDS (TSS)

72%
REMOVAL OF
PHOSPHORUS

ADVANTAGES

- NO GRANULAR MEDIA TO REPLACE
- HIGH FLOW RATES AND MAXIMUM SURFACE AREA
- LOADING RATE OF 0.05 GPM / SQ. FT. FOR MINIMAL MAINTENANCE
- MEMBRANE FILTER CARTRIDGES CAN BE EASILY REMOVED AND CLEANED BY HAND
- BUILT-IN PRETREATMENT CHAMBER CAPTURES TRASH, SEDIMENTS, DEBRIS, AND HYDROCARBONS
- FILTER CARTRIDGE DRIES OUT BETWEEN STORM EVENTS TO PREVENT BIOFILM GROWTH WHICH CAN CAUSE CLOGGING AND OTHER PERFORMANCE ISSUES
- NJDEP ONLINE INSTALLATION APPROVED

APPROVALS

The Kraken™ Filter has received NJCAT Verification for 89% TSS removal and NJDEP Certification at an 80% TSS removal rate. In addition, the Kraken™ Filter NJCAT Verification is also for online installations.



TAPE PERFORMANCE

The Kraken™ Filter completed its TAPE field testing in the spring of 2016. The Kraken™ has met the performance benchmarks for basic treatment (TSS) and phosphorus. The system features washable and reusable cartridges to reduce overall maintenance costs.



POLLUTANT	AVERAGE INFLUENT CONCENTRATION (mg/L)	AVERAGE EFFLUENT CONCENTRATION (mg/L)	REMOVAL EFFICIENCY
Total Suspended Solids	73.1	7.0	85%
Total Phosphorus	0.151	0.034	72%
Suspended Solids Conc.	151.3	6.9	89%
Nitrogen (TKN)	1.5	1.0	31%
Fecal Coliform	692	355	60%
Motor Oil	4.6	0.7	81%
Total Zinc	0.158	0.054	54.3%
Total Copper	0.042	0.017	52%
Diesel Range Organics	1.2	0.4	65%

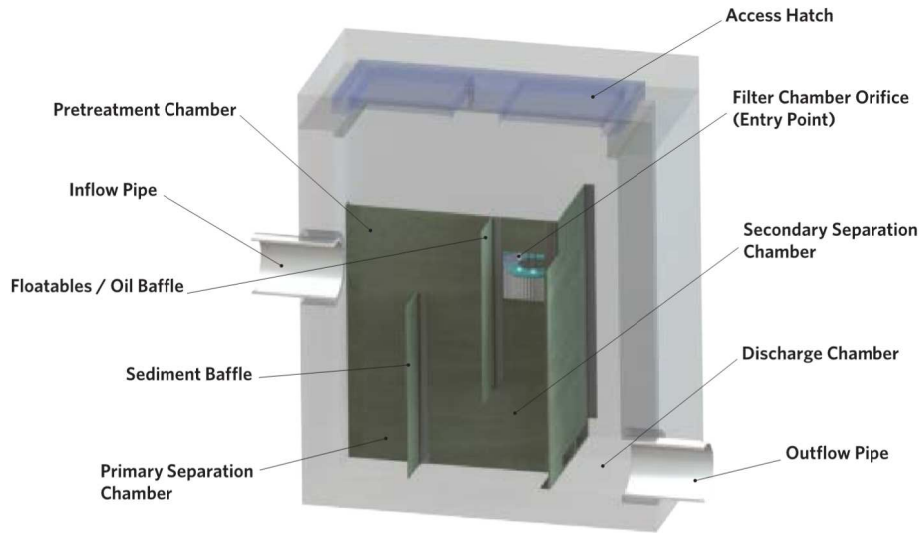
SPECIFICATIONS

Based on Max Cartridge Capacity

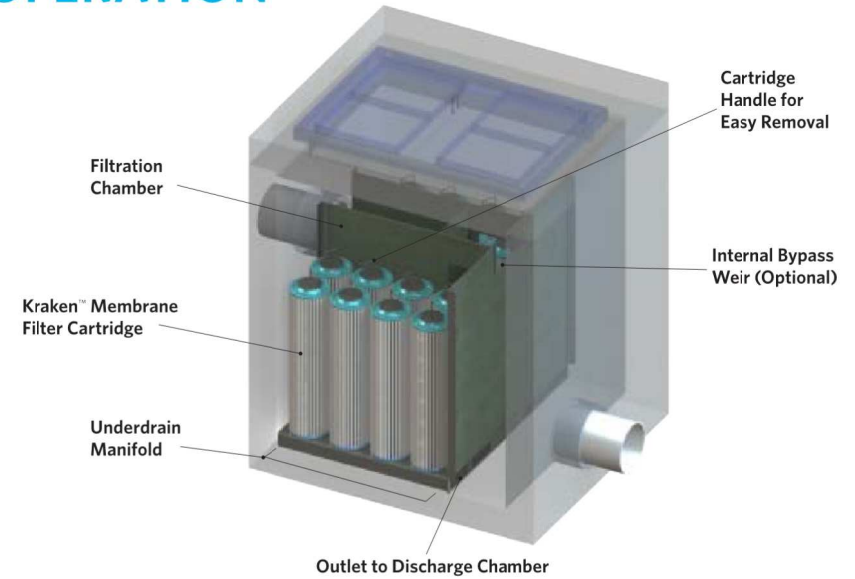
MODEL #	STRUCTURE SIZE (ft. x ft.)	CARTRIDGE CAPACITY	MAX MEDIA SURFACE AREA (sq. ft.)	TREATMENT FLOW CAPACITY (cfs)
KF-4-4	4' x 4'	9 to 16	2720	0.30
KF-4-6	4' x 6'	17 to 24	4080	0.46
KF-4-8	4' x 8'	25 to 32	5440	0.61
KF-8-8	8' x 8'	33 to 48	8160	0.91
KF-8-10	8' x 10'	49 to 65	11220	1.25
KF-8-12	8' x 12'	66 to 78	13260	1.48
KF-8-14	8' x 14'	79 to 96	16320	1.82
KF-8-16	8' x 16'	97 to 114	19380	2.16
KF-10-16	10' x 16'	115 to 152	25840	2.88

See design manual for list of all models. Many other models and structure sizes are available for higher flows. Please contact us for more details.

OPERATION

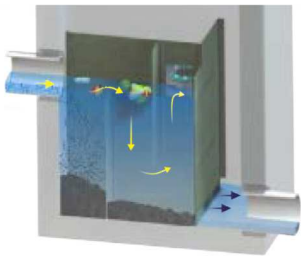


OPERATION



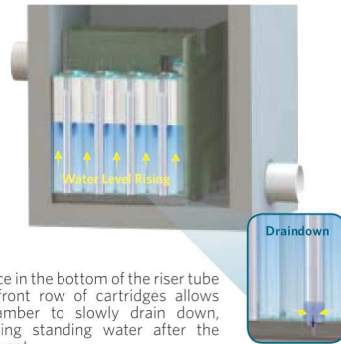
1 PRETREATMENT

To reduce loading on the membrane cartridge, runoff is initially passed through the pretreatment chamber to capture trash, hydrocarbons, and sediments. Once runoff is pretreated, it is directed to the filter chambers for primary treatment.



2 MEMBRANE FILTRATION FILL-UP

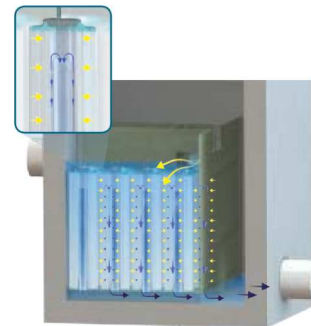
During the fill-up process, a riser tube prevents flow through the membrane cartridge until the water level nears the top of the cartridge. This ensures loading is evenly distributed over the vertical height of the cartridge maximizing efficiency.



An orifice in the bottom of the riser tube in the front row of cartridges allows the chamber to slowly drain down, eliminating standing water after the storm event.

3 MEMBRANE FILTRATION PEAK CAPACITY

As the water level reaches the top of the membrane cartridges, flow through will begin. The riser tube creates an upward flow path within each cartridge to increase performance. Treated water then passes down the riser tube and collects in the underdrain manifold and flows to the discharge chamber.



4 BYPASS

An optional internal bypass is available with most system configurations. When flows exceed the treatment capacity of the system, the water level rises and goes into bypass. High flows are conveyed from the pretreatment chamber directly to the discharge chamber to prevent scouring of fine sediments captured within the filtration chamber.



INSTALLATION



Small footprint reduces installation and shipping costs.



No deep sump chamber (as found with tentacle-type systems) and reduces excavation costs.

MAINTENANCE



Lowest lifecycle cost of any media filter with fast and simple maintenance procedures.



Easily cleaned with a standard vacuum truck, and reusable cartridge can be cleaned with a standard garden hose.

