

Wayzata Planning Commission

Meeting Agenda

Monday, March 21, 2016

Community Room,
600 Rice Street East,
Wayzata, Minnesota

- 7:00 p.m.**
- 1. Call to Order & Roll Call**
 - 2. Approval of Agenda**
 - 3. Regular Agenda Public Hearing Items:**
 - a. Universalist Unitarian Church of Minnetonka – 2030 Wayzata Blvd E**
 - Design review, preliminary plat, PUD amendment, rezoning, comp plan amendment, and variances
 - b. Amendment to the City of Wayzata Zoning Ordinance related to Off-Street Parking and Loading (City Code Section 801.20)**
 - 3. Regular Agenda Old Business Items:**
 - a. None**
 - 4. Other Items:**
 - a. Review of Development Activities**
 - b. Other items**
 - 5. Adjournment**

NOTES:

¹ Time(s) are estimated and provided for informational purposes only.

² Members of the Planning Commission and some staff may gather at the Wayzata Bar and Grill immediately after the meeting for a purely social event. All members of the public are welcome.



**Planning Report
Wayzata Planning Commission
March 21, 2016**

Project Name: Universalist Unitarian Church of Minnetonka (UUCM)
File Number: PR 2016-03
Applicant: Wynne Yellan, Locus Architects
Property Owner: Universalist Unitarian Church of Minnetonka
Addresses of Request: 2030 Wayzata Blvd E
Prepared by: Jeff Thomson, Director of Planning and Building
Planning Commission Review: March 21, 2016
City Council Review: April 19, 2016 (Tentative)
“60 Day” Deadline: April 29, 2016

Section 1. Development Application

Introduction

The applicant, Locus Architects, and the property owner, Universalist Unitarian Church of Minnetonka (UUCM), have submitted a development application for the property at 2030 Wayzata Blvd E. The development application includes construction of a new 11,000 sq. ft. church building and associated parking. The development application also includes a request to combine the property with the parcel to the east, and subdivide a portion of the east parcel into a single-family residential property. The applicant's proposed plans are included in Attachment A.

Project Location.

The property is located on the south side of Wayzata Blvd E between Holdridge Road West and Crosby Road.

Map 1: Project Location



Relevant Property Information

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

Table 1

Parcel	Address	PID	Property Owner
A	2030 Wayzata Blvd E	05-117-22-41-0012	Universalist Unitarian Church of Minnetonka
B	No assigned address	No assigned PID	Universalist Unitarian Church of Minnetonka

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

Table 2

Parcel	Current zoning	Comp Plan Land Use Designation	Lot Area
A	Planned Unit Development (PUD)	Institutional/Public	127,671 sq. ft.
B	No zoning designation	No land use designation	56,933 sq. ft.

Parcel B does not currently have an assigned zoning district because it was previously owned by MnDOT and was used for state highway right-of-way uses. In 2015, the City acquired the parcel from MnDOT and sold the parcel to UUCM under the terms of the Settlement Agreement. The City Council’s 2012 approval of the rezoning to PUD included Parcel A and not Parcel B, since it was unknown at the time whether the City would be able to acquire the property from MnDOT. Similar to the current zoning of Parcel B, the parcel does not currently have an assigned land use designation in the City’s Comprehensive Plan.

Surrounding Land Uses.

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

Table 3

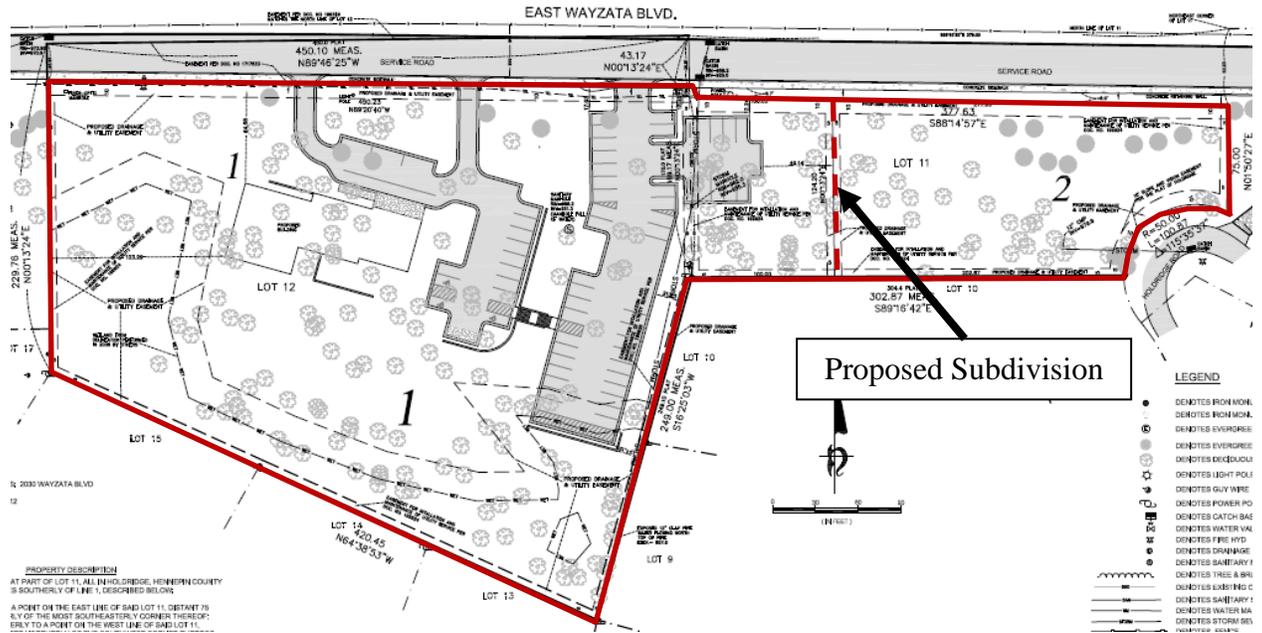
Direction	Adjacent Use	Zoning	Comp Plan Land Use Designation
North	Wayzata Blvd E and U. S. Highway 12	N/A	N/A
East	Single-family homes	R-1/Low Density Single Family Residential District	One Acre Single Family
South	Single-family homes	R-3A	Low Density Single Family
West	Single-family homes	R-3A	Low Density Single Family

Application Requests.

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

- A. Design Review: Construction of a new building requires Design Review by City Code Section 801.09.1.5.
- B. Preliminary Plat Review: The applicant is proposing to combine Parcel A and Parcel B, and subdivide the easterly portion of Parcel B into a separate lot for use as a single-family home. The subdivision requires preliminary plat review by City Code Sections 805.03 and 805.14.

Map 2: Proposed Subdivision



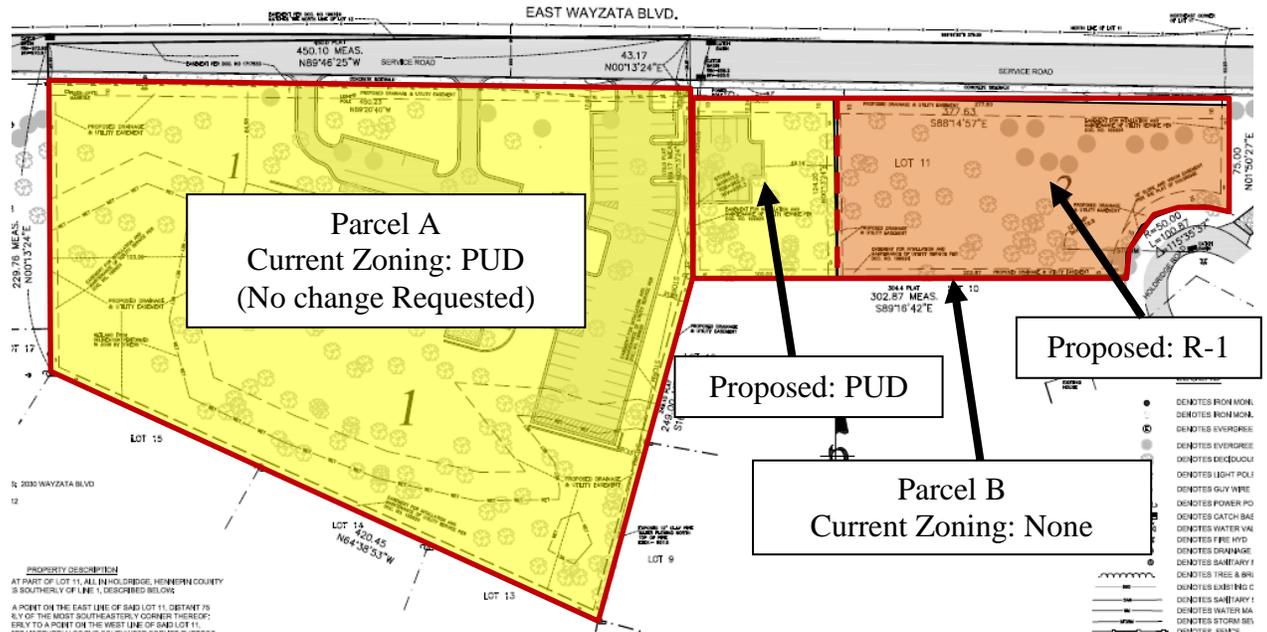
C. Amendment to the PUD: The proposed site plan varies from the site plan that was approved by the City Council as part of the 2012 PUD development application. The revised site plan requires an amendment to the PUD according to City Code Section 801.33.9.

Map 3: Proposed PUD Amendment



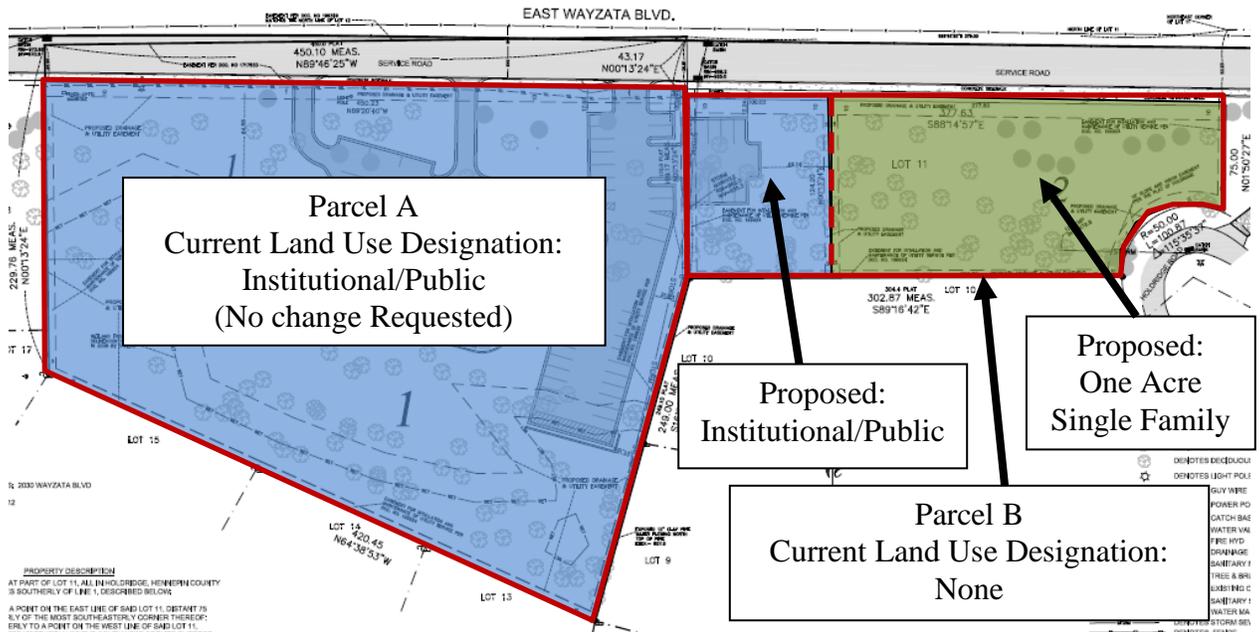
- D. Rezoning of Parcel B: Parcel B does not currently have an assigned zoning district. The applicant is requesting a rezoning of Parcel B to PUD/Planned Unit Development for the westerly portion and R-1/Low Density Single Family Residential District for the easterly portion.

Map 4: Proposed Rezoning



- E. Amendment to the Comprehensive Plan land use designation for Parcel B: Parcel B does not currently have an assigned land use designation in the City's Comprehensive Plan. The applicant is requesting an amendment to the Comprehensive Plan to designate the westerly part of Parcel B to Institutional/Public land use designation, and the easterly part of Parcel B in the One Acre Single Family land use designation.

Map 5: Proposed Comp Plan Amendment



- F. Variances for R-1 Lot: The R-1 zoning district requires a minimum lot area of 40,000 square feet, and a minimum lot depth of 150 feet. The proposed R-1 residential lot would have a lot area of 30,603 square feet and a lot depth of 124 feet. The proposed lot requires variances from the minimum lot area and minimum lot depth requirements.

Section 2. Background Information

2008 Development Application

In 2008, the property owner submitted an application requesting a rezoning of the property from R-1/Low Density Single Family Residential District to INS/Institutional, and an amendment to the Comprehensive Plan land use designation from One Acre Single Family residential to Institutional/Public. The Planning Commission reviewed that application in October 2008 and recommended denial to the City Council on a 5-2 vote. The City Council reviewed the application in December of 2008, voted 3-2 to deny the Application.

Settlement Agreement.

The Applicant commenced litigation against the City in 2010 for denying the 2008 application. On December 22, 2011, the Applicant and the City Council reached a Settlement Agreement on the lawsuit and a framework for approving the project. The Settlement Agreement outlines a three phase review of the project:

1. Comprehensive Plan Amendment, Rezoning, PUD and Site Plan Review: The first phase was a development application for (1) an amendment to the Comprehensive Plan land use designation from One Acre Single Family to

Institutional/Public, (2) Rezoning from R-1 to PUD/Planned Unit Development, (3) Concept Plan and General Plan Stage PUD, and (4) Site Plan Review.

UUCM submitted this development application in 2012 and the City Council approved the application on January 8, 2013. The City Council ordinance and resolution are provided on Attachment B.

2. Design Review and Subdivision: The second phase is a development application for Design Review approval of the design of the new church, and Subdivision to combine UUCM's property with the MnDOT parcel(s).

The applicant and property owner's current application includes both of these requests for Design Review and Subdivision approval outlined in the Settlement Agreement. The current application also includes a request for comp plan amendment, rezoning, PUD amendment, and lot area variance, as outlined in the Development Application section of this report.

3. Final State PUD: The third phase will be an application for Final Plan Stage PUD, which will be reviewed by City staff prior to the start of construction to ensure that the building permit plans conform to the PUD Concept and General Plan approved by the City Council.

Section 3. Analysis of Application

Proposed Building and Site Plan

The applicant is proposing to construct a 11,000 square foot church building and accessory parking lots on the property. The proposed building one would be one story in height with a walkout lower level on the back of the building. The main floor of the church includes the main entry, sanctuary, community room, kitchen, and office space. The lower level includes classrooms, chapel/music room, and additional office space. The site would have two separate parking lots, an upper parking lot adjacent to the building, and a lower parking lot that would have a separate access drive from Wayzata Blvd E.