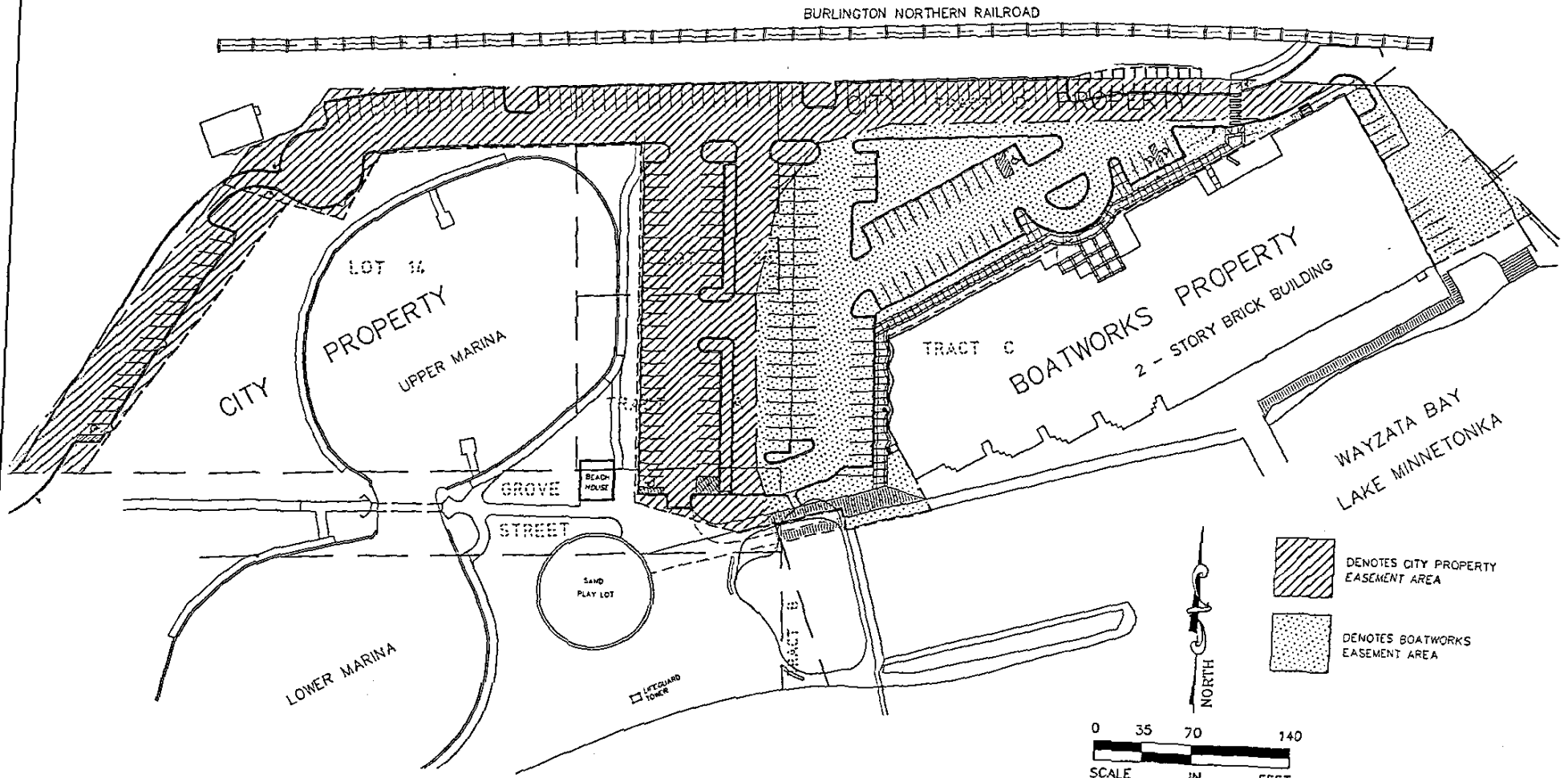







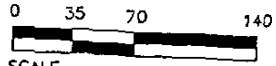
5796 Armada Drive Suite 250
Carlsbad, CA 92008
855.566.3938
stormwater@forterrabp.com
biocleanenvironmental.com

EXHIBIT C-1
PARKING/PEDESTRIAN/TRAIL EASEMENT AREA

EASEMENT EXHIBIT
 CITY OF WAYZATA, COUNTY OF HENNEPIN, MINNESOTA
 SECTION 5, TOWNSHIP 117, RANGE 22



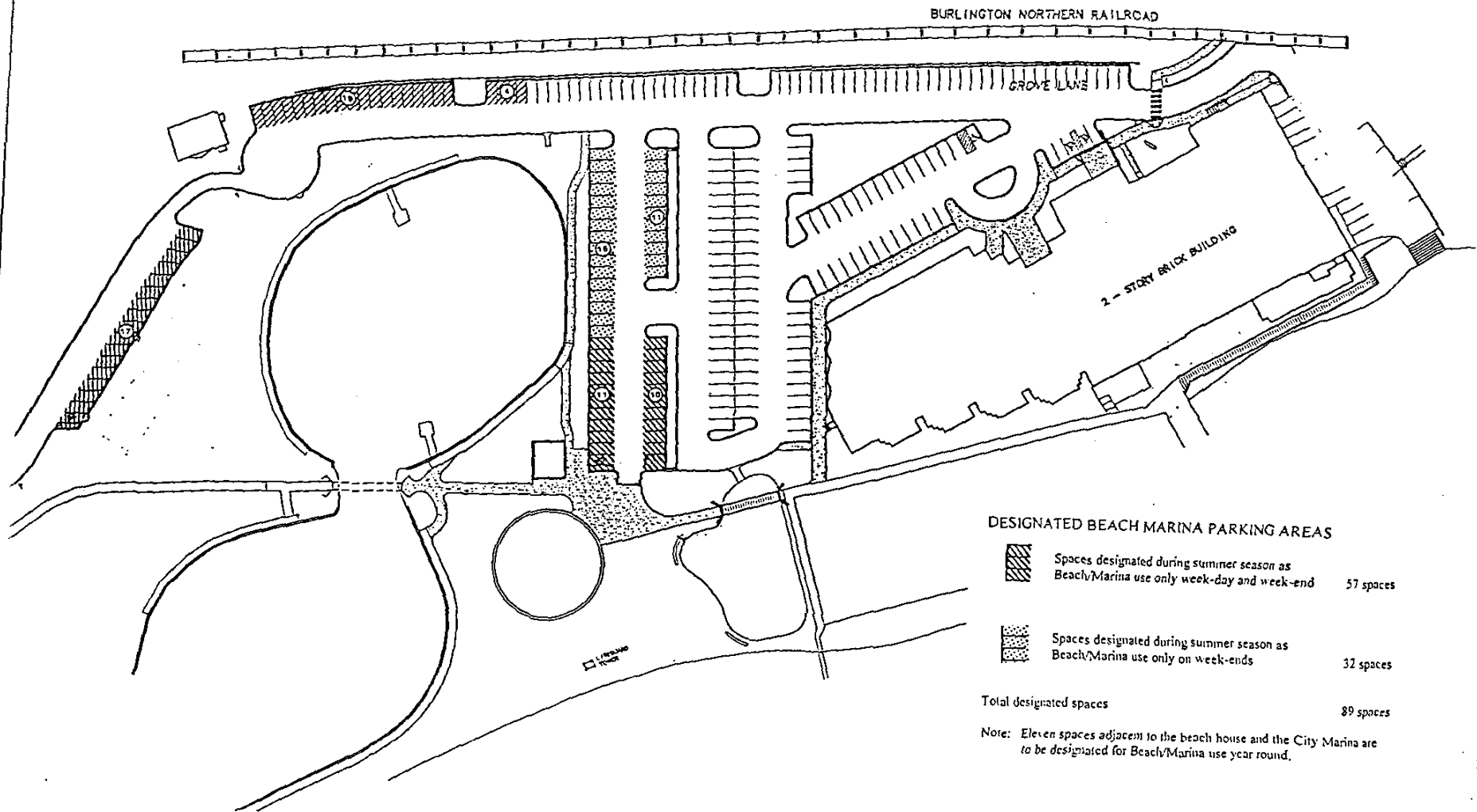
 DENOTES CITY PROPERTY EASEMENT AREA
 DENOTES BOATWORKS EASEMENT AREA

 NORTH

 SCALE IN FEET
 DATE OF PREPARATION: 3/18/97





BRW INC.
 Thresher Square, 700 Third Street So.

EXHIBIT D-1
PARKING AREA DEDICATED FOR BEACH/MARINA

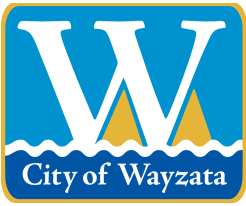


DESIGNATED BEACH MARINA PARKING AREAS

- 
 Spaces designated during summer season as Beach/Marina use only week-day and week-end 57 spaces
- 
 Spaces designated during summer season as Beach/Marina use only on week-ends 32 spaces

Total designated spaces 89 spaces

Note: Eleven spaces adjacent to the beach house and the City Marina are to be designated for Beach/Marina use year round.



City of Wayzata Planning Commission Agenda Report

MEETING DATE: March 4, 2020	AGENDA ITEM: 5.b
TITLE: Consider Development Application for Side Yard Setback, Impervious Surface, and Curb Cut Spacing Variances for the Doolittle Residence at 244 Wayzata Blvd East	
PREPARED BY: Nick Kieser, Assistant Planner	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: April 4, 2020	

BACKGROUND:

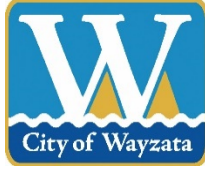
The applicant and owner of 244 Wayzata Blvd E, Patrick Doolittle, is requesting a side yard setback variance and an impervious surface variance for a new 244-square-foot addition to the rear of the principal structure. The applicant is also requesting a curb cut spacing variance for the new curb cut for a reconfiguration of the driveway. The project also includes two proposed rain gardens for stormwater management. The proposed addition will be used for extra living space and to allow for more room to improve the stairway in the house.

ACTION REQUESTED:

After considering the items outlined in this report, the Planning Commission should direct staff to prepare a Planning Commission Report and Recommendation, with appropriate findings, reflecting a recommendation on the application for review and adoption at the next Planning Commission meeting.

ATTACHMENTS:

1. Staff Report, Narrative, Survey, House Plans, and Pictures



**Planning Report
Wayzata Planning Commission
March 4, 2020**

Project Name: Doolittle Residence
Owner: Patrick Doolittle
Addresses of Request: 244 Wayzata Blvd E
Prepared by: Nick Kieser, Assistant Planner
“60 Day” Deadline: April 5, 2020

Development Application

Introduction

The applicant and property owners of 244 Wayzata Blvd E, Patrick Doolittle, is requesting a side yard setback variance and an impervious surface variance for a new 244 square-foot addition to the rear of the principal structure. The applicant is also requesting a curb cut spacing variance for the new curb cut for a reconfiguration of the driveway. The project also includes two proposed rain gardens for stormwater management. The proposed addition will be used for extra living space and to allow for more room to improve the stairway in the house.

Property Information

The property identification number and owner of the property are as follows:

Address	PID	Owner
244 Wayzata Blvd E	06-117-22-23-0025	Patrick Doolittle

The current zoning and comprehensive plan land use designation for the property are as follows:

Current Zoning	2030 Comp Plan Land Use Designation	Draft 2040 Comp Plan Land Use Designation
R-3 Single and Two-Family Residential	Low Density Single Family Residential	Central Core Residential

Project Location

This property is located on Wayzata Blvd to the west of Barry Ave N and east of Edgewood Ave S. The property is east and north of current apartment structures, west of a single-family residence and south of Wayzata West Middle School.

Maps 1 and 2: Project Location with Aerial Photographs



Source: Hennepin County

Application Requests

As part of the submitted development application, the applicant is requesting approval of the following variances:

- A. Side Yard Setback Variance: City Code § 956.06.B.1.B states that the side yard setback of the principal structure for a single-family residence shall not be less than 10 feet.

The rear addition side yard setback variance request is for 3.9 feet less than the required 10-foot setback to a distance of 6.1 feet from the side (west) property line. The current principal structure is a non-conforming structure because it is set back 8.8 feet from the west side yard.

- B. Impervious Surface Variance: City Code § 956.07.A states that impervious surface of developments within the R-3 Zoning District shall not exceed 35% of the total lot area.

The existing impervious surface on the site is 54.66%, which is non-conforming. The proposed project decreases the impervious surface amount to 44.29%, but still exceeds the maximum limit permitted in the R-3 District.

- C. Curb Cut Spacing Variance: City Code § 920.05.E.8 states that curb cut openings shall be located at a minimum of 10 feet from the side yard lot line in

all districts, except for the C-4, C-4A and C-4B Districts. The new curb cut opening is 9.75 feet less than the required 10 foot setback to a distance of .25 feet from the east side property line.

Adjacent Land Uses

The following table outlines the uses, zoning, and Comprehensive Plan land use designations for adjacent properties:

Direction	Adjacent Use	Zoning	2030 Comp Plan Land Use Designation	Draft 2040 Comp Plan Land Use Designation
North	Institutional/School	Institutional	Institutional/Public	Institutional/Public
East	Single-Family Home	R-3/Single and Two-Family Residential District	Low Density Single-Family Residential	Central Core Residential
South	Condominium Complex	R-5 Average Density Multiple Residential District	High Density Multiple Family Residential	High Density Residential
West	Apartments	R-5 Average Density Multiple Residential District	High Density Multiple Family Residential	High Density Residential

Public Hearing Notice

The public hearing notice was published in the *Sun Sailor* on February 21, 2020. The public hearing notice was also mailed to all property owners located within 500 feet of the subject property on February 19, 2020.

Analysis of Application

Site Information:

The existing site is 9,031 square feet in size and has an irregular shape. It has a 1.5 story principal structure with a covered deck in the front yard and an additional open deck in the rear yard. The foundation of the structure is 1,077 square feet. The site also has an 844 square-foot detached garage in the rear of the property that also has an open deck attached to the rear of the structure.

The existing site utilizes two driveway entrances onto Wayzata Blvd, but one of the entrances is shared and located on adjacent property to the east. The existing gravel

driveway is located on the west side of the principal structure, which would be closed and sodded because it is currently encroaching on the neighboring property to the west at 150 Wayzata Blvd E (see attached site survey). Instead, the applicant is proposing to construct a new driveway on the east side of the principal structure. The owner currently uses both the gravel driveway and the neighbor's existing asphalt driveway located at 250 Wayzata Blvd E to access the garage. However, the driveway at 250 Wayzata Blvd E does not have an easement and the neighbor does want to provide the applicant with an easement for continued use of the shared driveway. Therefore, the applicant is proposing to pave a new driveway on the east side of his property. No trees are proposed to be taken down with this project.

Side Yard Setback Variance:

The proposed survey shows an addition to the rear of the principal structure that will be in the location of the existing deck and pavers. The proposed addition is 244 square feet and will be on all three levels of the house (two stories above ground and the basement level). The addition will expand the living space and the stairs will be moved to the addition. The proposed side yard setback for the addition is 6.1 feet.

The applicant has stated that the practical difficulty for this variance request is the shape of the lot and driveway configuration. The lot narrows towards the rear of the lot which makes it more difficult to add onto the principal structure without going further into the required setback. The principal structure also encroaches on the required side yard setback by 1.2 feet currently (it is located 8.8 feet from the west property line). Since the proposed addition is expanding the non-conformity and decreasing the setback, a variance is needed.

The applicant also stated that the proposed addition will allow the current staircase to be brought up to code. The existing staircase is narrow and steep so the addition will allow for the room to improve the staircase. The applicant has attached pictures of the current staircase which are attached.

As additional information, the existing detached garage has an approved side yard setback variance of 2 feet off the side yard lot lines that was approved in 1976. The detached garage will not be changed with this project, but the driveway configuration that provides access to the garage will be altered.

Impervious Surface Variance:

The existing site has 54.66% of impervious surface which is over the zoning maximum of 35% and a variance was never approved for the current impervious surface amount. The proposed project will reduce the impervious surface by 10.37% for a total of 44.29%. The applicant is also proposing to add to rain gardens on the site, one in the front yard and one in between the principal structure and the detached garage. The Public Works Director/City Engineer and the Project Engineer have reviewed the stormwater plans and state that the proposed rain gardens will treat 1 inch of rainfall for 41.26% of the lot area. This stormwater management negates almost all of the impervious surfaces on the site.

The applicant has stated that the practical difficulty for this variance request is the existing impervious surface amount on the site. Also, the driveway is needed to go around the principal structure to the rear of the property to provide access to the detached garage. The applicant is reducing the amount of impervious surface on the site significantly by reducing the total driveway area. The gutters and grading will direct the stormwater runoff into the proposed rain gardens.

Curb Cut Spacing Variance:

The proposed project will remove the gravel driveway and the existing curb cut on 244 Wayzata Blvd E. The proposed new driveway will include a new curb cut near the eastern side yard lot line and will be made of concrete. The driveway will provide access to the detached garage in the back of the property and will include a small hammerhead to allow cars to turnaround in the driveway so the cars can enter Wayzata Blvd going forward.

The proposed driveway is requesting a side yard curb cut setback variance of 9.75 feet less than the required 10 foot setback to a distance of .25 feet from the side yard lot line. The applicant has stated that the practical difficulty is that the neighbor will not allow for an easement over the existing shared drive for future use. Also, the driveway entrance to the west of the property actually encroaches on the property line to the west and with the proposed addition, the driveway cannot fit in that location without encroaching further. Therefore, the applicant is proposing to put the driveway entrance and 9-foot-wide driveway near the eastern side yard lot line. The proposed driveway will be entirely on the applicant's property.

Question for Consideration:

1. Is the project with the proposed variances in harmony with the general purposes and intent of the Zoning Ordinance?
2. Are there any practical difficulties for all three of the variance requests?
3. Will the variances alter the essential character of the locality?
4. Could the proposed driveway be reconfigured to eliminate the need for a side yard setback variance?
5. Will the variances be in accordance with the 2030 Comp Plan priorities?