Wetland Delineation

The previous site plan approved by the City Council in 2013 indicated a wetland location that was based on a wetland delineation that was completed in 2008. In 2015, the applicant completed another wetland delineation which indicated that the wetland edge has receded since the 2008 delineation. The revised delineation was completed at the end of the 2015 growing season and city staff was not able to confirm the wetland delineation in time.

The far south side of the easterly parking lot is shown as being located partially in the wetland area as determined in the 2008 wetland delineation. However, it would not be located in the wetland are or within the setback if the 2015 delineation is accurate. This spring, city staff will complete the steps to confirm the 2015 wetland delineation report. If

the wetland boundary is confirmed as reported, the parking lot would meet the City's wetland requirements. If the boundary is not accurate, the applicant would be required to adjust the parking lot layout to remove any wetland impacts and to meet the wetland setback requirement. The applicant has not requested any wetland alteration or wetland variances for the current application.

Zoning Analysis

A comparison of the PUD district standards and the proposed Project is as follows:

Table 4: PUD Standards

PUD District	Code Requirement	Proposed
Minimum Lot Area	N/A	3.21 acres
Front Yard Setback	50 ft. (min.)	76 ft.
Side Yard Setback	50 ft. (min.)	122 ft. / 191 ft.
Rear Yard Setback	50 ft. (min.)	124 ft.
Lot Coverage	N/A	Undetermined
Impervious Surface Coverage	N/A	Undetermined
Floor Area Ratio	N/A	Undetermined
Building Height	35 ft or 3 stories, whichever is less (max.)	30 ft. / 1 story

The applicant is proposing to rezone the easterly part of Parcel B to R-1/Low Density Single Family Residential District. The following tables outlines the lot requirements for the R-1 zoning district.

Table 5: R-1 Standards

R-1 District	Code Requirement	Proposed
Lot Area	40,000 sq. ft. (min.)	30,603 sq. ft.**
Lot Width	150 ft. (min.)	277 ft.
Lot Depth	150 ft. (min.)	124 ft.**
Front Yard Setback	45 ft. (min.)	Undetermined
Side Yard Setback	20 ft. (min.)	Undetermined
Rear Yard Setback	50 ft. (min.)	Undetermined
Lot Coverage	15% (max.)	Undetermined
Impervious Surface Coverage	25% (max.)	Undetermined
Building Height	40 ft or 3 stories, whichever is less (max.)	Undetermined

**Variance required

The applicant has not submitted house plans for the R-1 residential lot, as they intend to sell the residential lot for construction of a home by a future owner. If the City Council approves the R-1 residential lot, a condition of approval could be added that the house plans be submitted by the future owner in order to conform that the proposed house meets the zoning and subdivision ordinance requirements.

Parking Requirements

For auditorium, theater, and religious institutions, the zoning ordinance requires one space for each three permanent seat in the main assembly hall. The proposed sanctuary has a seating capacity of 116 people, so the zoning ordinance requires a minimum of 39 parking stalls. The proposed site plan provides a total of 67 parking stalls, 15 in the upper parking lot and 52 in the lower parking lot. The zoning ordinance also requires additional parking if there are additional facilities provided in conjunction with the building or use. There are no other facilities within the building besides the church. The application meets the parking requirements outlined in the zoning ordinance.

Site Access and Internal Circulation.

The proposed site plan includes three access drives from Wayzata Blvd E. The two access drives on in front of the building would provide access to the pick-up/drop-off area in front of the building and to the upper parking lot. The pick-up/drop-off area is designed as a road way access drive. The westerly access drive would be an entrance and the center access drive would be an exit. The third access drive would be an entrance and exit to the lower parking lot. The number and size of the access drives meet the zoning ordinance requirements.

Design Review

The project is subject to the Design Standards for “All Districts” as it is not located in a specific design district. A Design Review Critique of the proposal is included as Attachment D. The applicant is requesting a deviation from the design standards pertaining to exterior building materials. The primary building material for the non-glass surfaces of the proposed building is prefinished metal panel, which is not included as a allowable primary building material. The applicant has requested a deviation from this standard, and has provided a written narrative outlining the reason for the proposed material deviations.

The Design Standards include the following factors for considering deviations from Design Standards:

1. The extent to which the project advances specific policies and provisions of the City’s Comprehensive Plan.
2. The extent to which the deviation permits greater conformity with other Standards, policies behind the Standards, or with other Zoning Ordinance standards.
3. The positive effect of the project on the area in which the project is proposed.
4. The alleviation of an undue burden, taking into account current leasing, housing and commercial conditions.

5. The accommodation of future possible uses contemplated by the Design Standards, the Zoning Ordinance or the Comprehensive Plan.
6. A national, state or local historic designation.
7. The project is the remodeling of an existing building which largely otherwise conforms to the Design Standards.

Stormwater Management

Stormwater runoff from the building and hardsurface parking lot areas would be directed to three separate infiltration basins on the site. The infiltration basins are located on the front of the property between the parking lots, on the south side of the parking lots, and on the east side of the lot.

Tree Inventory

The applicant has completed a tree inventory for the property, and has submitted a tree removal plan for the application. The tree inventory is based on the City's draft tree preservation ordinance. There are a total of 195 trees on the property, of which 20 are considered heritage trees in the draft ordinance. The proposed project would remove a total of 57 trees, 5 heritage trees and 52 significant trees. The proposed plan would remove 29 percent of the number of trees on the site, and also 29 percent of the total caliper inches of trees on the site. The City's forestry consultant has reviewed the proposed plans, and has provided comments, which is included as Attachment E.

Section 4. Applicable Code Provisions for Review

- 4.1 Design Standards City Code §801.09: The design standards set forth in this Section 9 of the Wayzata City Zoning Ordinance are referred to collectively as the "Design Standards" or the "Standards". The purpose of the Design Standards is to shape the City's physical form and to promote the quality, character and compatibility of new development in the City. The Standards function to:
 1. To guide the expansion and renovation of existing structures and the construction of new buildings and parking, within the commercial districts of the City;
 2. To assist the City in reviewing development proposals;
 3. To improve the City's public spaces including its streets, sidewalks, walkways, streetscape, and landscape treatments.
- 4.2 Preliminary Plat Criteria (Section 805.14.E): The Planning Commission shall consider possible adverse effects of the preliminary plat. Its judgment shall be based upon, but not limited to, the following factors:

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 filling 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.

- 4.3 Premature Subdivision (Sections 805.16-18): The Subdivision Ordinance requires the City Council to deny any preliminary plat of a proposed subdivision deemed premature for development. Section 805.16. The burden is on the applicant to show that the proposed subdivision is not premature. Section 805.18. Under Section 805.17 of the Subdivision Ordinance, a subdivision may be deemed premature should any of the conditions listed in Section 805.17 exist, including inadequate drainage, inadequate water supply, inadequate roads, inadequate waste disposal systems, and inconsistency with the Comprehensive Plan, in ability to provide public improvements, and MEQB policies.
- 4.4 Amendment of a PUD Permit (Section 801.33.9): Any deviation or modification from the terms or conditions of an approved PUD permit or any alteration in a project for which a PUD permit has been approved shall require an amendment of the original permit. The same application and hearing procedure for an amendment of a PUD permit shall be followed as was followed with respect to the applicant's Concept Plan, as outlined in Section 801.33.5.
- 4.5 Purpose of PUDs. Section 801.33 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.

4.6 PUD General Standards. Section 801.33.2.A sets forth the general standards for review of a PUD application. These are:

1. Health Safety and Welfare. In reviewing the PUD application, the Council shall evaluate the effects of the proposed project upon the health, safety and welfare of residents of the community and the surrounding area.

2. Intent and Purpose of PUDs. In reviewing the PUD application, the Council shall evaluate the project's conformance with the overall intent and purpose of Section 33 of the Zoning Ordinance.

3. Ownership. Applicant/s must own all of the property to be included in the PUD.

4. Comprehensive Plan. The PUD project must be consistent with the City's Comprehensive Plan.

5. Sanitary Sewer Plan. The PUD project must be consistent with the City's Sanitary Sewer Plan.

6. Common Space. The PUD project must provide common private or public open space and facilities at least sufficient enough to meet the minimum requirements established in the Comprehensive Plan, and contain provisions to assure the continued operation and maintenance of such.

7. Density. The PUD project must meet the density standards agreed upon by the applicant and City, which must be consistent with the Comprehensive Plan.

8. Utilities. All utilities associated with the PUD must be installed underground and meet the utility connection requirements of Section 801.33.2.A.10.

9. Roadways. All roadways associated with the PUD must conform to the Design Standards and Wayzata Subdivision Regulations, unless otherwise approved by City Council.

10. Landscaping. All landscaping associated with the PUD must be according to a detailed plan approved by the City Council. In assessing the plan, the City Council shall consider the natural features of the particular site, the

architectural characteristics of the proposed structure and the overall scheme of the PUD plan.

11. Setbacks. The front, rear and side yard restrictions on the periphery of the PUD shall be the same as imposed in the respective districts.

4.7 Concurrent PUD Plan – 801.33.5. In cases of single stage PUDs or for projects of limited size and scope, the applicant may, at the discretion of the Zoning Administrator, submit the General Plan of Development for the proposed PUD simultaneously with the submission of a Concept Plan. The applicant shall comply with all provisions of this section applicable to submission of General Plan of Development. The Planning Commission and City Council shall consider such plans simultaneously and shall grant or deny a General Plan of Development in accordance with the provisions of Section 801.33.6 hereof.

4.8 Zoning Ordinance Amendment: City Council has the discretion and authority under state law and City Code to amend the City’s Zoning Ordinance. Minn. Stat. Section 462.357; Wayzata City Code Section 801.03. A zoning ordinance amendment may be initiated by the governing body, the planning agency or by petition of affected property owners. Minn. Stat. Section 462.357, Subd. 4

4.9 Amendments to Zoning Ordinance (Section 801.03.2.F): In considering a proposed amendment to the Zoning Ordinance, the Planning Commission and City Council shall consider the possible adverse effects of the proposed amendment. Its 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 conformity with present and future land 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 value in the area in which it is proposed.
- F. Traffic generation by the proposed use 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.

- 4.10 Comprehensive Plan Amendment. The City's Planning Commission may recommend to the City Council an amendment to the City's comprehensive municipal plan. City Council may also propose amendments to Planning Commission by resolution submitted to the Planning Commission. Before adopting an amendment to the Plan, the Planning Commission must hold at least one public hearing on the proposed amendment. A notice of the time, place and purpose of the hearing must be published once in the official newspaper of the City at least ten days before the day of the hearing. A proposed amendment may not be acted upon by the City Council until it has received the recommendation of the Planning Commission or until 60 days have elapsed from the date an amendment proposed by the City Council has been submitted to the Planning Commission for its recommendation. The City Council may by resolution by a two-thirds vote of all of its members amend the City's comprehensive plan. Minn. Stat. Sec. 462.355, subd. 2 and 3.
- 4.11 Institutional Facilities – 2030 Comprehensive Plan Policies. The City of Wayzata has a number of schools, churches and other institutional uses in areas throughout the community. These institutions are viewed as a positive aspect of the community that serves the good of its residents. Many of these institutional uses are located in or adjacent to established residential neighborhoods. Institutional facilities create impacts and add activity to an area resulting in parking or increased traffic that is not characteristic of residential neighborhoods. Wayzata needs to plan for facility expansion and potential redevelopment of institutional property to ensure proper preservation of land use compatibility, including:
- Accomplish transitions between differing types of land uses in an orderly fashion to minimize negative impacts on adjoining development.
 - Establish sufficient setback requirements for new or expanding institutional development to assure adequate separation of differing land uses.
 - Develop all institutional uses according to high levels of design, which are sensitive to the mass and scale of the existing surrounding neighborhood.
 - Adequately screen, landscape and buffer institutional facilities to minimize the impact on surrounding uses and enhance the neighborhood and community in which they are located.
- 4.12 Variance Standards: Section 801.05.1.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:
- A. Variances shall only be permitted when they are:
- (i) in harmony with the general purposes and intent of this Ordinance; and

- (ii) consistent with the Comprehensive Plan.
- B. Variances may be granted when the Applicant for the variance establishes that there are practical difficulties in complying with this Ordinance.
- C. "Practical difficulties," as used in connection with the granting of a variance, means that:
 - (i) the property owner's proposal for the property is reasonable but not permitted by this Ordinance;
 - (ii) the plight of the landowner is due to circumstances unique to the property, and not created by the landowner; and
 - (iii) the variance, if granted, will not alter the essential character of the locality.
- D. 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.
- E. Variances shall be granted for earth sheltered construction as defined in Minnesota Statutes, section 216C.06, subdivision 14, when in harmony with this Ordinance.
- F. 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.
- G. 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.
- H. 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.

Section 5. Action Steps.

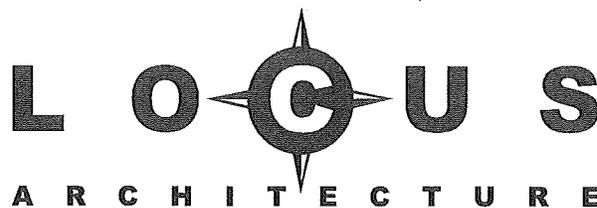
After considering the items outlined in this Report, the Planning Commission should pursue the following as an action step:

1. 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:

- Attachment A: Applicant's Narrative and Proposed Plans
- Attachment B: City Council 2013 Ordinance and Resolution

Attachment C: Design Critique
Attachment D: Forestry Consultant Comments



February 29, 2016

Jeff:

Enclosed are the revised plans for the proposed Unitarian Universalist Church of Minnetonka (UUCM) at 2030 Wayzata Boulevard. These are intended to be reviewed for:

1. PUD amendment to the previously approved PUD.
2. Required site and building design review, including three deviations with the Wayzata design standards.
3. East outlot, previously owned by MnDOT, combination/subdivision.
4. Replat of east outlot. UUCM is requesting the western 100' of that unzoned outlot be combined with 2030 Wayzata Blvd. and zoned PUD, the eastern remainder to be zoned residential, either R-2A or R-1 (City's preference of the two). The Wayzata Comp Plan is guided for Estate Single Family Residential, which is defined as 0.5 - 1.0 units per acre density. R-2A fits that guidance; the majority of adjacent lots are R-1.
5. Comp Plan Amendment to update the guidance of the proposed two portions of the east outlot from "right-of-way" to PUD (institutional) and Estate Single Family Residential.

A couple additional items:

- Any notes on the tree inventory sheets are draft notes only, not proposals, as we are under the impression that the tree preservation ordinance is currently being drafted by the City and has not yet been adopted.
- The proposed parking layout is not a final proposal. We have designed the parking lot to, as much as possible, occupy existing disturbed areas of the site, avoid mature trees, enhance drainage, and leave areas best suited for retention and infiltration of storm water. It is well outside wetland boundaries established by a 2015 wetland determination. That determination has not been accepted by the City. While every other aspect of the site plan is outside of the wetland buffer established by a 2008 wetland determination (more restrictive than 2015), one area of our proposed parking lot is not. We will not be able to finalize the parking plan until spring when the City's wetland consultant can review the 2015 determination on site. If we need to update the parking plan at that time, we will either mitigate wetland and/or buffer disturbance or change the parking lot design in order to leave the wetland undisturbed.