Applicable Code Provisions for Review

Zoning Ordinance Variance Standards (§ 905.01 C): Section 905.01.C provides the criteria for reviewing variances from the Zoning Ordinance. The Variance requested in the Application is a Setback Variance. The variance review criteria are as follows:

- 1. Variances shall only be permitted when they are:**
 - a) In harmony with the general purposes and intent of this Ordinance;**
 - and**
 - b) Consistent with the Comprehensive Plan.**

2. **Variances may be granted when the Applicant for the variance establishes that there are practical difficulties in complying with this Ordinance.**
3. "Practical difficulties," as used in connection with the granting of a variance, means that:
 - a) **The property owner's proposal for the property is reasonable but not permitted by this Ordinance;**
 - b) **The plight of the landowner is due to circumstances unique to the property, and not created by the landowner; and**
 - c) **The variance, if granted, will not alter the essential character of the locality.**
4. Economic considerations alone do not constitute practical difficulties. Practical difficulties include, but are not limited to, inadequate access to direct sunlight for solar energy systems.
5. Variances shall be granted for earth sheltered construction as defined in Minnesota Statutes, section 216C.06, subdivision 14, when in harmony with this Ordinance.
6. The City Council shall not permit as a variance any use that is not allowed under this Ordinance for property in the zoning district where the affected person's land is located, except the City Council may permit as a variance the temporary use of a one family dwelling as a two family dwelling.
7. The City Council may impose conditions in the granting of variances. A condition must be directly related to and must bear a rough proportionality to the impact created by the variance.
8. An application for a variance shall set forth reasons that the variance is justified under the criteria of this section in order to make reasonable use of the land, structure or building.

2030 Comprehensive Plan:

1st Tier Priority Residential Land Use Policies

- 1.1 **Enhance individual character elements of residential neighborhoods through public improvements and private investment.**
- 1.2 **Protect property values through the consistent relationship of land uses, streets, sidewalks, natural features, and the maintenance of properties.**
- 1.3 Protect residential neighborhoods from encroachment or intrusion by incompatible uses or incompatible higher densities.

- 1.4 Pursue programs to improve housing condition and maintenance, including implementing a rental housing inspection program.
- 1.5 Aggressively eliminate violations of property maintenance, outside storage or accessory building regulations which infringe upon residential neighborhood quality, pose public health and safety problems, or threaten neighboring property values. City of Wayzata Comprehensive Plan 2030 – Land Use Chapter Chapter 3 Page 3 - 5
- 1.6 Provide for continuing review, updating and enforcement of zoning, subdivision, and design standards to ensure high standards of planning and design.
- 1.7 **Identify ecological and water quality impacts on the lake and other water bodies caused by proposed land use developments, for example stormwater runoff, and work to mitigate these impacts.**

2nd Tier Priority Residential Land Use Policies

- 1.8 Ensure that all new housing, including rental housing and housing for persons of low and moderate income, adheres to high standards of planning, design, and construction.
- 1.9 Remain near the Metropolitan Council affordable rental and life-cycle benchmarks, given limited opportunities and market conditions, as long as the efforts are consistent with the City's Comprehensive Plan.
- 1.10 Encourage and promote a balanced housing supply.
- 1.11 Promote programs which provide financial assistance for low and moderate income households and others for home repairs, improvements, and energy conservation.

3rd Tier Priority Residential Land Use Policies

- 1.12 Encourage rehabilitation or replacement of housing units identified as substandard, whenever possible.
- 1.13 Investigate the concept of smaller sized low density single family lot sizes.

Action Steps

After considering the items outlined in this report and the public hearing held at the meeting, the Planning Commission should direct staff to prepare a *Planning Commission Report and Recommendation*, with appropriate findings, reflecting a recommendation on the application for review and adoption at the next Planning Commission meeting.

Attachments

1. Narrative by Sathre-Bergquist, Inc. dated February 3, 2020
2. Proposed Survey by Sathre-Bergquist Inc., revised January 6, 2020
3. House Plans dated November 18, 2019
4. Pictures dated November 18, 2019



SATHRE-BERGQUIST, INC.

150 SOUTH BROADWAY, WAYZATA, MINNESOTA, 55391

TEL:(952)476-6000

WEB:WWW.SATHRE.COM

NARRATIVE FOR PATRICK DOOLITTLE PROJECT

Owner: Patrick Doolittle
330 Wolf Point Trail
Long Lake, MN 55356

Site: 244 Wayzata Blvd. E.
Wayzata, MN 55391

February 3, 2020

Applicant: Sathre-Bergquist, Inc.
150 Broadway Ave. S.
Wayzata, MN 55391
Attn: David Pemberton

Mr. Doolittle is submitting an application for multiple variances for improvements on an existing property at the site address referenced above. The variances include:

- 1) Setbacks: Side yard building setback for an addition to the back of the existing home. Mr. Doolittle's lot was originally platted in 1917 and was on the western edge of the plat, being the remnant parcel. The east line of the platted lot was subsequently adjusted creating an additional 10 feet of frontage on Wayzata Blvd. but removing 10 feet from the rear of the lot. The current shape of the parcel is creating a hardship for Mr. Doolittle's ability to add an addition to the rear of the home, adhering to the current zoning ordinance, while improving the home to more suitable needs. The current home was built in 1937. Mr. Doolittle is planning on doing a full remodel of the interior and exterior of the building and will be moving into this home upon completion. He has provided renderings of the updated building for the exterior and interior/addition construction plans. Mr. Doolittle would like to add a 10 foot addition to the rear of the current home. The request for this addition would greatly enhance the size of the living space. As part of these improvements the 10 foot addition would allow Mr. Doolittle room to move the existing stair case leading to the second floor to the back of the home offering more functional space while maintaining structural integrity, roof lines and the overall appearance. The current staircase is of old design, very steep, dangerous and not to current code. Pictures have been provided.
- 2) Driveway: The site currently has a gravel driveway on the west side of the property and is problematic. The first issue is that it encroaches on to the adjacent property. Our first plan was to approach the neighbor to request an easement. The easement would have secured rights for Mr. Doolittle to access the back of his property where the garage is located. Mr. Doolittle has approached the neighbor for an easement to protect his rights and though their conversation was amicable he was turned down. The long term concern regarding not having an easement is if the owner to the west should sell his property and the new owner should want to put up a fence this would create access and legal issue and potential litigation and cost thousands of dollars to resolve. Mr. Doolittle is proposing to install a new bituminous driveway on the east side of the property as shown on the survey. For safety concerns we are requesting a variance to extend the driveway as shown on the Proposed Conditions Survey. The variance request is to have the driveway within 10 feet of the property line extended as it ties into Wayzata Blvd.
- 3) Hardcover: The current hardcover on the site is 54.66%. This includes the gravel driveway area that is on the adjoining property which the City of Wayzata requires us to included in the overall calculations. With our new plan we are proposing to reduce the hardcover to 44.29%, a reduction of 10.37%. Due to the existing garage being in the rear of the property we have a hardship trying to reduce the hardcover any further. One additional benefit to the new driveway is that we are eliminating the gravel area which is subject to runoff when it rains. As part of the new plan we are proposing 2 rain garden type areas to catch and infiltrate runoff. We are proposing to direct structure gutters into these storm water retention areas too. The rear rain garden is also designed to catch runoff from the new driveway to infiltrate and reduce rate of drainage as it continues to naturally follow the existing topography.

The structural coverage for the proposed conditions will be under the current zoning requirements.

We believe that the approval of the requested variance for Mr. Doolittle's project, in addition to the improvements to the home will be beneficial to the site and the neighborhood.

Regards,

David B. Pemberton, P.L.S.
Professional Land Surveyor



DESCRIPTION OF PROPERTY SURVEYED
 All of Lot 1, Ravenwood Addition to Wayzata except the following portion thereof, beginning at the Southeastern corner of said Lot 1, thence Northwesterly along the West line of said lot a distance of 84.4 feet, thence Southwesterly 80.00 feet more or less to a point on the boundary line of said lot which is 4 feet westerly of point of beginning, thence east to the point of beginning, and all other part of Lot 1, Ravenwood Addition to Wayzata, described as follows, to-wit: Beginning at a point on the West line of said Lot 2 a distance of 84.4 feet from the Southeastern corner of said Lot 2, thence Northwesterly along the West line of said Lot 2 a distance of 158.6 feet more or less to the Southwesterly line of the Waterway Road, thence Southwesterly along said Southwesterly line of the Waterway Road a distance of 10.3 feet, thence Southwesterly to the point of beginning, according to the recorded plat there of, and more in Hennepin County, Minnesota.

STANDARD NOTES

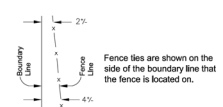
- Site Address:** 244 Wayzata Boulevard, Wayzata, Minnesota 55391
- Flood Zone Information:** This property appears to lie in Zone X (area determined to be outside of the 0.2% annual chance floodplain) per Flood Insurance Rate Map, Community Panel No. 2703C03077, effective date of November 6th, 2016.
- Parcel Area Information:** Gross Area: 9,031 s.f. - 0.207 acres
- Benchmark:** Elevations are based on Top Nat of Hydrant located at Edgewood Avenue and Wayzata Boulevard which has an elevation of 988.64 feet (NSA2038).
- Zoning Information:** The current Zoning for the subject property is R-3 (Single and Two Family Residential District) per the City of Wayzata's zoning map dated August 24, 2018. The setback, height, and floor space area restrictions for said zoning designation are as follows:
 Principal Structure Setback - Street(s): 20 feet (Wayzata Boulevard)
 Side: 10 feet
 Rear: 20 feet
 Height: 30 feet
 Coverage: 35 percent of lot area
 Coverage: 30 percent of lot area

Please note that the general restrictions for the subject property may have been amended through a city process. We could be unaware of such amendments if they are not in a recorded document provided to us. We recommend that a zoning letter be obtained from the Zoning Administrator for the current restrictions for this site. All setback information and hardcover data for planning and design must be verified by designers, architect or the likes.