- The metal shingle siding is currently shown on the included renderings of the Sanctuary as a combination of three shades of white. We are deciding between that, and selecting just one white color. If metal shingles are approved, we will update the City with our color selection if it changes to solid white.

See following sheets for further narrative on specific zoning sections.

Best Regards,

A handwritten signature in black ink, appearing to read 'Wynne Yelland', with a large, stylized flourish at the end.

Wynne Yelland, V.P.
Locus Architecture, AIA, LEED BD+C

Deviations from Design Standards

Wayzata ordinance 801.09.21.1:

With the exception of Section 7 of the Design Standards, a deviation from any section of the Design Standards shall require a finding by the City Council (after considering the Planning Commission's recommendation) that the negative impact of such deviation is outweighed by one or more of the following factors:

- 1 The extent to which the project advances specific policies and provisions of the City's Comprehensive Plan.*
- 2 The extent to which the deviation permits greater conformity with other Standards, policies behind the Standards, or with other Zoning Ordinance standards.*
- 3 The positive effect of the project on the area in which the project is proposed.*
- 4 The alleviation of an undue burden, taking into account current leasing, housing and commercial conditions.*
- 5 The accommodation of future possible uses contemplated by the Design Standards, the Zoning Ordinance or the Comprehensive Plan.*
- 6 A national, state or local historic designation.*
- 7 The project is the remodeling of an existing building which largely otherwise conforms to the Design Standards.*

Note that 6 and 7 are not applicable.

General

The undue burden presented by I-394 hampers development for living, working, or worshipping at 2030 Wayzata Boulevard. We spent time on site collecting sound data, including the morning rush hour. Readings averaged about 80 dB, with some readings exceeding 90dB. 80dB compares to standing next to an alarm clock, garbage disposal, or food blender. We feel we need to mitigate this burden by constructing the exterior of the proposed church in such a way that occupants can expect quiet at a funeral service. We are deviating from Wayzata's design standards, mitigating and/or alleviating the noise created by the highway, while at the same time creating a building benefiting the City, the Holdridge neighborhood, and the members of the Unitarian Universalist Church of Minnetonka (UUCM).

Wayzata ordinance 801.09.3.1.B:

"Street level landscaped courtyards outdoor seating areas and gathering areas shall be incorporated into building and site plan design."

We are providing landscaped courtyards, outdoor seating areas, and gathering areas at the building (south side) where they are protected from interstate noise. We acknowledge the logic of providing these amenities at the sidewalk on Lake St. or Wayzata Blvd. in retail districts, but the interstate noise at this address, right at the street/sidewalk, is not conducive to conversing or sitting.

Wayzata ordinance 801.09.6.2.B:

"The roof material for all flat roofs in all districts shall be treated synthetic membrane or other similar material in dark colors."

We are proposing a treated synthetic material (TPO), a white (high albedo) membrane.

Cool, or light colored roofs, are a common energy-saving and heat-island reducing strategy (required by many municipalities). This is consistent with the "Sustainability" objective of the Wayzata Comp Plan and the congregation's desire to reduce their energy footprint.

Wayzata ordinance 801.09.7.1:

"No mechanical equipment for a building may be located on the roof deck..."

In order to reduce the impact of the highway noise burden, we propose a denser and better-insulated building envelope than otherwise necessitated by building code. These wall systems are intended to keep noise from the interior spaces where funerals are held and solitary prayer takes place. Mitigating sound outside, while being required to bring HVAC equipment noise inside, contradicts the mission of a church. This is another undue burden. We propose locating HVAC equipment on the roof to mitigate equipment noise. Highway noise will exceed the sound of rooftop equipment, thus rooftop equipment creates no additional burden for residents or pedestrians.

The design of the building integrates screening within the design scheme, such that we avoid "rooftop screening" directly around the equipment. The enclosures are part of an architectural whole, including lighting and signage. They also screen the elevator over-run. Equipment will not be visible from "adjacent properties and pedestrian view vantage points from adjacent sidewalks."

Wayzata ordinance 801.09.8.4:

"No less than thirty-five percent (35%) of ground level public facades for buildings containing commercial or office uses shall be transparent glass."

Windows do not provide suitable noise mitigation to address the noise burden created by the highway. The opacity of the north facade is a direct response to controlling noise from the interstate. The STC (Sound Transmission Class) of commercial glazing is roughly 30; the wall composite we are proposing is roughly 60. The glazing on the proposed north facade is shown at locations that can reasonably tolerate more noise, i.e., rooms other than the Sanctuary.

Wayzata ordinance 801.09.11.1.A, G & H:

"...ninety percent (90%) of the non-glass surfaces of each elevation of the exterior building facade shall be composed of one or more of the following materials" and "only the following materials may be used for lintels, sills, cornices, bases, and decorative accent trims, and must be no more than 10 percent (10%) of the non-glass surfaces of each elevation of the exterior building facade" and "only the following materials may be used for parapets, flashing and coping:"

The impact of the highway creates a burden on site which places undue stress on the construction of any proposed project. We have chosen precast concrete as our structural wall in order to mitigate sound. This is a tremendous investment for the church, exceeding "current leasing... and commercial conditions." We are proposing cladding the vast majority of those surfaces with a rain screen of painted metal shingles with an historic embossed pattern, creating an attractive, textured, sustainable, high-quality, and low-maintenance exterior, similar to the qualities of the five approved materials of the design standards. This cladding wraps the entire building. The simplicity of the design and the precast wall assembly necessary for sound mitigation do not lend themselves to detailing that is traditionally used in brick or stone wall construction like lintels, cornices, et cetera. We are proposing prefinished metal copings/fascia that are durable while amenable to the precast wall openings and a comprehensive material palette that uses prefinished metal panels extensively.

Wayzata ordinance 801.09.14.1.D

Streetscaping shall include all of the following:

- 1. Boulevard species trees, with at least three (3) caliper inches.*
- 2. Exposed aggregate sidewalks with brick accents*
- 3. Street lights*
- 4. Benches (if building length is 50 feet or greater), which utilize existing city bench designs.*
- 5. Flowers*

There are no boulevards at 2030 Wayzata Blvd., and the front yard already has mature trees. Sidewalks already exist. Given the amount of ambient light from the interstate, street lights are unnecessary. Benches are addressed in our comments above to 801.09.3.1.B. Given the amount of shade and north facing slope, flowers will not thrive along Wayzata Blvd. We plan to landscape the northern edge of the property and think we've tried to comply with the City's landscaping requirements within the constraints of the site's solar access, proximity to a freeway, and existing vegetation.

Deviations from 2012 PUD Submittal

1. Parking. The proposed parking lot in 2016 is smaller (67 spots as opposed to 80) than the 2012 proposal, has changed configuration slightly and is split into two sections. The parking area is smaller due to the smaller seating capacity of the Sanctuary. The configuration is similar to one parking alternative submitted in 2012 (B), due to UUCM's inability to purchase the west MnDOT outlot. The parking design also changed to pave within existing open areas in order to save trees, including 3 heritage trees. The lot is split into two sections in order to avoid a steep connecting drive lane at the south end of the two parking spurs, avoid cutting down additional trees, and lessen the impact to the wetland. The main impact to adjacent residents is limited to the east side, Lot 10 and the northwestern corner of Lot 11. In 2012, the parking lot design was within 25' of the shared property line. Our current proposal is 21'-3" from the east/southeast property line. The home on Lot 10 is approximately 270' from the parking lot; the home on Lot 11 is more than 325' from the parking lot - both with dense woods in between.

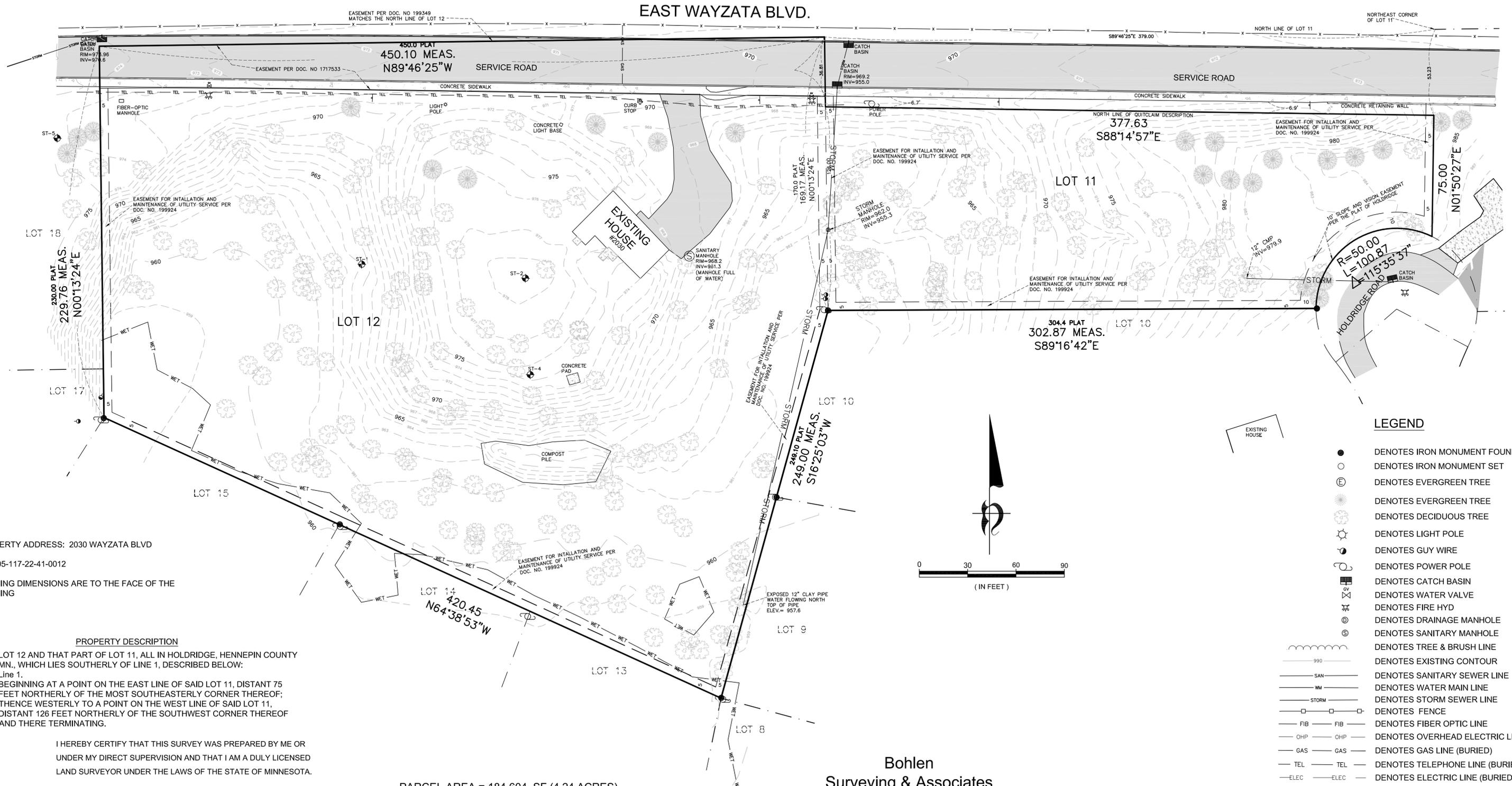
2. Building size. The proposed building in 2016 has a footprint of 5,500 square feet, as opposed to the 2012 proposal which was 8,500 square feet. It is very close to the original siting of the 2012 building.
3. Driveways/curb cuts. In 2012, we proposed two. The current site plan proposes three. Wayzata zoning ordinance section 801.20.9.E states property owners may have 1 driveway access for each 125' of street frontage as long as they are separated by 40'. We have enough street frontage for three. We have more curb cuts as we are proposing a second drive at the west parking lot to facilitate emergency vehicles being able to drive through and to facilitate easy entering/exiting for elderly people and those with mobility disabilities. We did not connect the east and west lots on site due to the severe grade that would be required to connect them, in addition to the impact it would create on the wetland and/or additional trees.

CERTIFICATE OF SURVEY

FOR

UNITARIAN UNIVERSALIST CHURCH OF MINNETONKA

EAST WAYZATA BLVD.



PROPERTY ADDRESS: 2030 WAYZATA BLVD

PID: 05-117-22-41-0012

BUILDING DIMENSIONS ARE TO THE FACE OF THE BUILDING

PROPERTY DESCRIPTION

LOT 12 AND THAT PART OF LOT 11, ALL IN HOLDRIDGE, HENNEPIN COUNTY MN., WHICH LIES SOUTHERLY OF LINE 1, DESCRIBED BELOW:

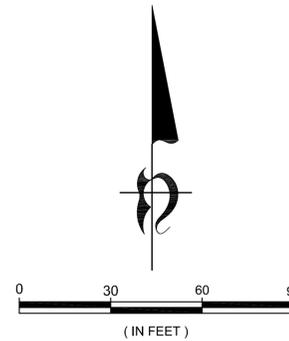
Line 1.
BEGINNING AT A POINT ON THE EAST LINE OF SAID LOT 11, DISTANT 75 FEET NORTHERLY OF THE MOST SOUTHEASTERLY CORNER THEREOF; THENCE WESTERLY TO A POINT ON THE WEST LINE OF SAID LOT 11, DISTANT 126 FEET NORTHERLY OF THE SOUTHWEST CORNER THEREOF AND THERE TERMINATING.

I HEREBY CERTIFY THAT THIS SURVEY WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE: 2-26-2016

Thomas J. O'Meara
THOMAS J. O'MEARA, LAND SURVEYOR
MINNESOTA LICENSE NO. 46167

PARCEL AREA = 184,604 SF (4.24 ACRES)



LEGEND

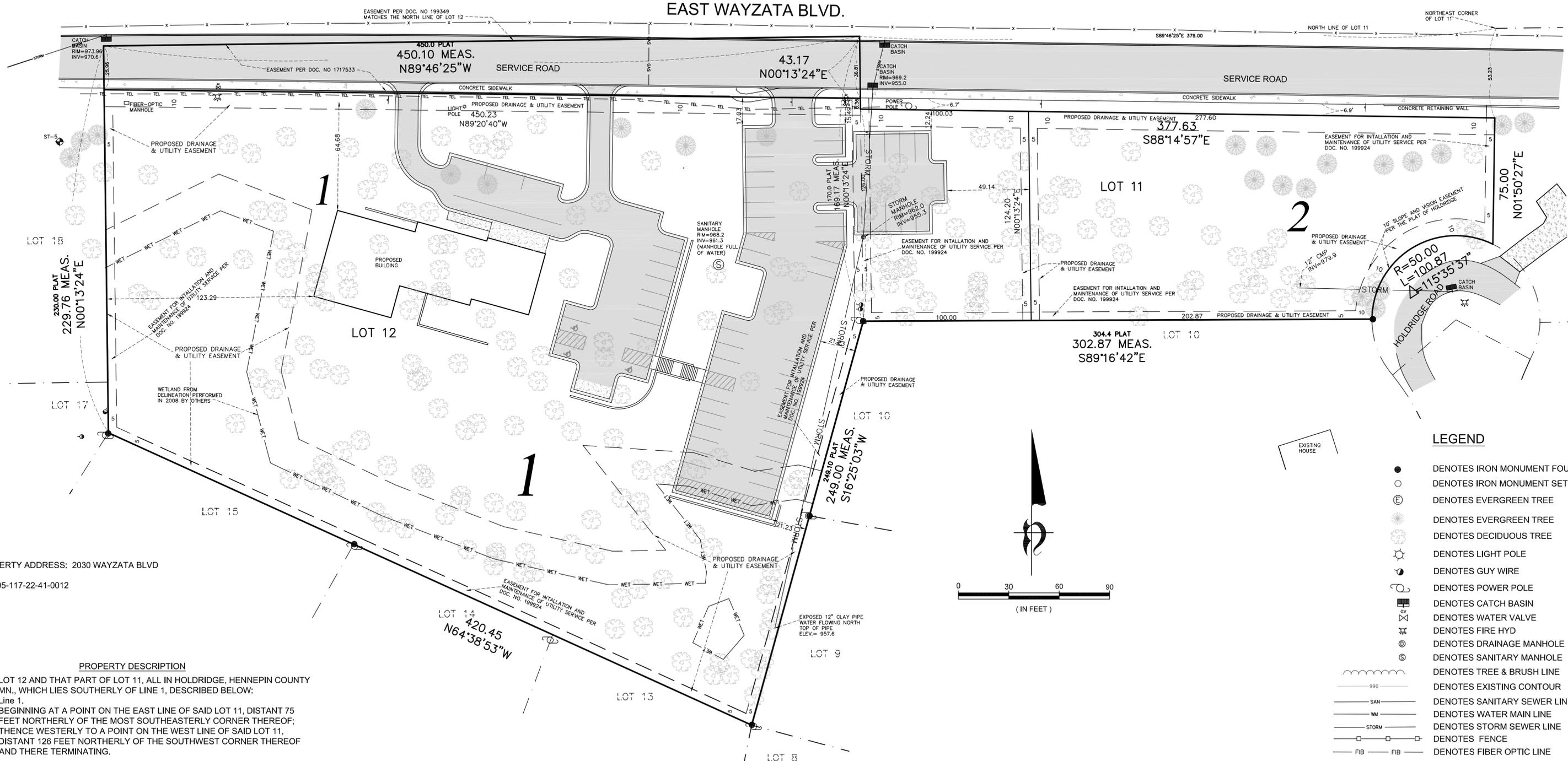
- DENOTES IRON MONUMENT FOUND
- DENOTES IRON MONUMENT SET
- ⊕ DENOTES EVERGREEN TREE
- ⊗ DENOTES EVERGREEN TREE
- ⊙ DENOTES DECIDUOUS TREE
- ☼ DENOTES LIGHT POLE
- ⊙ DENOTES GUY WIRE
- ⊙ DENOTES POWER POLE
- ⊙ DENOTES CATCH BASIN
- ⊙ DENOTES WATER VALVE
- ⊙ DENOTES FIRE HYD
- ⊙ DENOTES DRAINAGE MANHOLE
- ⊙ DENOTES SANITARY MANHOLE
- ⊙ DENOTES TREE & BRUSH LINE
- 990 — DENOTES EXISTING CONTOUR
- SAN — DENOTES SANITARY SEWER LINE
- WM — DENOTES WATER MAIN LINE
- STORM — DENOTES STORM SEWER LINE
- FENCE — DENOTES FENCE
- FIB — DENOTES FIBER OPTIC LINE
- OHP — DENOTES OVERHEAD ELECTRIC LINE
- GAS — DENOTES GAS LINE (BURIED)
- TEL — DENOTES TELEPHONE LINE (BURIED)
- ELEC — DENOTES ELECTRIC LINE (BURIED)
- DENOTES BITUMINOUS SURFACE
- DENOTES CONCRETE SURFACE
- DENOTES GRAVEL SURFACE

Bohlen
Surveying & Associates

31432 Foliage Avenue Northfield, MN 55057 Phone: (507) 645-7768 tomeara@bohlersurveying.com
1682 Cliff Road E. Burnsville, MN 55337 Phone: (952) 895-9212 Fax: (952) 895-9259

PRELIMINARY PLAT OF UNITARIAN UNIVERSALIST CHURCH OF MINNETONKA

EAST WAYZATA BLVD.



PROPERTY ADDRESS: 2030 WAYZATA BLVD
PID: 05-117-22-41-0012

PROPERTY DESCRIPTION

LOT 12 AND THAT PART OF LOT 11, ALL IN HOLDRIDGE, HENNEPIN COUNTY MN., WHICH LIES SOUTHERLY OF LINE 1, DESCRIBED BELOW:
Line 1.
BEGINNING AT A POINT ON THE EAST LINE OF SAID LOT 11, DISTANT 75 FEET NORTHERLY OF THE MOST SOUTHEASTERLY CORNER THEREOF; THENCE WESTERLY TO A POINT ON THE WEST LINE OF SAID LOT 11, DISTANT 126 FEET NORTHERLY OF THE SOUTHWEST CORNER THEREOF AND THERE TERMINATING.

I HEREBY CERTIFY THAT THIS SURVEY WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE: 2-26-2016
Thomas J. O'Meara
THOMAS J. O'MEARA, LAND SURVEYOR
MINNESOTA LICENSE NO. 46167

LOT 1 AREA = 139,874 SF 3.21 ACRES+
LOT 2 AREA = 30,603 SF 0.70 ACRES+
TOTAL PARCEL AREA = 184,604 SF (4.24 ACRES)

LEGEND

- DENOTES IRON MONUMENT FOUND
- DENOTES IRON MONUMENT SET
- ⊕ DENOTES EVERGREEN TREE
- ⊙ DENOTES EVERGREEN TREE
- ⊙ DENOTES DECIDUOUS TREE
- ☼ DENOTES LIGHT POLE
- ⊙ DENOTES GUY WIRE
- ⊙ DENOTES POWER POLE
- ⊙ DENOTES CATCH BASIN
- ⊙ DENOTES WATER VALVE
- ⊙ DENOTES FIRE HYD
- ⊙ DENOTES DRAINAGE MANHOLE
- ⊙ DENOTES SANITARY MANHOLE
- ⊙ DENOTES TREE & BRUSH LINE
- 990 — DENOTES EXISTING CONTOUR
- SAN — DENOTES SANITARY SEWER LINE
- WM — DENOTES WATER MAIN LINE
- STORM — DENOTES STORM SEWER LINE
- FENCE — DENOTES FENCE
- FIB — FIB — DENOTES FIBER OPTIC LINE
- OHP — OHP — DENOTES OVERHEAD ELECTRIC LINE
- GAS — GAS — DENOTES GAS LINE (BURIED)
- TEL — TEL — DENOTES TELEPHONE LINE (BURIED)
- ELEC — ELEC — DENOTES ELECTRIC LINE (BURIED)
- DENOTES BITUMINOUS SURFACE
- DENOTES CONCRETE SURFACE
- ⊙ DENOTES GRAVEL SURFACE

**Bohlen
Surveying & Associates**

31432 Foliage Avenue Northfield, MN 55057 Phone: (507) 645-7768 tomeara@bohlersurveying.com
1682 Cliff Road E. Burnsville, MN 55337 Phone: (952) 895-9212 Fax: (952) 895-9259

4" DIP SANITARY SEWER
(PER ASBUILT PLANS)

EAST WAYZATA BLVD.



LOCUS ARCHITECTURE, LTD.
4453 NICOLLET AVENUE
MINNEAPOLIS, MN 55419

612.706.5600

WWW.LOCUSARCHITECTURE.COM

UNITARIAN UNIVERSALIST CHURCH OF MINNETONKA

I HEREBY CERTIFY THAT THIS PLAN OR SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED CIVIL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

CIVIL ENGINEER
DATE: _____ REG. NO. _____

CONSULTANTS

Solution Blue

318 CEDAR STREET
SAINT PAUL, MN 55101
(651)294-0039
SOLUTIONBLUE.COM

02/29/2016

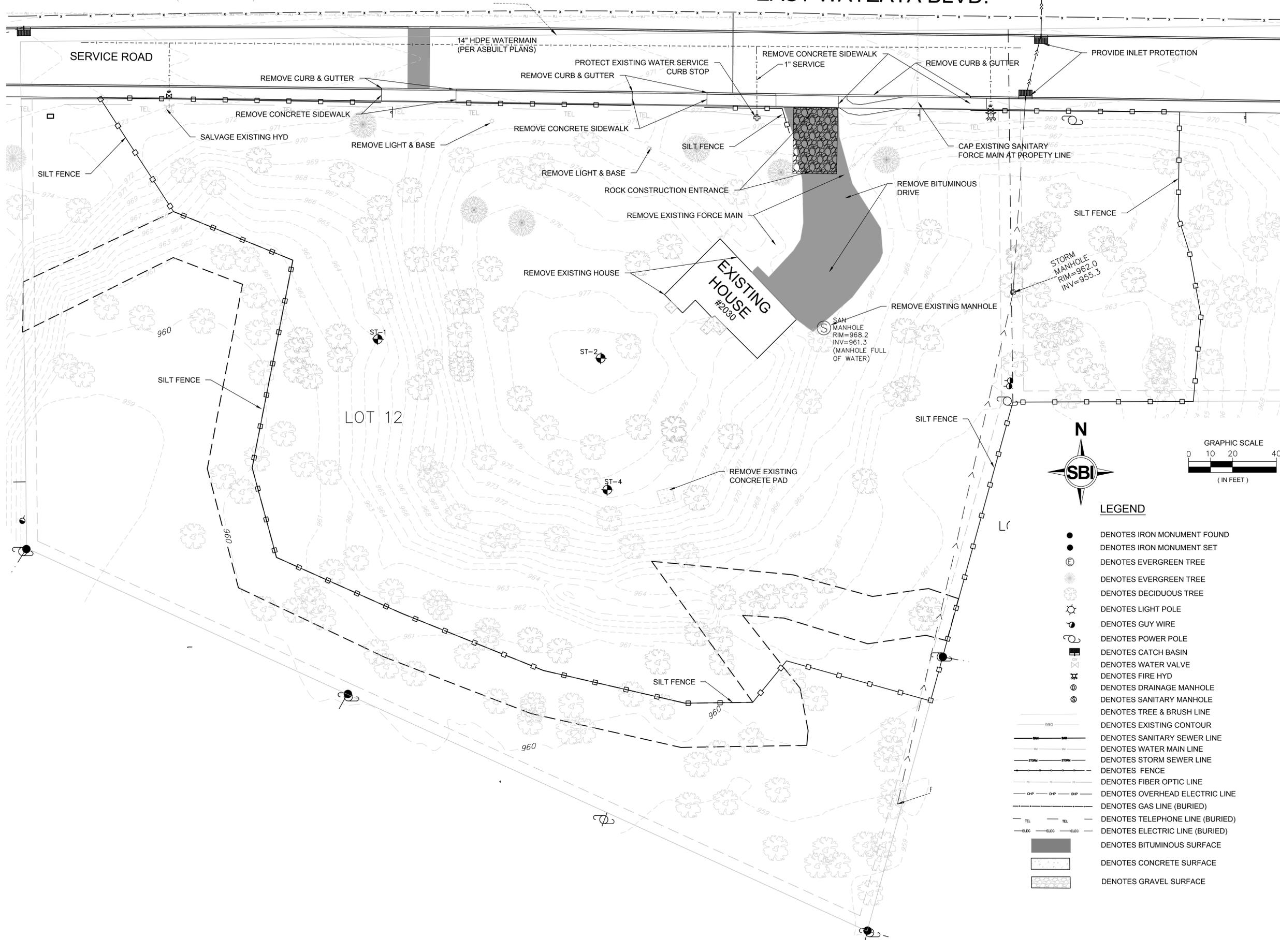
NOT FOR
CONSTRUCTION

MARK	DATE	DESCRIPTION

SHEET TITLE
EXISTING CONDITIONS,
REMOVALS AND
EROSION CONTROL

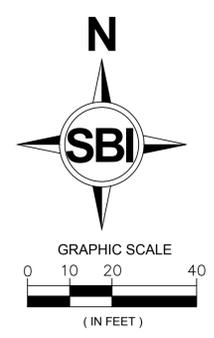
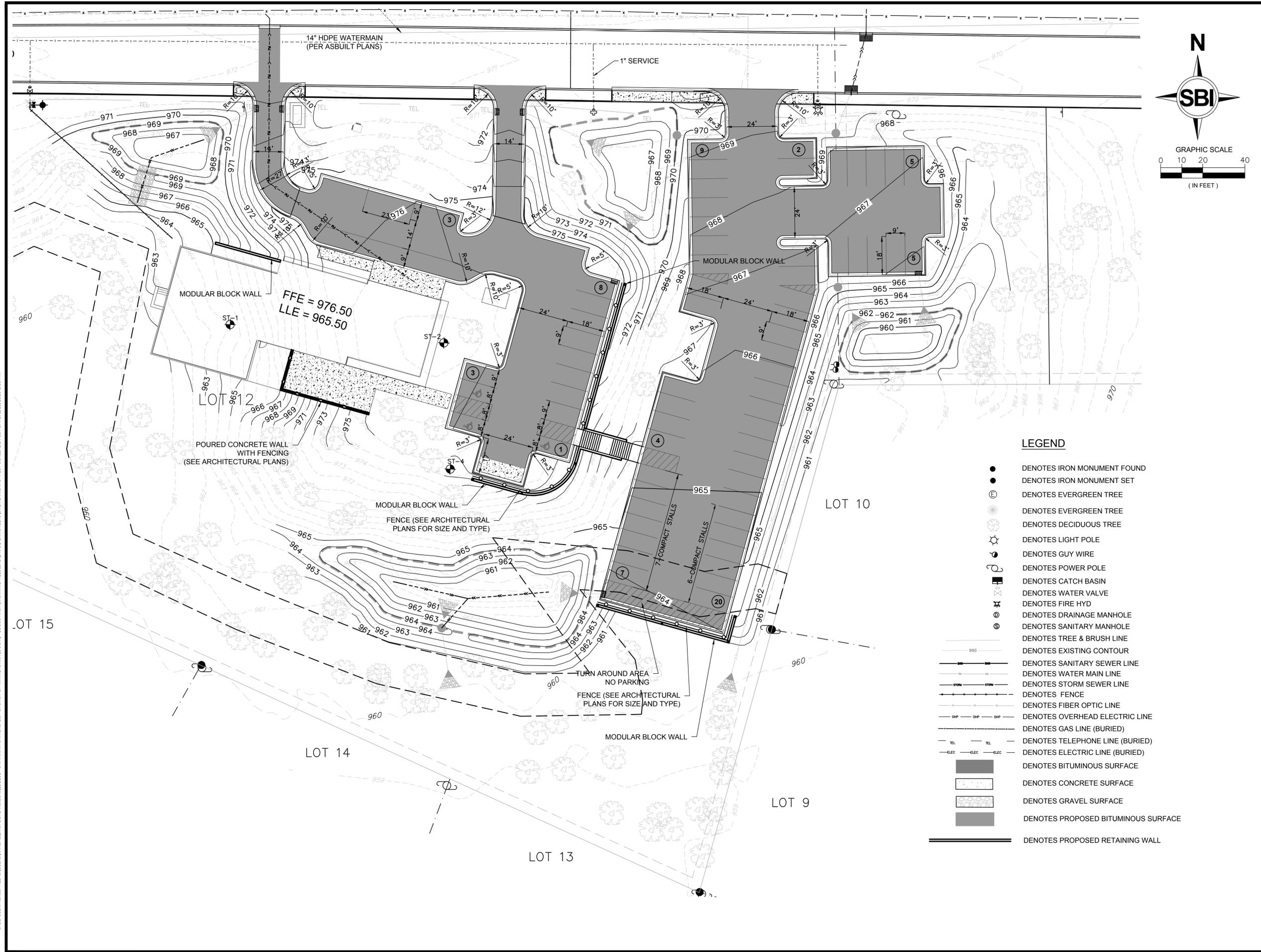
C1