We have not received the current zoning classification and building setback requirements from the issuer.

- Utilities:** We have shown the location of utilities on the surveyed property by observed evidence only. There may be underground utilities encumbering the subject property we are unaware. Please note that we have not placed a DigProx Sense Call for this survey. There may or may not be underground utilities in the mapped area, therefore extreme caution must be exercised before any excavation takes place on or near this site. Before digging, you are required by law to notify DigProx State/Use Call at least 48 hours in advance at 651-454-6002.

Existing Elevations		Proposed Coverage	
First Floor	= 973.2	Lot Area	= 9,011 S.F.
Walkout Opening	= 972.4	Ex. Bld #1	= 1,077 S.F.
		Covered Deck	= 177 S.F.
		Ex. Bld #2	= 844 S.F.
		Ex. Bld #3	= 844 S.F.
		Prop. Addn.	= 244 S.F.
		Total Area	= 2,098 S.F.
		Coverage	= 23.23%
		Total Area	= 2,242 S.F.
		Coverage	= 25.93%
Existing Hardcover		Proposed Hardcover	
Lot Area	= 9,011 S.F.	Lot Area	= 9,011 S.F.
Ex. Bld #1	= 1,077 S.F.	Ex. Bld #1	= 1,077 S.F.
Covered Deck	= 177 S.F.	Ex. Bld #2	= 844 S.F.
Ex. Bld #2	= 844 S.F.	Ex. Bld #3	= 844 S.F.
Concrete Area	= 59 S.F.	Covered Deck	= 177 S.F.
Gravel Area	= 2,733 S.F.	Concrete Area	= 47 S.F.
Paver Area	= 46 S.F.	Prop. Drive Area	= 1,611 S.F.
Total Area	= 4,936 S.F.	Prop. Addn.	= 244 S.F.
Coverage	= 54.66%	Total Area	= 4,000 S.F.
		Coverage	= 44.50%



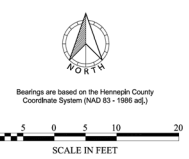
SURVEY LEGEND

CAST IRON MONUMENT	PIEZOMETER	WALKOUT ELEVATION
IRON PIPE MONUMENT SET	POWER POLE	FIRST FLOOR ELEVATION
IRON PIPE MONUMENT FOUND	DRILL HOLE	GARAGE FLOOR ELEVATION
DRILL HOLE FOUND	ROOF BRAN	TOP OF FOUNDATION ELEV.
CHESSLED "X" MONUMENT SET	LIFT STATION	LOE LOWEST OPENING ELEV.
CHESSLED "X" MONUMENT FOUND	SANITARY MANHOLE	CONCRETE
REBAR MONUMENT FOUND	SANITARY CLEANOUT	BITUMINOUS
PK NAIL MONUMENT FOUND	STORM DRAIN	BUILDING SETBACK LINE
PK NAIL MONUMENT SET	CATCH BASIN	GAS/TV
PK NAIL W/ ALUMINUM DISC	FLARED END SECTION	CONCRETE CURB
A/C UNIT	TREE CONIFEROUS	CONTOUR EXISTING
CABLE TV PEDESTAL	TREE DECIDUOUS	CONTOUR PROPOSED
ELECTRIC TRANSFORMER	TREE CONIFEROUS REMOVED	GUARD RAIL
ELECTRIC MANHOLE	TREE DECIDUOUS REMOVED	DRAIN TILE
ELECTRIC METER	TELEPHONE MANHOLE	ELECTRIC UNDERGROUND
ELECTRIC OUTLET	TELEPHONE PEDESTAL	FENCE
FLAG POLE	UTILITY VAULT	FIBER OPTIC UNDERGROUND
YARD LIGHT	UTILITY PEDESTAL	GAS UNDERGROUND
FIBER OPTIC MANHOLE	WATERMAN MANHOLE	OVERHEAD UTILITY
FIRE DEPT. HOOK LP	WATER METER	SANITARY SEWER
FUEL PUMP	WATER SPOUT	STORM SEWER
FUEL TANK	WELL	UTILITY UNDERGROUND
PROPANE TANK	WATERING WELL	RETAINING WALL
GAS METER	GATE VALVE	UTILITY UNDERGROUND
GAS VALVE	HYDRANT	WATERMAN
GAS MANHOLE	IRRIGATION VALVE	TRAFFIC SIGNAL
POST	POST IRRIGATOR VALVE	RAILROAD TRACKS
HAND HOLE	SIGN	RAILROAD SIGNAL
MAIL BOX	SOIL BORING	RAILROAD SWITCH
		SATELLITE DISH
		WETLAND BUFFER SIGN

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 18th day of July, 2019.

David R. Pemberton, P.L.S.
 Minnesota License No. 48144
 pemberton@sathre.com



FIELD CREW	NO.	BY	DATE	REVISION
CL CR	1	EMW	9/30/2019	UPDATED HARDCOVER
DRAWN	2	EMW	9/30/2019	PROPOSED CONDITIONS
EMW	3	EMW	12/3/2019	UPDATED HARDCOVER
CHECKED	4	EMW	12/20/2019	RAIN GARDEN
DIP	5	EMW	1/6/2020	DRIVEWAY, RAIN GARDEN, HARDCOVER
DATE	6	EMW	1/6/2020	DRIVEWAY
7-6-19				

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WAYZATA, MINNESOTA

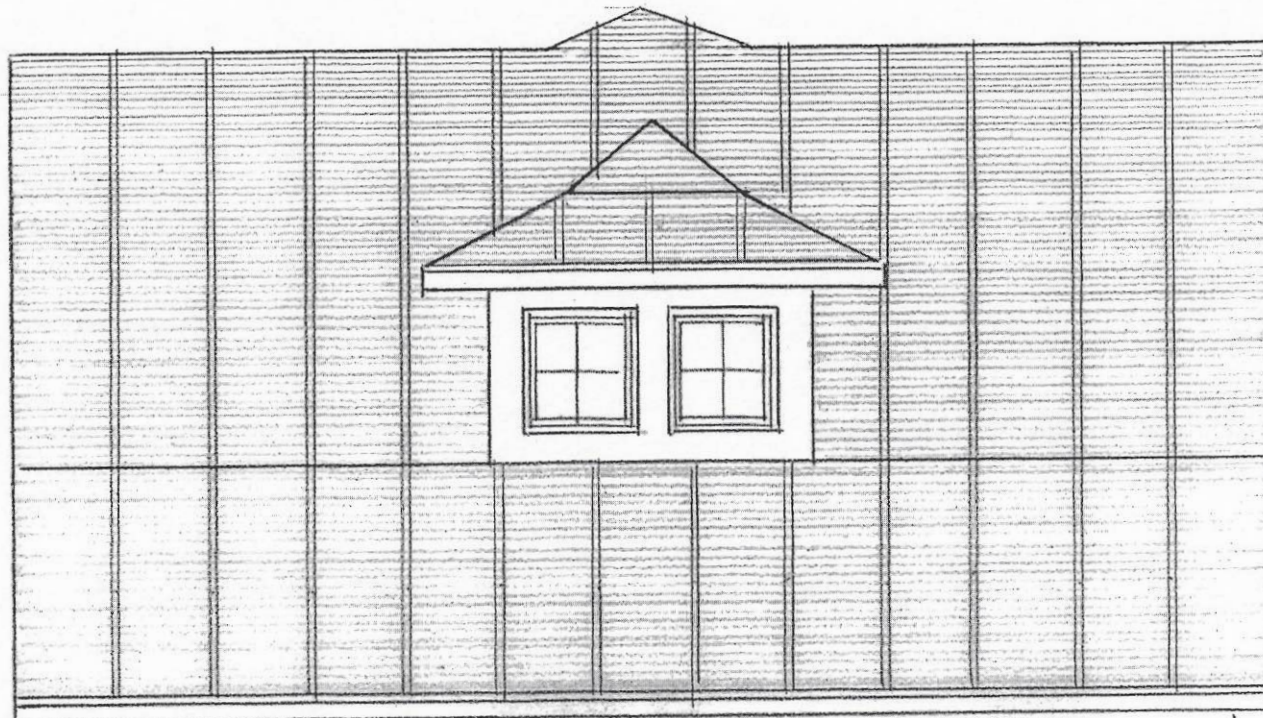
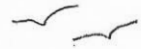
CERTIFICATE OF SURVEY