CADD USER: fahadi.fre@locusarch.com; PROJECT: UNITARIAN UNIVERSALIST CHURCH OF MINNETONKA (UUCM); LOCUS ARCHITECTURE FILES\CADD\WORKING FILES\CADD\WORKING PLANS\SHEETS\BX\CONDING; PLOT SCALE: 1:1; PLOT DATE: 2/29/2016 1:58 PM



- ### LEGEND
- DENOTES IRON MONUMENT FOUND
 - DENOTES IRON MONUMENT SET
 - ⊙ DENOTES EVERGREEN TREE
 - ⊙ DENOTES EVERGREEN TREE
 - ⊙ DENOTES DECIDUOUS TREE
 - ⊙ DENOTES LIGHT POLE
 - ⊙ DENOTES GUY WIRE
 - ⊙ DENOTES POWER POLE
 - ⊙ DENOTES CATCH BASIN
 - ⊙ DENOTES WATER VALVE
 - ⊙ DENOTES FIRE HYD
 - ⊙ DENOTES DRAINAGE MANHOLE
 - ⊙ DENOTES SANITARY MANHOLE
 - ⊙ DENOTES TREE & BRUSH LINE
 - DENOTES EXISTING CONTOUR
 - DENOTES SANITARY SEWER LINE
 - DENOTES WATER MAIN LINE
 - DENOTES STORM SEWER LINE
 - DENOTES FENCE
 - DENOTES FIBER OPTIC LINE
 - DENOTES OVERHEAD ELECTRIC LINE
 - DENOTES GAS LINE (BURIED)
 - TEL — TEL — DENOTES TELEPHONE LINE (BURIED)
 - ELEC — ELEC — ELEC — DENOTES ELECTRIC LINE (BURIED)
 - DENOTES BITUMINOUS SURFACE
 - DENOTES CONCRETE SURFACE
 - DENOTES GRAVEL SURFACE

CADD USER: Rami@j FILE: C:\USERS\RAMI\DRAWING\PROJECTS\151101 - UNITARIAN UNIVERSALIST CHURCH OF MINNETONKA (UUCM) - LOCUS ARCHITECTURE\WORKING FILES\CADD\DWG\PLAN SHEETS\SITE PLAN.DWG PLOT SCALE: 1:1 PLOT DATE: 2/29/2016 1:59 PM



LOGUS
ARCHITECTURE
LOCUS ARCHITECTURE, LTD.
4453 NICOLLET AVENUE
MINNEAPOLIS, MN 55419
612.706.5600
WWW.LOCUSARCHITECTURE.COM

UNITARIAN
UNIVERSALIST
CHURCH OF
MINNETONKA

I HEREBY CERTIFY THAT THIS PLAN OR SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED CIVIL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

CIVIL ENGINEER _____
DATE: _____ REG. NO. _____

CONSULTANTS



318 CEDAR STREET
SAINT PAUL, MN 55101
(651)284-0038
SOLUTIONBLUE.COM

LEGEND

- DENOTES IRON MONUMENT FOUND
- DENOTES IRON MONUMENT SET
- ⊕ DENOTES EVERGREEN TREE
- ⊕ DENOTES EVERGREEN TREE
- ⊕ DENOTES DECIDUOUS TREE
- ⊕ DENOTES LIGHT POLE
- ⊕ DENOTES GUY WIRE
- ⊕ DENOTES POWER POLE
- ⊕ DENOTES CATCH BASIN
- ⊕ DENOTES WATER VALVE
- ⊕ DENOTES FIRE HYD
- ⊕ DENOTES DRAINAGE MANHOLE
- ⊕ DENOTES SANITARY MANHOLE
- ⊕ DENOTES TREE & BRUSH LINE
- ⊕ DENOTES EXISTING CONTOUR
- DENOTES SANITARY SEWER LINE
- DENOTES WATER MAIN LINE
- DENOTES STORM SEWER LINE
- DENOTES FENCE
- DENOTES FIBER OPTIC LINE
- DENOTES OVERHEAD ELECTRIC LINE
- DENOTES GAS LINE (BURIED)
- DENOTES TELEPHONE LINE (BURIED)
- DENOTES ELECTRIC LINE (BURIED)
- DENOTES BITUMINOUS SURFACE
- DENOTES CONCRETE SURFACE
- DENOTES GRAVEL SURFACE
- DENOTES PROPOSED BITUMINOUS SURFACE
- DENOTES PROPOSED RETAINING WALL

02/29/2016
NOT FOR
CONSTRUCTION

MARK	DATE	DESCRIPTION

COPYRIGHT 2015 Locus Architecture, Ltd.
SHEET TITLE

SITE PLAN

C6

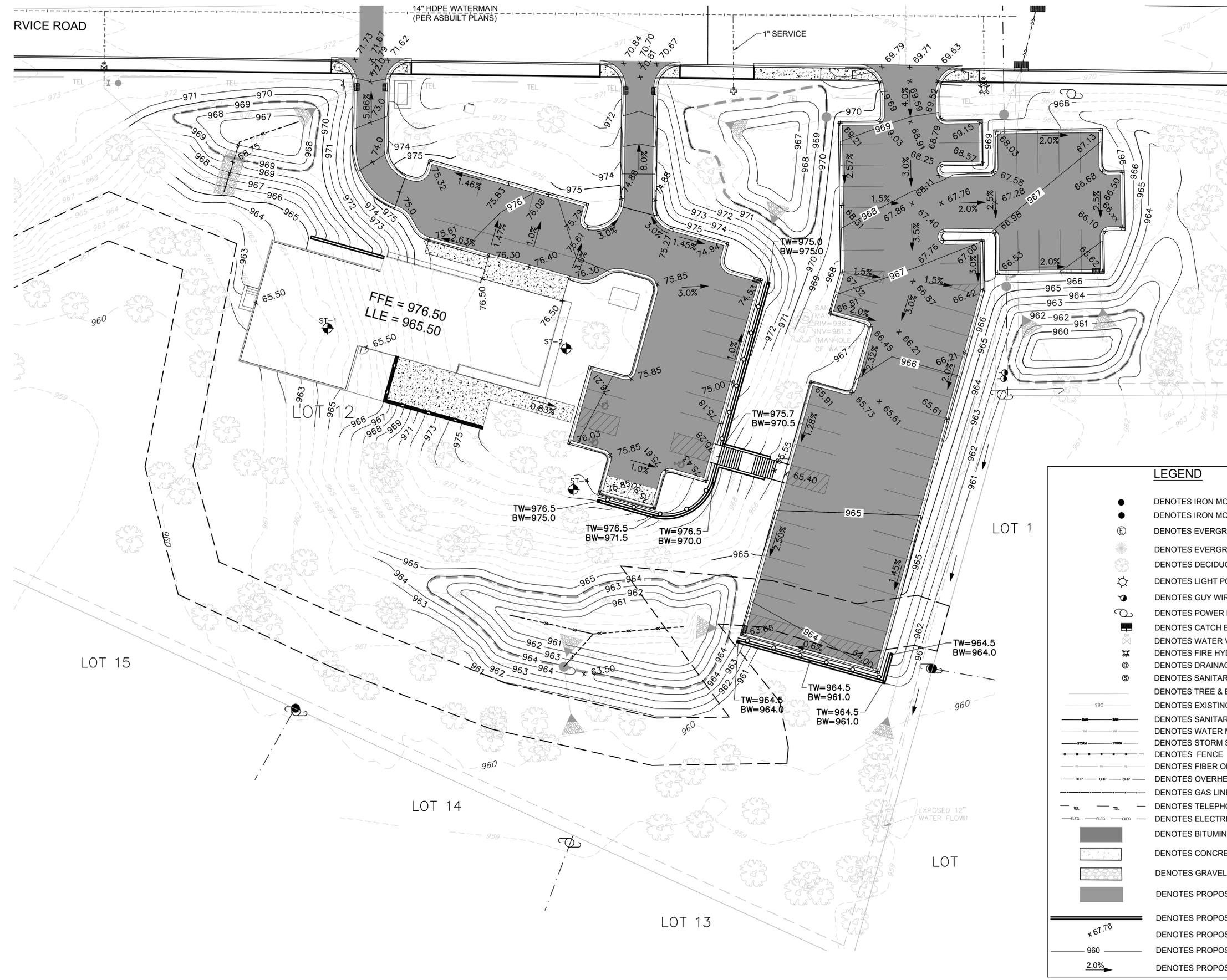
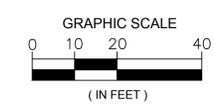
UNITARIAN
UNIVERSALIST
CHURCH OF
MINNETONKA

I HEREBY CERTIFY THAT THIS PLAN OR SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED CIVIL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

CIVIL ENGINEER _____
DATE: _____ REG. NO. _____

CONSULTANTS

Solution Blue
318 CEDAR STREET
SAINT PAUL, MN 55101
(651)294-0039
SOLUTIONBLUE.COM



LEGEND

- DENOTES IRON MONUMENT FOUND
- DENOTES IRON MONUMENT SET
- ⊕ DENOTES EVERGREEN TREE
- ⊕ DENOTES EVERGREEN TREE
- ⊕ DENOTES DECIDUOUS TREE
- ⊕ DENOTES LIGHT POLE
- ⊕ DENOTES GUY WIRE
- ⊕ DENOTES POWER POLE
- ⊕ DENOTES CATCH BASIN
- ⊕ DENOTES WATER VALVE
- ⊕ DENOTES FIRE HYD
- ⊕ DENOTES DRAINAGE MANHOLE
- ⊕ DENOTES SANITARY MANHOLE
- ⊕ DENOTES TREE & BRUSH LINE
- DENOTES EXISTING CONTOUR
- DENOTES SANITARY SEWER LINE
- DENOTES WATER MAIN LINE
- DENOTES STORM SEWER LINE
- DENOTES FENCE
- DENOTES FIBER OPTIC LINE
- DENOTES OVERHEAD ELECTRIC LINE
- DENOTES GAS LINE (BURIED)
- DENOTES TELEPHONE LINE (BURIED)
- DENOTES ELECTRIC LINE (BURIED)
- DENOTES BITUMINOUS SURFACE
- DENOTES CONCRETE SURFACE
- DENOTES GRAVEL SURFACE
- DENOTES PROPOSED BITUMINOUS SURFACE
- DENOTES PROPOSED RETAINING WALL
- x 67.76 DENOTES PROPOSED SPOT ELEVATION
- DENOTES PROPOSED CONTOUR LINE
- 2.0% DENOTES PROPOSED SLOPE

02/29/2016
NOT FOR
CONSTRUCTION

MARK	DATE	DESCRIPTION

COPYRIGHT 2015 Locus Architecture, Ltd.

SHEET TITLE
GRADING PLAN

C7

CAD USER: T:\Users\BANDAL\Documents\PROJECTS\15101 - UNITARIAN UNIVERSALIST CHURCH OF MINNETONKA\LOCUS - LOCUS ARCHITECTURE FILES\CAD\DWG\PLAN SHEETS\GRADING PLAN.DWG PLOT SCALE: 1:1 PLOT DATE: 2/29/2016 2:06 PM

UNITARIAN
UNIVERSALIST
CHURCH OF
MINNETONKA

I HEREBY CERTIFY THAT THIS PLAN OR SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED CIVIL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

CIVIL ENGINEER _____
DATE: _____ REG. NO. _____

CONSULTANTS

Solution Blue
318 CEDAR STREET
SAINT PAUL, MN 55101
(651)294-0039
SOLUTIONBLUE.COM

02/29/2016
NOT FOR
CONSTRUCTION

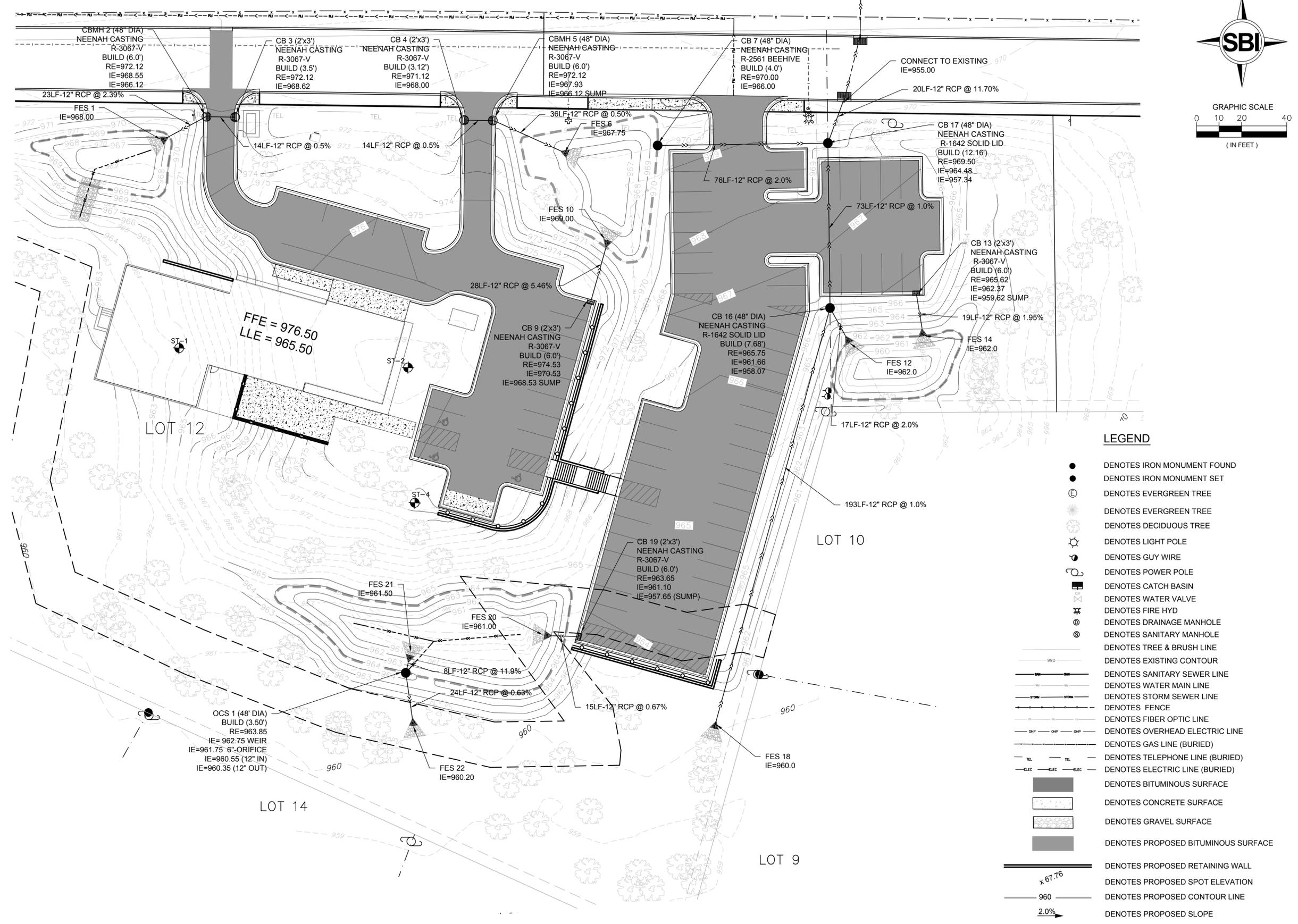
MARK	DATE	DESCRIPTION

COPYRIGHT 2015 Locus Architecture, Ltd.

SHEET TITLE

DRAINAGE PLAN

C8

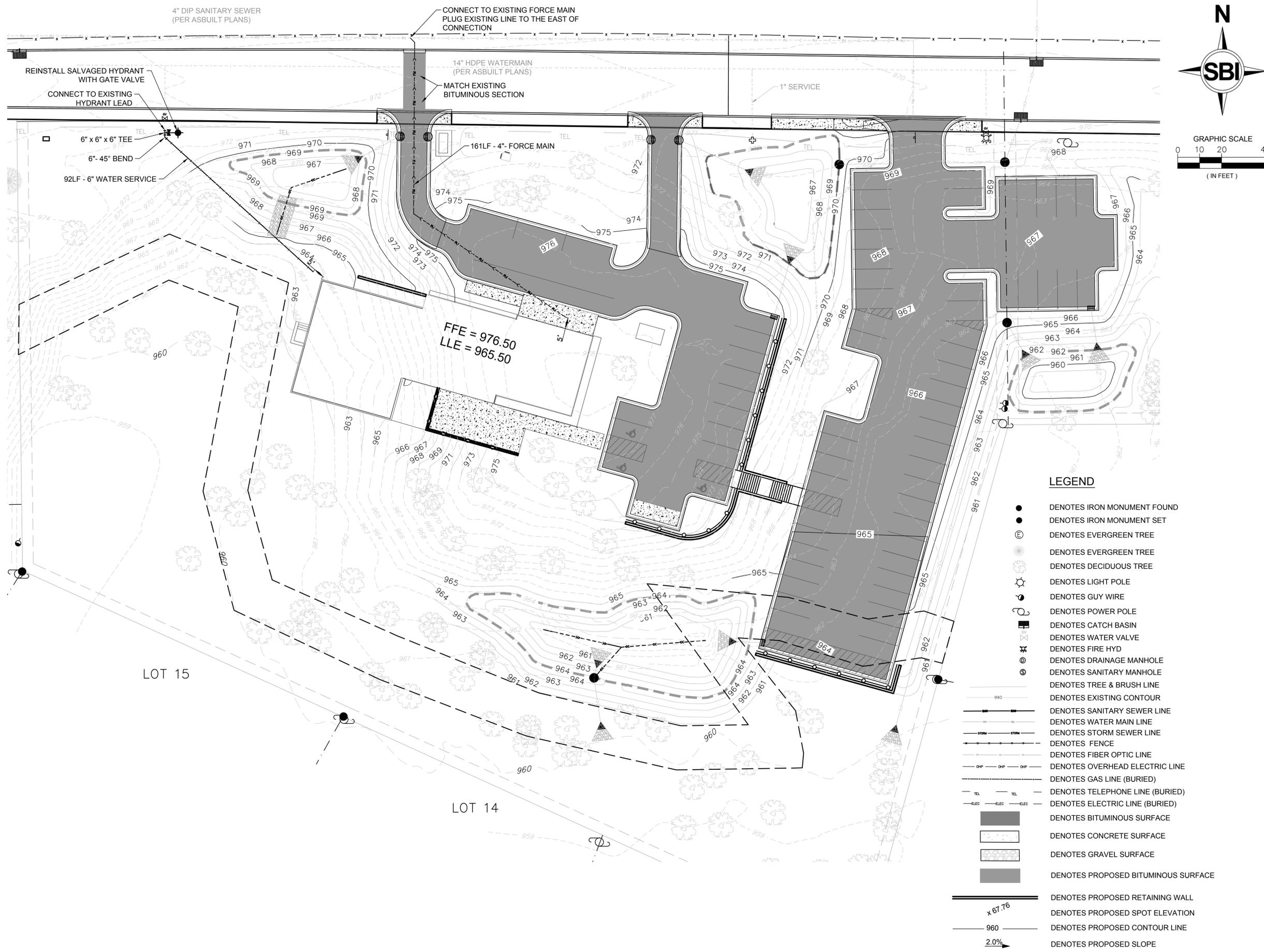


LEGEND

- DENOTES IRON MONUMENT FOUND
- DENOTES IRON MONUMENT SET
- ⊙ DENOTES EVERGREEN TREE
- ⊙ DENOTES EVERGREEN TREE
- ⊙ DENOTES DECIDUOUS TREE
- ⊙ DENOTES LIGHT POLE
- ⊙ DENOTES GUY WIRE
- ⊙ DENOTES POWER POLE
- ⊙ DENOTES CATCH BASIN
- ⊙ DENOTES WATER VALVE
- ⊙ DENOTES FIRE HYD
- ⊙ DENOTES DRAINAGE MANHOLE
- ⊙ DENOTES SANITARY MANHOLE
- ⊙ DENOTES TREE & BRUSH LINE
- ⊙ DENOTES EXISTING CONTOUR
- DENOTES SANITARY SEWER LINE
- DENOTES WATER MAIN LINE
- DENOTES STORM SEWER LINE
- DENOTES FENCE
- DENOTES FIBER OPTIC LINE
- DENOTES OVERHEAD ELECTRIC LINE
- DENOTES GAS LINE (BURIED)
- DENOTES TELEPHONE LINE (BURIED)
- DENOTES ELECTRIC LINE (BURIED)
- DENOTES BITUMINOUS SURFACE
- DENOTES CONCRETE SURFACE
- DENOTES GRAVEL SURFACE
- DENOTES PROPOSED BITUMINOUS SURFACE
- DENOTES PROPOSED RETAINING WALL
- DENOTES PROPOSED SPOT ELEVATION
- DENOTES PROPOSED CONTOUR LINE
- DENOTES PROPOSED SLOPE

CAD USER: R:\user\BRANDAL\PROJECTS\151101 - UNITARIAN UNIVERSALIST CHURCH OF MINNETONKA (LOCUS) - LOCUS ARCHITECTURE FILES\CAD\DWG\PLAN SHEETS\DRAINAGE PLANS\DWG - PLOT SCALE: 1:1 PLOT DATE: 2/29/2016 2:00 PM

CADD USER: hannah.freed - C:\USERS\hannah.freed\PROJECTS\15101 - UNITARIAN UNIVERSALIST CHURCH OF MINNETONKA (UUCM) - LOCUS ARCHITECTURE FILES\CADD\WORKING FILES\CADD\DWG\PLANS\SHEETS\UTIL\PLAN.DWG - PLOT SCALE: 1:1 PLOT DATE: 2/29/2016 2:01 PM



4" DIP SANITARY SEWER
(PER ASBUILT PLANS)

CONNECT TO EXISTING FORCE MAIN
PLUG EXISTING LINE TO THE EAST OF
CONNECTION

14" HDPE WATERMAIN
(PER ASBUILT PLANS)

MATCH EXISTING
BITUMINOUS SECTION

1" SERVICE

REINSTALL SALVAGED HYDRANT
WITH GATE VALVE
CONNECT TO EXISTING
HYDRANT LEAD

6" x 6" x 6" TEE
6" 45° BEND
92LF - 6" WATER SERVICE

161LF - 4" FORCE MAIN

FFE = 976.50
LLE = 965.50

LOT 15

LOT 14



GRAPHIC SCALE
0 10 20 40
(IN FEET)

LEGEND

- DENOTES IRON MONUMENT FOUND
- DENOTES IRON MONUMENT SET
- ⊙ DENOTES EVERGREEN TREE
- ⊙ DENOTES EVERGREEN TREE
- ⊙ DENOTES DECIDUOUS TREE
- ⊙ DENOTES LIGHT POLE
- ⊙ DENOTES GUY WIRE
- ⊙ DENOTES POWER POLE
- ⊙ DENOTES CATCH BASIN
- ⊙ DENOTES WATER VALVE
- ⊙ DENOTES FIRE HYD
- ⊙ DENOTES DRAINAGE MANHOLE
- ⊙ DENOTES SANITARY MANHOLE
- ⊙ DENOTES TREE & BRUSH LINE
- ⊙ DENOTES EXISTING CONTOUR
- ⊙ DENOTES SANITARY SEWER LINE
- ⊙ DENOTES WATER MAIN LINE
- ⊙ DENOTES STORM SEWER LINE
- ⊙ DENOTES FENCE
- ⊙ DENOTES FIBER OPTIC LINE
- ⊙ DENOTES OVERHEAD ELECTRIC LINE
- ⊙ DENOTES GAS LINE (BURIED)
- TEL DENOTES TELEPHONE LINE (BURIED)
- ELEC DENOTES ELECTRIC LINE (BURIED)
- DENOTES BITUMINOUS SURFACE
- DENOTES CONCRETE SURFACE
- DENOTES GRAVEL SURFACE
- DENOTES PROPOSED BITUMINOUS SURFACE
- ⊙ DENOTES PROPOSED RETAINING WALL
- ⊙ DENOTES PROPOSED SPOT ELEVATION
- ⊙ DENOTES PROPOSED CONTOUR LINE
- 2.0% DENOTES PROPOSED SLOPE

LOCUS
ARCHITECTURE
LOCUS ARCHITECTURE, LTD.
4453 NICOLLET AVENUE
MINNEAPOLIS, MN 55419
612.706.5600
WWW.LOCUSARCHITECTURE.COM

UNITARIAN
UNIVERSALIST
CHURCH OF
MINNETONKA

I HEREBY CERTIFY THAT THIS PLAN OR SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED CIVIL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

CIVIL ENGINEER _____
DATE: _____ REG. NO. _____

CONSULTANTS

Solution Blue
318 CEDAR STREET
SAINT PAUL, MN 55101
(651)294-0039
SOLUTIONBLUE.COM

02/29/2016
NOT FOR
CONSTRUCTION

MARK	DATE	DESCRIPTION

COPYRIGHT 2015 Locus Architecture, Ltd.

SHEET TITLE
UTILITY PLAN

C9

UNITARIAN
UNIVERSALIST
CHURCH OF
MINNETONKA

CONSULTANTS

Solution Blue
318 CEDAR STREET
SAINT PAUL, MN 55101
(651)294-0039
SOLUTIONBLUE.COM

02/29/2016
NOT FOR
CONSTRUCTION

MARK	DATE	DESCRIPTION

COPYRIGHT 2015 Locus Architecture, Ltd.

SHEET TITLE

DETAIL PLAN

C10

NOTES:

- MINIMUM OF 4" ADJUSTMENT AND MAXIMUM OF 12" ADJUSTMENT. USE LARGER ADJUSTMENT RINGS TO MINIMIZE THE NUMBER OF JOINTS. INCLUDE MIN. 1-2" RING IMMEDIATELY UNDER THE CASTING.
- RECESS CATCH BASINS 0.1' BELOW CUTTER GRADE LINE.
- CATCH BASINS ON LONGITUDINAL SLOPES SHALL HAVE A TYPE V GRATE.
- CATCH BASINS AT LOW POINTS SHALL HAVE A TYPE V GRATE.
- DOGHOUSES SHALL BE GROUTED ON BOTH INSIDE & OUTSIDE.
- MANHOLE STEPS SHALL BE NEENAH R-1981-N OR APPROVED EQUAL, 16" O.C.

NEENAH R-3067 CURB BOX & CASTING OR APPROVED EQUAL

WRAP THE OUTSIDE OF THE RINGS WITH A NON-WOVEN GEOTEXTILE FABRIC.

6" MIN PRECAST REINFORCED CONCRETE SLAB

RAMNEK OR SIMILAR GASKET TYPE MATERIAL TO BE PLACED BETWEEN SLAB AND TOP OF MANHOLE SECTION. ALL MANHOLE JOINTS TO HAVE RUBBER GASKETS.

PRECAST CONCRETE MANHOLE SECTIONS.

FORM INVERT TO 1/2 DIA. OF LARGEST PIPE.

STANDARD DETAILS
CATCH BASIN MANHOLE
WAYZATA, MINNESOTA

LAST REVISION: Nov. 2009
CITY PLATE NO. STM-3
WAYZATA ENGINEERING

NOTES:

- MINIMUM OF 4" ADJUSTMENT AND MAXIMUM OF 12" ADJUSTMENT. USE LARGER ADJUSTMENT RINGS TO MINIMIZE THE NUMBER OF JOINTS. INCLUDE MIN. 1-2" RING IMMEDIATELY UNDER THE CASTING.
- RECESS CATCH BASINS 0.1' BELOW CUTTER GRADE LINE.
- CATCH BASINS ON LONGITUDINAL SLOPES SHALL HAVE A TYPE V GRATE.
- CATCH BASINS AT LOW POINTS SHALL HAVE A TYPE V GRATE.
- DOGHOUSES SHALL BE GROUTED ON BOTH INSIDE & OUTSIDE.
- IF THE STRUCTURE BASE IS LESS THAN 48" BELOW FINISHED GRADE, PLACE GRANULAR MATERIAL UNDER THE STRUCTURE TO A MINIMUM DEPTH OF 48" BELOW FINISH GRADE.
- USE A 4 FOOT DIAMETER CATCH BASIN MANHOLE WHEN DEPTH EXCEEDS 4.5 FEET. SEE DETAIL STM-3.

NEENAH R-3067 CURB BOX & CASTING OR APPROVED EQUAL

WRAP THE OUTSIDE OF THE RINGS WITH A NON-WOVEN GEOTEXTILE FABRIC.

PREFORMED OR CORE DRILLED HOLES REQUIRED FOR SUBDRAIN CONNECTIONS. GROUT INSIDE AND OUT AROUND SUBDRAIN. TRIM DRAIN TILE BACK TO WALL.