PREPARED FOR:
PATRICK DOOLITTLE

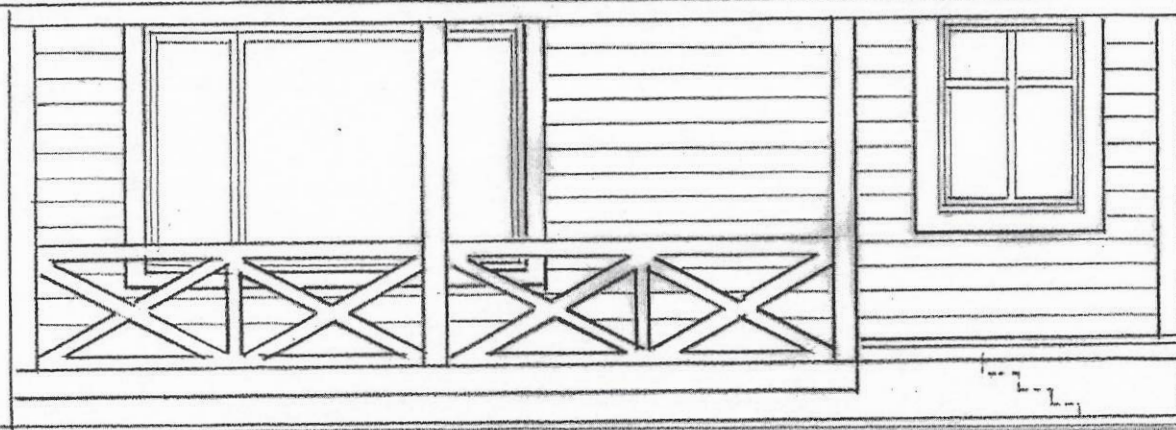
FILE NO.
 21161-001

1

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STEEL ROOFING



JAMES HARDIE
SIDING & SHAKES
4" TRIM @ WDS

FRONT ELEVATION 1/4"=1'-0"

November 18, 2019



STEEL ROOFING

JAMES HARDIE
SIDING & SHAKES
4" TRIM & WDS

EXISTING * ADDITION

SIDE ELEVATION 1/4=1'-0'

STEEL ROOFING



JAMES HARDIE
SIDING & SHAKES
4" TRIM @ WDS

ADDITION EXISTING

SIDE ELEVATION 1/4"=1'-0"

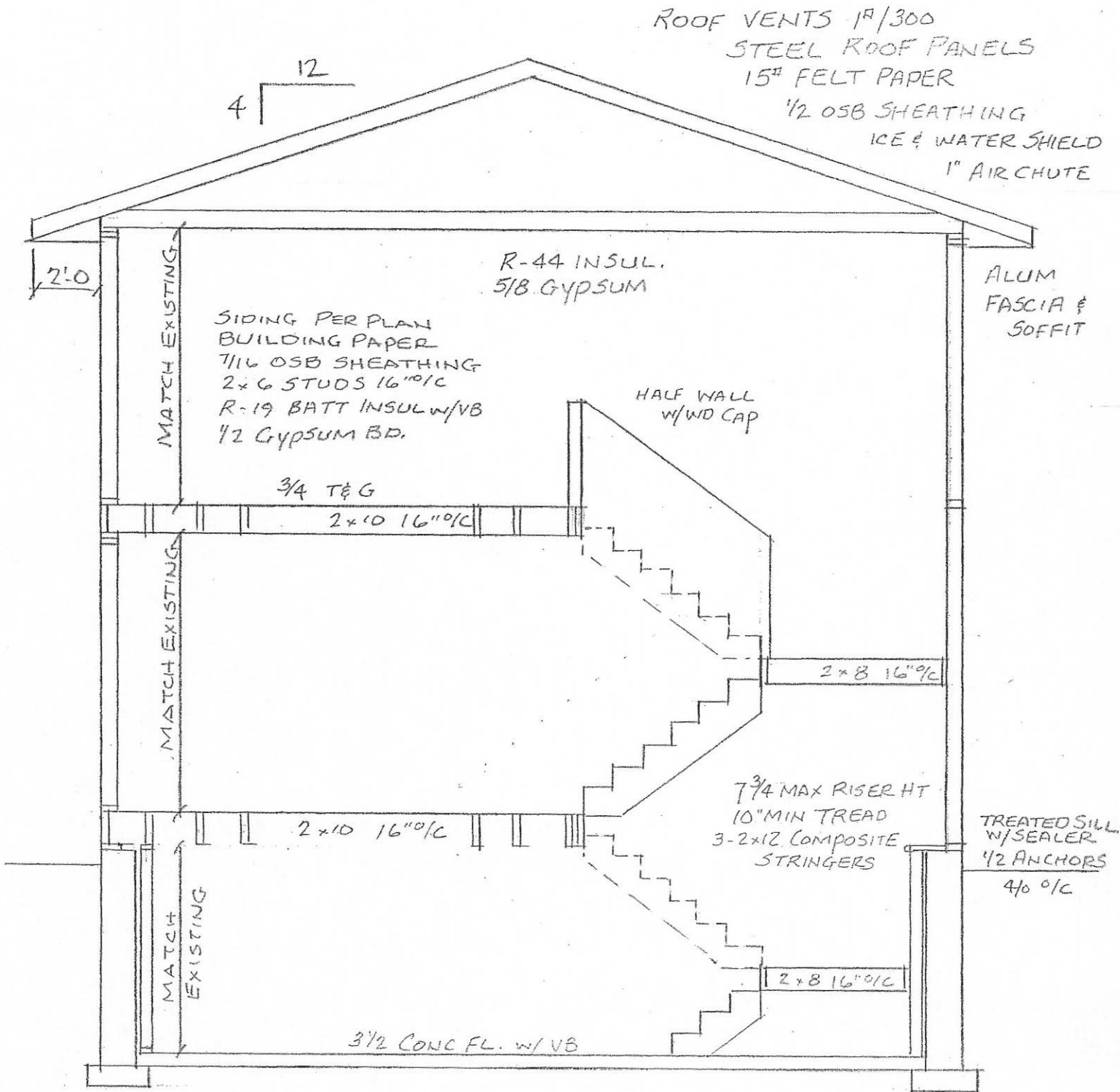
STEEL ROOF



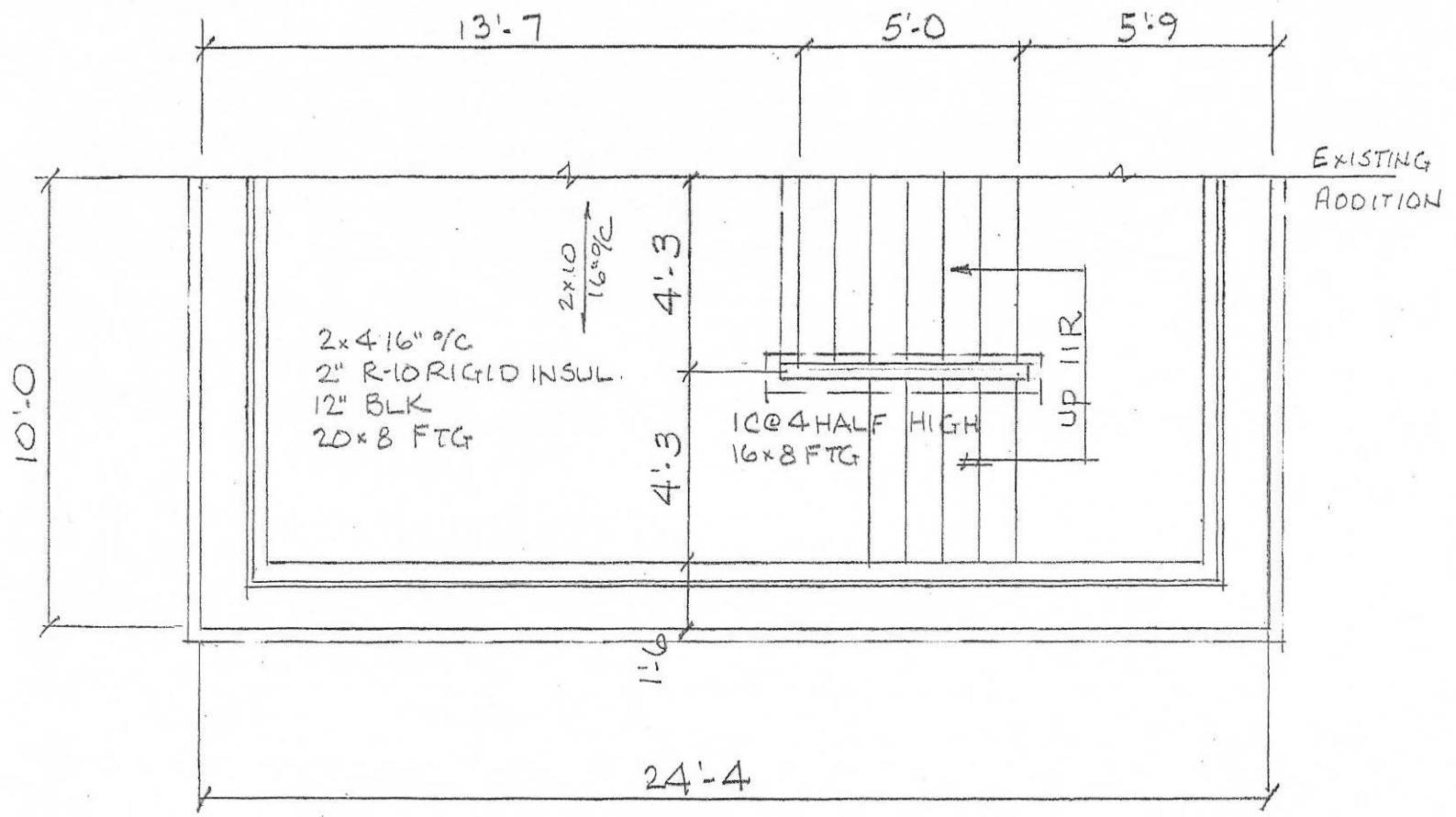
2'-0"