STANDARD DETAILS
CATCH BASIN
WAYZATA, MINNESOTA

LAST REVISION: Nov. 2009
CITY PLATE NO. STM-2
WAYZATA ENGINEERING

NOTES:

- DIG A 6"X6" TRENCH ALONG THE INTENDED FENCE LINE.
- DRIVE ALL POSTS INTO THE GROUND AT THE DOWNHILL SIDE OF THE TRENCH.
- WIRE FENCING PER HENNEPIN COUNTY CONSERVATION DISTRICT EROSION AND SEDIMENT CONTROL MANUAL. WIRE MESH MUST BE A MINIMUM OF 2" INTO THE GROUND AND NO MORE THAN 36" ABOVE THE ORIGINAL GROUND SURFACE.
- LAY OUT SILT FENCE ON THE UPHILL SIDE ALONG THE FENCE LINE, AND BACK FILL.
- WOOD POSTS MAY BE SPACED UP TO 4 FEET APART IF WIRE MESH IS NOT USED TO SUPPORT THE FABRIC OF HEAVY DUTY SILT FENCE. IF WIRE MESH IS USED TO SUPPORT THE FABRIC STEEL POSTS MAY BE SPACED UP TO 8 FEET APART.
- REMOVE SILT FENCE AFTER TURF IS ESTABLISHED.

STANDARD DETAILS
SILT FENCE
WAYZATA, MINNESOTA

LAST REVISION: Nov. 2009
CITY PLATE NO. ERO-2
WAYZATA ENGINEERING

APPROVED PRODUCTS FOR INLET PROTECTION:

TYPE A: FIELD INLETS OR PRIOR TO CURB OR PAVEMENT

ROAD DRAIN - TOP SLAB, LLC-799 THEIS DRIVE, SHAKOPEE, MN
INFRA SAFE SEDIMENT CONTROL BARRIER - ROYAL CONCRETE PIPE - STACY, MN
SILT SACK - ACF ENVIRONMENTAL - RICHMOND, VA

TYPE B: STREET INLETS WITHOUT CURB

DANDYBAG - DANDY PRODUCTS - GROVE CITY, OH

TYPE C: STREET INLETS WITH CURB

DANDY CURB SACK - DANDY PRODUCTS - GROVE CITY, OH
ROAD DRAIN CURB AND GUTTER-WIMCO, LLC 799 THEIS DR.-SHAKOPEE, MN
STANDARD CURB IDP - LANGE INDUSTRIES - EDINA, MN

STANDARD DETAILS
INLET PROTECTION
WAYZATA, MINNESOTA

LAST REVISION: Nov. 2009
CITY PLATE NO. ERO-1
WAYZATA ENGINEERING

NOTES:

- FOR MANHOLES 8' DEEP OR GREATER, THE TOP MOST SECTION SHALL BE A 4" CONE SECTION. THE PRECAST SECTION IMMEDIATELY BELOW THE CONE SECTION SHALL BE 1'-4" IN HEIGHT.
- MANHOLES SHALLower THAN 8' SHALL HAVE A FLAT TOP WITH AN ECCENTRIC OPENING FOR THE COVER.
- MINIMUM OF 4" ADJUSTMENT AND MAXIMUM OF 12" ADJUSTMENT. USE LARGER ADJUSTMENT RINGS TO MINIMIZE THE NUMBER OF JOINTS. INCLUDE MIN. 1-2" RING IMMEDIATELY UNDER THE CASTING.
- MANHOLE FRAME AND COVER SHALL BE NEENAH R-1642-B, EAST JORDAN IRON WORKS 1049 OR APPROVED EQUAL. MACHINED BEARING SURFACE WITH 2 CONCEALED PICK HOLES.
- THE INVERT SHALL BE FORMED TO THE SPRING LINE OF THE LARGEST PIPE.
- DOGHOUSES SHALL BE GROUTED ON BOTH THE OUTSIDE AND INSIDE.

GALVANIZED GRATE (SPLIT) 4'X4' OPENINGS

TEN YEAR EVENT ELEVATION MUST BE AT, OR BELOW, THE FRONT SKIMMER ELEVATION.

CONSTRUCT STRUCTURE TO MATCH POND SLOPE.

PIPE SIZE WILL VARY

FLOW

NORMAL WATER ELEVATION

RESTRAIN THE LAST 3 JOINTS ON THE INLET AND OUTLET PIPES. DOGHOUSES SHALL BE GROUTED BOTH ON THE INSIDE AND OUTSIDE OF THE STRUCTURE.

STANDARD DETAILS
SKIMMER STRUCTURE
WAYZATA, MINNESOTA

LAST REVISION: Nov. 2009
CITY PLATE NO. STM-5
WAYZATA ENGINEERING

NOTES:

- ADJUST CASTING TO 1/2" BELOW FINISHED GRADE.
- FOR MANHOLES 8' DEEP OR GREATER, THE TOP MOST SECTION SHALL BE A 4" CONE SECTION. THE PRECAST SECTION IMMEDIATELY BELOW THE CONE SECTION SHALL BE 1'-4" IN HEIGHT.
- MANHOLES SHALLower THAN 8' SHALL HAVE A FLAT TOP WITH AN ECCENTRIC OPENING FOR THE COVER.
- MINIMUM OF 4" ADJUSTMENT AND MAXIMUM OF 12" ADJUSTMENT. USE LARGER ADJUSTMENT RINGS TO MINIMIZE THE NUMBER OF JOINTS. INCLUDE MIN. 1-2" RING IMMEDIATELY UNDER THE CASTING.
- MANHOLE FRAME AND COVER SHALL BE NEENAH R-1642-B, EAST JORDAN IRON WORKS 1049 OR APPROVED EQUAL. MACHINED BEARING SURFACE WITH 2 CONCEALED PICK HOLES.
- THE INVERT SHALL BE FORMED TO THE SPRING LINE OF THE LARGEST PIPE.
- DOGHOUSES SHALL BE GROUTED ON BOTH THE OUTSIDE AND INSIDE.

ADJUST CASTING TO 1/2" BELOW FINISHED GRADE.

BASE MAYBE PRECAST OR POURED-IN-PLACE CONCRETE

STANDARD DETAILS
STORM SEWER MANHOLE
WAYZATA, MINNESOTA

LAST REVISION: Nov. 2009
CITY PLATE NO. STM-1
WAYZATA ENGINEERING

"HYDRAFINDER" INSTALL ON TOP OF UPPER FLANGE ON THE REAR BOLTS

2' MIN

2'-0"

NATIONAL STANDARD OPERATING NUT

4-1/2" PUMPER CONNECTION (NATIONAL STANDARD THREAD)

2-1/2" HOSE CONNECTION (NATIONAL STANDARD THREAD)

ATTACH TRACER WIRE TO LOWER FLANGE

FINISHED BOULEVARD GRADE

WATEROUS (WB-67-250) WITH 316 STAINLESS STEEL BOLTS

SEE STANDARD PLATE WAT-3 FOR APPROVED TYPES OF GATE VALVE BOXES

1 CUBIC YARD GRAVEL OR CRUSHED ROCK WITH 2 LAYERS OF 4 MIL POLY (2/3 OF MATERIAL BELOW HYDRANT)

6" GATE VALVE RESILIENT WEDGE TYPE OR APPROVED EQUAL

GATE VALVE ADAPTOR 3/4" STEEL WITH PROTECTIVE COATING, 3/8" RUBBER GASKET INSTALLED BETWEEN THE GATE VALVE AND GATE VALVE ADAPTOR

7.5" MIN. COVER ON WATERMAIN

#10 GAUGE SOLID COPPER INSULATED TRACER WIRE ATTACHED TO HYD FLANGE AND MAIN LINE WIRE

CONCRETE BLOCK

UNDISTURBED SOIL

CONCRETE BLOCK

GATE VALVES SEE WAT-3

NOTES:

- GATE VALVES ARE REQUIRED WITH ALL HYDRANTS.
- FIRE HYDRANTS SHALL BE PAINTED YELLOW AT THE FACTORY.
- TOP OF FIRE HYDRANT DESIGN ELEVATION SHALL BE 2.5' ABOVE FINISHED BOULEVARD GRADE.
- THRUST BLOCKING MAY ALSO BE REQUIRED IN CUL-DE-SACS.
- ALL BOLTS, T-BOLTS, NUTS AND RODDING INSTALLED BELOW GRADE SHALL BE COR-BLUE COATED.

STANDARD DETAILS
HYDRANT INSTALLATION
WAYZATA, MINNESOTA

LAST REVISION: Dec. 2009
CITY PLATE NO. WAT-2
WAYZATA ENGINEERING

HARD SURFACE PUBLIC ROAD

50' MINIMUM

4:1

6" MINIMUM

2' MINIMUM

1" TO 2" WASHED ROCK

NOTES:

- ROCK SIZE SHOULD BE 1" TO 2" IN SIZE SUCH AS MN/DOT CA-1 OR CA-2 COURSE AGGREGATE, (WASHED)
- A GEOTEXTILE FABRIC SHALL BE USED UNDER THE ROCK TO PREVENT MIGRATION OF THE UNDERLYING SOIL INTO THE STONE.
- ROCK CONSTRUCTION ENTRANCE MUST BE MAINTAINED AND SHALL BE CLEANED OR REPLACED UPON NOTICE BY THE CITY, WATERSHED DISTRICT, OR POLLUTION CONTROL AGENCY.

STANDARD DETAILS
ROCK CONSTRUCTION ENTRANCE
WAYZATA, MINNESOTA

LAST REVISION: Nov. 2009
CITY PLATE NO. ERO-3
WAYZATA ENGINEERING

CADD USER: RANJAN.FRE.C:\USERS\BANDAL\BANDAL\PROJECTS\JUL10 - UNITARIAN UNIVERSALIST CHURCH OF MINNETONKA\LOCUS_ARCHITECTURE\FILES\CADD\WORKING FILES\CADD\WORKING SHEETS\DETAIL DRAWINGS - PLOT SCALE: 1:1 PLOT DATE: 2/29/2016 2:50 PM

UNITARIAN
UNIVERSALIST
CHURCH OF
MINNETONKA

I HEREBY CERTIFY THAT THIS PLAN OR SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED CIVIL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

CIVIL ENGINEER
DATE: _____ REG. NO. _____

CONSULTANTS

Solution Blue
318 CEDAR STREET
SAINT PAUL, MN 55101
(651)294-0039
SOLUTIONBLUE.COM

02/29/2016

NOT FOR
CONSTRUCTION

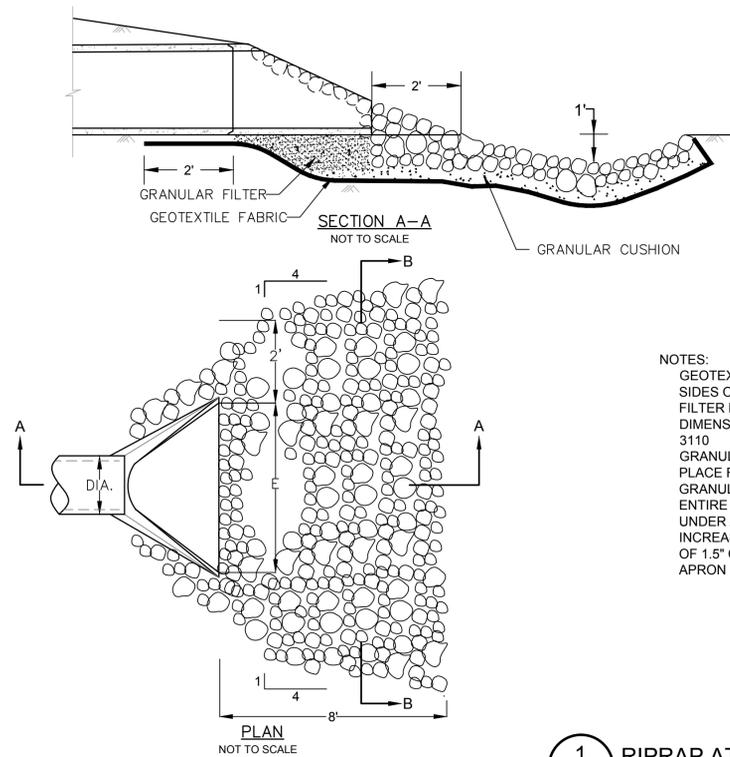
MARK	DATE	DESCRIPTION

COPYRIGHT 2015 Locus Architecture, Ltd.

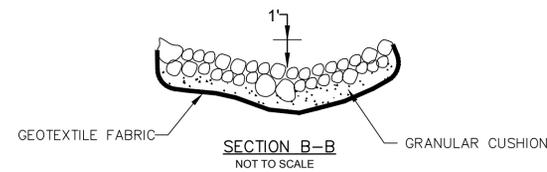
SHEET TITLE

DETAIL PLAN

C11



NOTES:
GEOTEXTILE FABRIC, SPEC 3733, SHALL COVER THE BOTTOM AND SIDES OF THE AREA EXCAVATED FOR THE RIPRAP, GRANULAR FILTER MATERIALS
DIMENSION 'E' IS GIVEN ON Mn/DOT STANDARD PLATES 3100 & 3110
GRANULAR FILTER, SPEC 3601, MAY BE USED AS A CUSHION LAYER PLACE FILTER PER SPEC. 2511.
GRANULAR FILTER OR RIPRAP, SPEC 36601, TO EXTEND UNDER ENTIRE OPEN PORTION OF PIPE APRON. DEPTH OF MATERIAL UNDER APRON SHALL MATCH RIPRAP DEPTH. WHEN USING RIPRAP INCREASE RIPRAP QUANTITY ACCORDINGLY AND PLACE A 3\"



NOTE: USE CANOPY TIE (SEE Mn/DOT STANDARD PLATE NO. 3145E) OR APPROVED EQUAL.
USE 2 TIE BOLT FASTENERS PER JOINT INSTALLED AT 60\"

RIP-RAP REQUIRED	
SIZE OF PIPE	TONS
12"	4

TIE BOLT REQUIREMENT	
PIPE SIZE	DIAMETER OF BOLT
12"	1/2"

INDIVIDUAL STONES EXCEPT THOSE USED FOR CHINKING SHALL WEIGHT NOT LESS THAN 50 LBS. EACH.

HAND PLACED RIP-RAP ONE FOOT (1') DEEP. SEE LANDSCAPE ARCHITECTURAL PLANS FOR STONE SIZE AND TYPE.

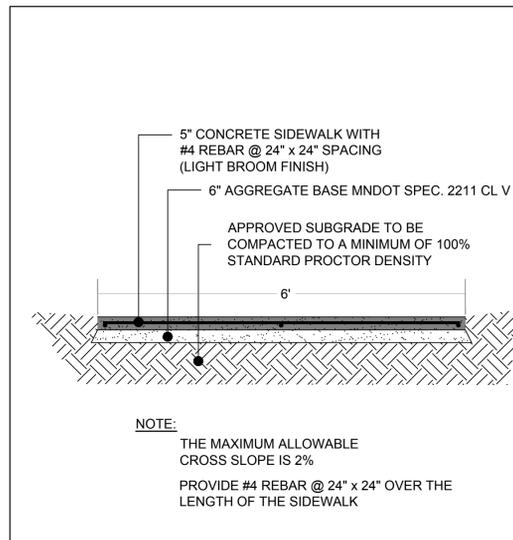
NOTE: TYING AND TRASH GUARD SHALL BE INCLUDED IN WITH THE END SECTION

NOTE: IF NO APRON IS USED, LAST 3 SECTIONS OF PIPE SHALL BE TIED AS PER ABOVE REQUIREMENTS.