JAMES HARDIE
SIDING & SHAKES
4" TRIM

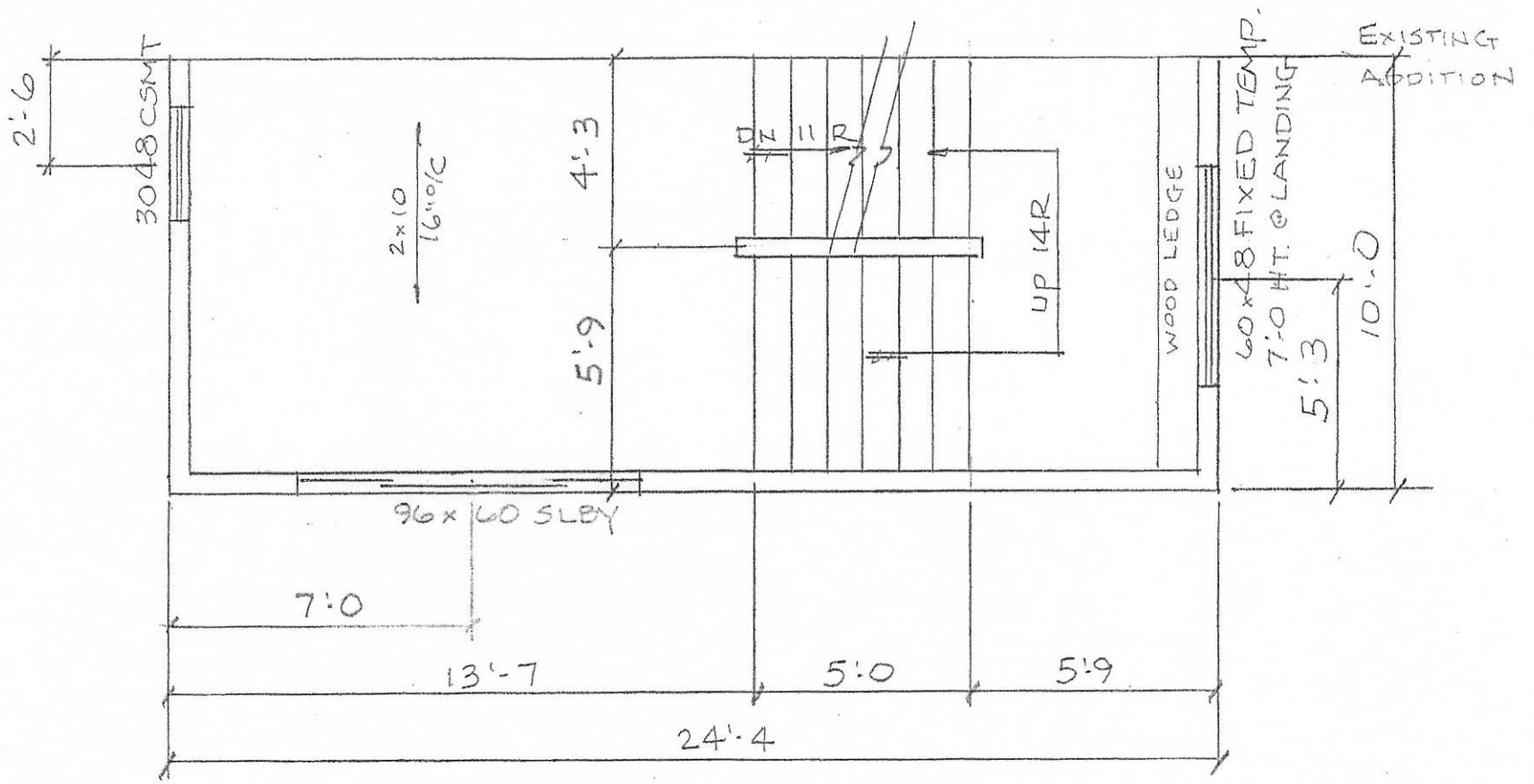
REAR ELEVATION 1/4"=1'-0"



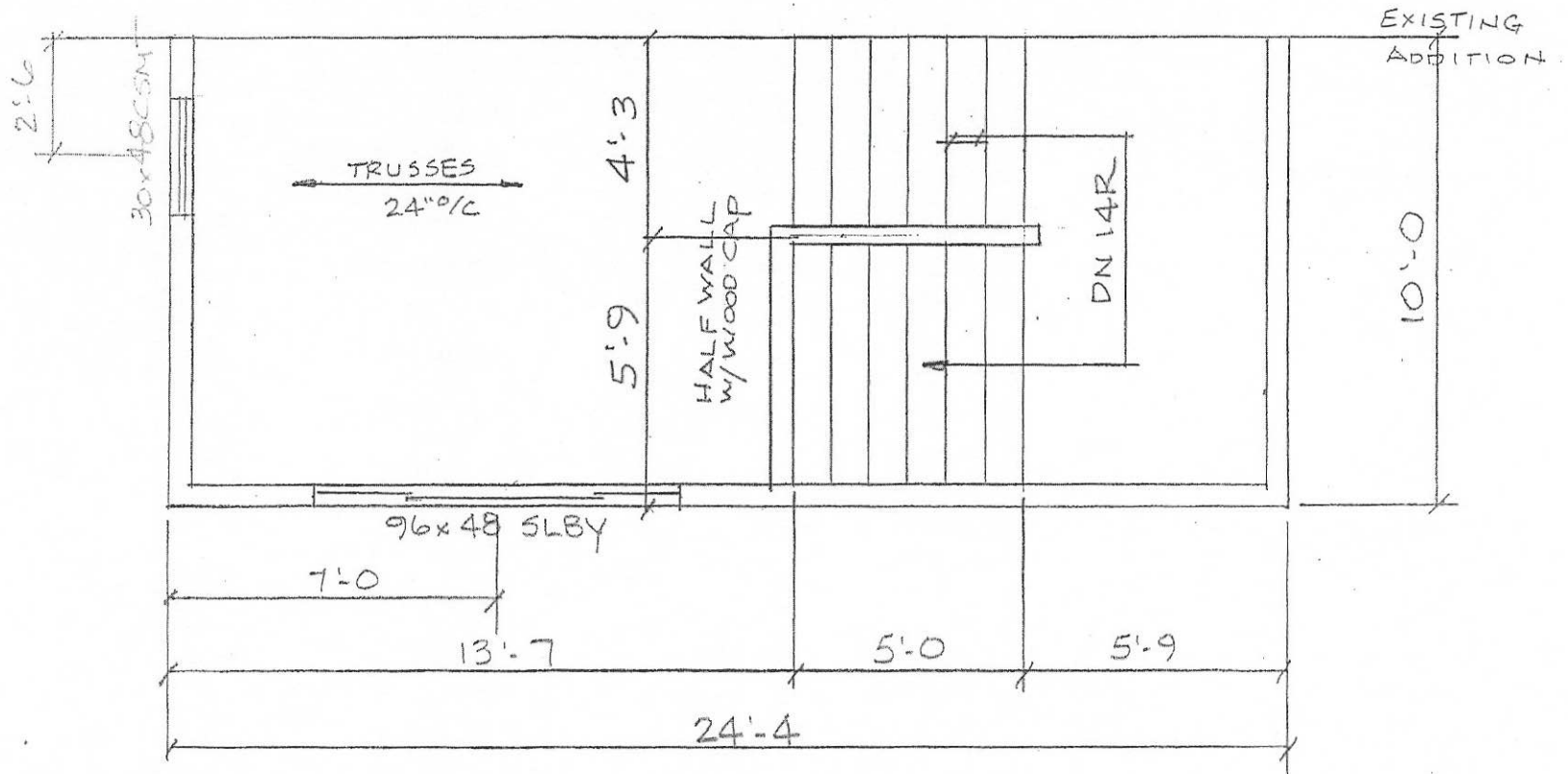
BUILDING SECTION 1/4"=1'-0"



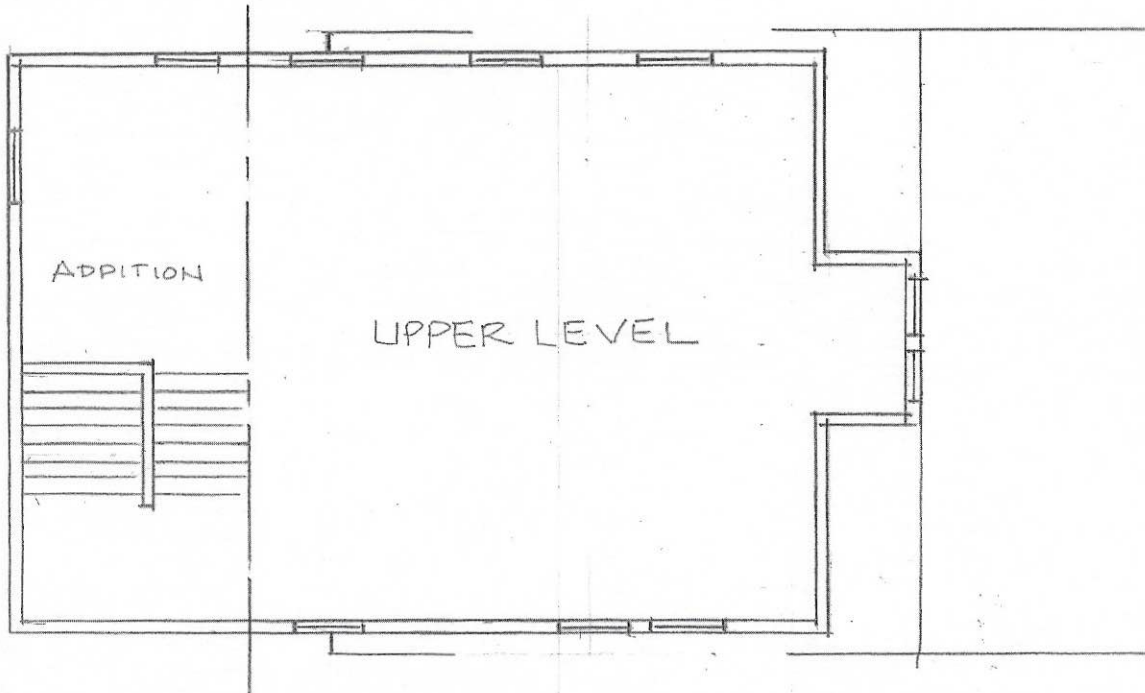
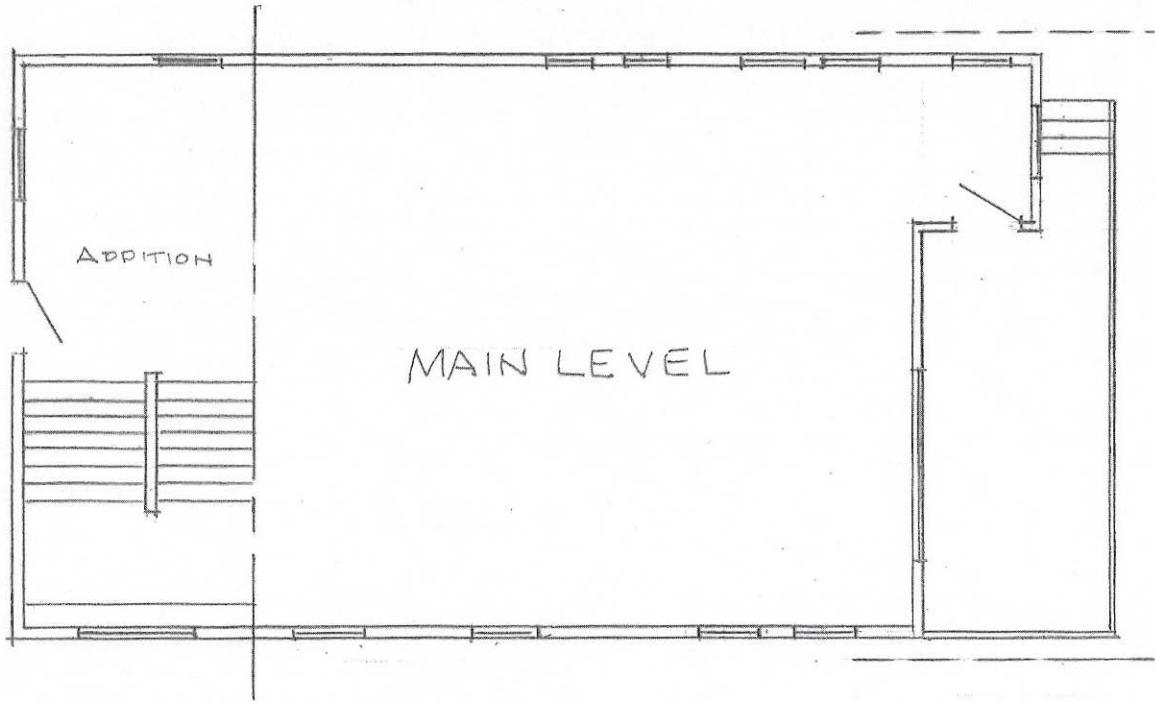
LOWER LEVEL FLOOR PLAN
 1/4" = 1'-0"



MAIN LEVEL FLOOR PLAN 1/4" = 1'-0"



UPPER LEVEL FLOOR PLAN
 1/4" = 1'-0"

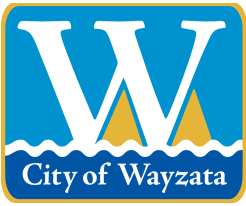












City of Wayzata Planning Commission Agenda Report

MEETING DATE: March 4, 2020	AGENDA ITEM: 6.a
TITLE: Review of Development Activities	
PREPARED BY: Nick Kieser, Assistant Planner	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: N/A	

BACKGROUND:

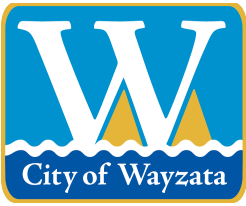
Staff will give a verbal update at the meeting.

ACTION REQUESTED:

N/A

ATTACHMENTS:

None



City of Wayzata Planning Commission Agenda Report

MEETING DATE: March 4, 2020	AGENDA ITEM: 6.b
TITLE: Planning Commissioner Liaison for the March 10, 2020 City Council Meeting	
PREPARED BY: Nick Kieser, Assistant Planner	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: N/A	

BACKGROUND:

Commissioner Iverson is scheduled for the March 10, 2020 City Council meeting.

ACTION REQUESTED:

N/A

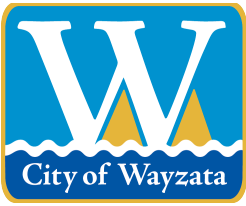
ATTACHMENTS:

1. Planning Commission Assignments at Council Meetings 2020

2020
Planning Commission assignments at Council meetings

<u>Meeting Date</u>	<u>Commission Representative</u>
Tuesday January 7, 2020	Christine Plantan
Tuesday January 21, 2020	Jeff Parkhill
Tuesday February 4, 2020	Peggy Douglas
Tuesday February 18, 2020	Gregory Flannigan
Tuesday March 10, 2020	Cathy Iverson
Tuesday March 24, 2020	Jeff Parkhill
Tuesday April 7, 2020	Lindsay Bashioum
Tuesday April 21, 2020	Lindsay Bashioum
Tuesday May 5, 2020	Laura Merriam
Tuesday May 19, 2020	Peggy Douglas
Tuesday June 2, 2020	Gregory Flannigan
Tuesday June 16, 2020	Cathy Iverson
Tuesday July 7, 2020	Jeff Parkhill
Tuesday July 21, 2020	Christine Plantan
WEDNESDAY August 5, 2020	Lindsay Bashioum
Tuesday August 18, 2020	Laura Merriam
Tuesday September 1, 2020	Peggy Douglas
Tuesday September 15, 2020	Gregory Flannigan
Tuesday October 6, 2020	Cathy Iverson
Tuesday October 20, 2020	Laura Merriam
Tuesday November 10, 2020	Christine Plantan
Tuesday November 24, 2020	Lindsay Bashioum
Tuesday December 1, 2020	Laura Merriam
Tuesday December 15, 2020	Peggy Douglas

Last Updated: January 1, 2020



City of Wayzata Planning Commission Agenda Report

MEETING DATE: March 4, 2020	AGENDA ITEM: 6.c
TITLE: 2020 Planning Commission Meeting Calendar	
PREPARED BY: Nick Kieser, Assistant Planner	
REVIEWED BY: Emily Goellner, Community Development Director	
60 DAY DEADLINE: N/A	

BACKGROUND:

The next Planning Commission meeting is scheduled to be on Monday, March 16, 2020.

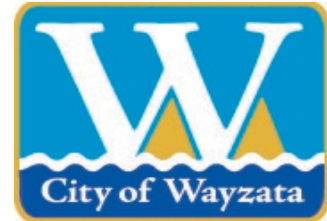
ACTION REQUESTED:

N/A

ATTACHMENTS:

1. 2020 Public Meeting Calendar

City of Wayzata 2020 Meeting Calendar



January 2020						
S	M	T	W	Th	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

February 2020						
S	M	T	W	Th	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

March 2020						
S	M	T	W	Th	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

April 2020						
S	M	T	W	Th	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

May 2020						
S	M	T	W	Th	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

June 2020						
S	M	T	W	Th	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

July 2020						
S	M	T	W	Th	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

August 2020						
S	M	T	W	Th	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

September 2020						
S	M	T	W	Th	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

October 2020						
S	M	T	W	Th	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

November 2020						
S	M	T	W	Th	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

December 2020						
S	M	T	W	Th	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

- Energy & Environment Committee - 5:00 PM
- Planning Commission - 6:30 PM
- City Council - 7:00 PM
- Wayzata School Board
- Lake Minnetonka Conservation District (LMCD)
- Heritage Preservation Board (HPB) - 5:00 PM
- Housing & Redevelopment Authority (HRA) - 7:30 AM
- Parks & Trails Board - 6:00 PM
- Charter Commission - 9:00 AM
- Elections (see below)
- Night to Unite

Meeting dates and times are subject to change. Dates can be confirmed by calling City Hall.

Holiday Observed
City Offices Closed

Presidential Nomination Primary Elec - 3/3/20

Primary Election - 8/11/2020

General Election - 11/3/2020