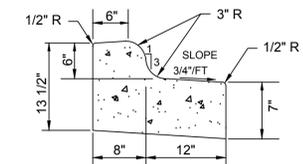
TRASH GUARD - 5/8\"

1 RIPRAP AT 12" FLARED END SECTION
CXX (NOT TO SCALE)

2 FLARED END DETAIL SECTION
CXX (NOT TO SCALE)



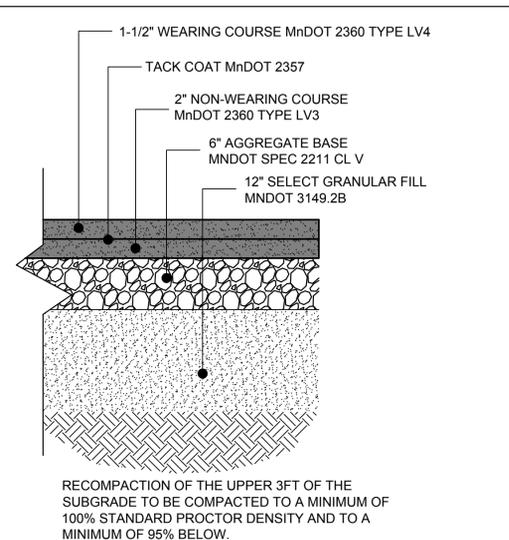
NOTE:
THE MAXIMUM ALLOWABLE CROSS SLOPE IS 2%
PROVIDE #4 REBAR @ 24\"



OUTFALL CURB & GUTTER

STANDARD CURB & GUTTER

4 B612 CURB & GUTTER DETAIL
CXX (NOT TO SCALE)

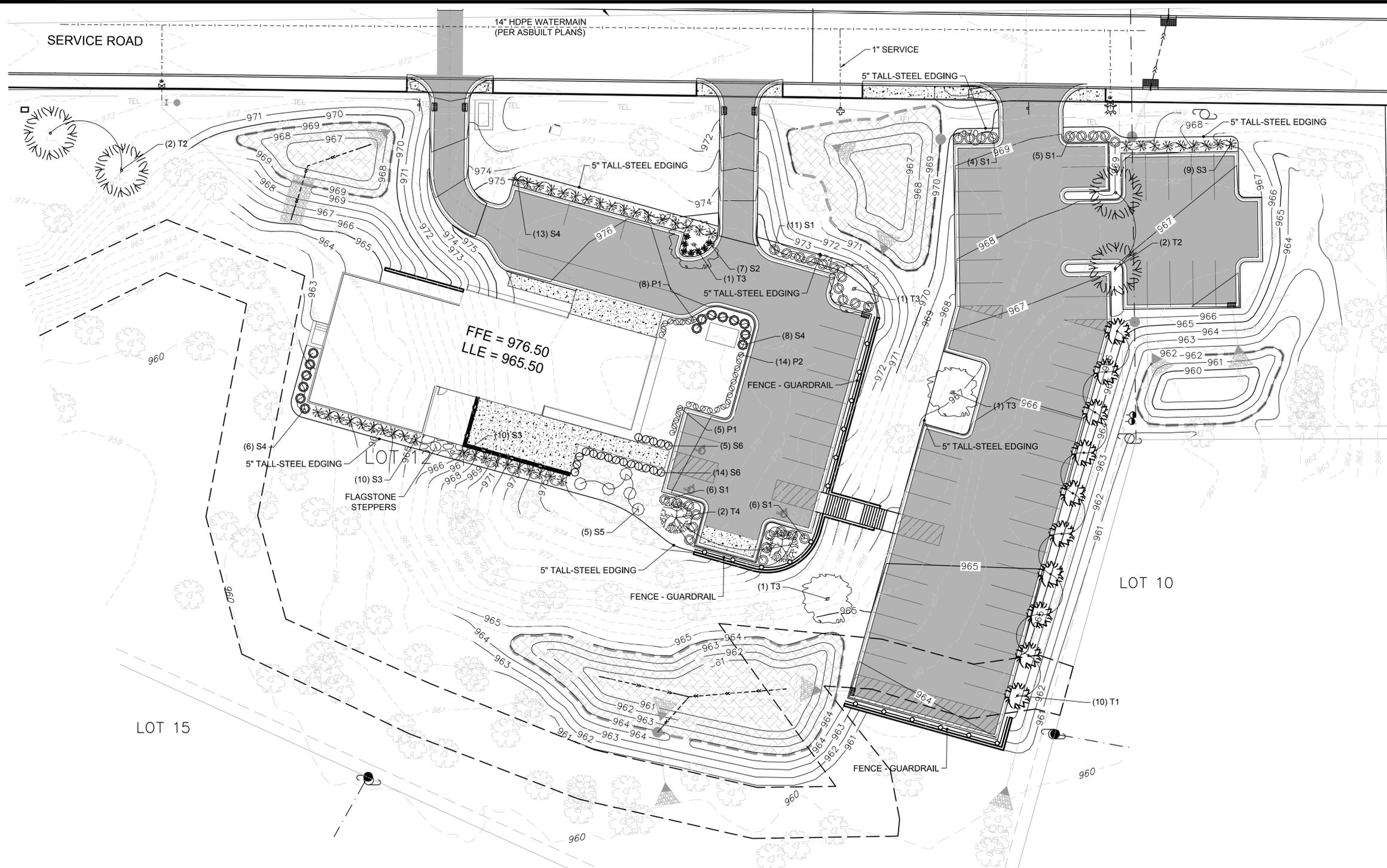


RECOMPACTION OF THE UPPER 3FT OF THE SUBGRADE TO BE COMPACTED TO A MINIMUM OF 100% STANDARD PROCTOR DENSITY AND TO A MINIMUM OF 95% BELOW.

5 BITUMINOUS PAVEMENT SECTION - STANDARD DUTY
CXX (NOT TO SCALE)

3 CONCRETE SIDEWALK SECTION
CXX (NOT TO SCALE)

CAD USER: RANALI.FRE.C:\USERS\BANDAL\PROJ\2016\251101 - UNITARIAN UNIVERSALIST CHURCH OF MINNETONKA (UUCM) - LOCUS ARCHITECTURE FILES\CAD\DWG\PLANS SHEETS\LANDSCAPE PLAN\DWG - PLOT SCALE: 1:1 PLOT DATE: 2/29/2016 2:01 PM



LOCUS
ARCHITECTURE
LOCUS ARCHITECTURE, LTD.
4453 NICOLLET AVENUE
MINNEAPOLIS, MN 55419
612.706.5600
WWW.LOCUSARCHITECTURE.COM

UNITARIAN
UNIVERSALIST
CHURCH OF
MINNETONKA

I HEREBY CERTIFY THAT THIS PLAN OR SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED CIVIL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

CIVIL ENGINEER _____
DATE: _____ REG. NO. _____

CONSULTANTS
Solution Blue
318 CEDAR STREET
SAINT PAUL, MN 55101
(651)294-0039
SOLUTIONBLUE.COM

02/29/2016
NOT FOR
CONSTRUCTION

PLANT SCHEDULE

Quantity	ID	Common Name	Scientific Name	Size	Height	Width
TREES						
10	T1	Summer Snow Hemlock	<i>Tsuga canadensis</i> 'Summer Snow'	#15 cont.	15-20'	10-15'
4	T2	Renaissance Oasis Birch	<i>Betula papyrifera</i> 'Oenci'	3" B&B	50'	35'
4	T3	Sunburst Honeylocust	<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Suncole'	3" B&B	35'	30'
2	T4	Amur Maackia	<i>Maackia amurensis</i>	3" B&B	25'	20'
SHRUBS						
35	S1	Arctic Fire Dogwood	<i>Cornus stolonifera</i> 'Farrow'	#5 cont.	5'	4'
29	S2	Dwarf Bush Honeysuckle	<i>Diervilla lonicera</i>	#5 cont.	3'	3'
34	S3	Dart's Gold Ninebark	<i>Physocarpus opulifolius</i> 'Darts Gold'	#5 cont.	5'	5'
14	S4	Taunton Yew (Evergreen)	<i>Taxus x media</i> 'Taunton'	#5 cont.	3'	4'
5	S5	Compact American Viburnum	<i>Viburnum trilobum</i> 'Bailey Compact'	#5 cont.	6'	5'
19	S6	Chicagoland Green Boxwood	<i>Buxus</i> 'Glencoe'	#7 cont.	3'	3'
PERENNIALS						
13	P1	Eldorado Feather Reed Grass	<i>Calamagrostis x acutiflora</i> 'Eldorado'	#1 cont.	4'	2'
14	P2	Red Switch Grass	<i>Panicum virgatum</i> 'Shenandoah'	#1 cont.	3'	2'

SEED WITH MN TYPE 33-261 (STORMWATER SOUTH & WEST) SEED MIX AT 40 LBS/ACRE THEN INSTALL S32 2-SIDED STRAW BLANKETS WITH "U" STAPLES. AREA = 7,930 SF OR 0.18 ACRES
SEE SHEET L2 FOR LANDSCAPE NOTES AND PLANTING DETAILS

MARK	DATE	DESCRIPTION

COPYRIGHT 2015 Locus Architecture, Ltd.
SHEET TITLE

LANDSCAPE PLAN

L1

UNITARIAN
UNIVERSALIST
CHURCH OF
MINNETONKA

I HEREBY CERTIFY THAT THIS PLAN OR SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED CIVIL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

CIVIL ENGINEER _____
DATE: _____ REG. NO. _____

CONSULTANTS

Solution Blue
318 CEDAR STREET
SAINT PAUL, MN 55101
(651)294-0039
SOLUTIONBLUE.COM

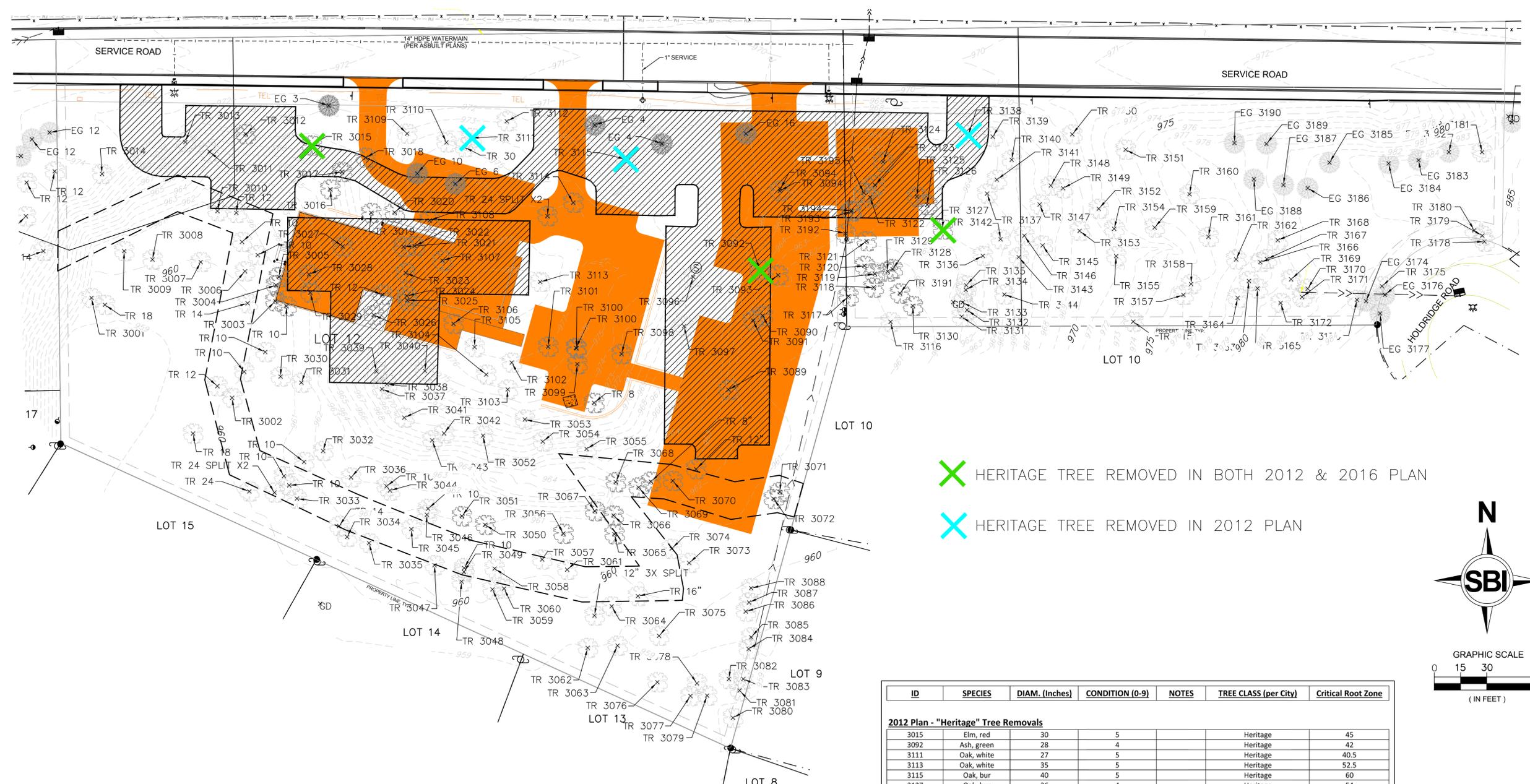
02/29/2016
NOT FOR
CONSTRUCTION

MARK	DATE	DESCRIPTION

COPYRIGHT 2015 Locus Architecture, Ltd.

SHEET TITLE
COMPARISON EXHIBIT
PLAN

EXHIBIT 1



✕ HERITAGE TREE REMOVED IN BOTH 2012 & 2016 PLAN
✕ HERITAGE TREE REMOVED IN 2012 PLAN



ID	SPECIES	DIAM. (Inches)	CONDITION (0-9)	NOTES	TREE CLASS (per City)	Critical Root Zone
2012 Plan - "Heritage" Tree Removals						
3015	Elm, red	30	5		Heritage	45
3092	Ash, green	28	4		Heritage	42
3111	Oak, white	27	5		Heritage	40.5
3113	Oak, white	35	5		Heritage	52.5
3115	Oak, bur	40	5		Heritage	60
3127	Oak, bur	36	4		Heritage	54
3138	Cottonwood	45	4		Heritage	67.5
		241	Total Heritage inches removed (2012 Plan)			
2016 Plan - "Heritage" Tree Removals						
3015	Elm, red	30	5		Heritage	45
3092	Ash, green	28	4		Heritage	42
3127	Oak, bur	36	4		Heritage	54
		94	Total Heritage inches removed (2016 Plan)			

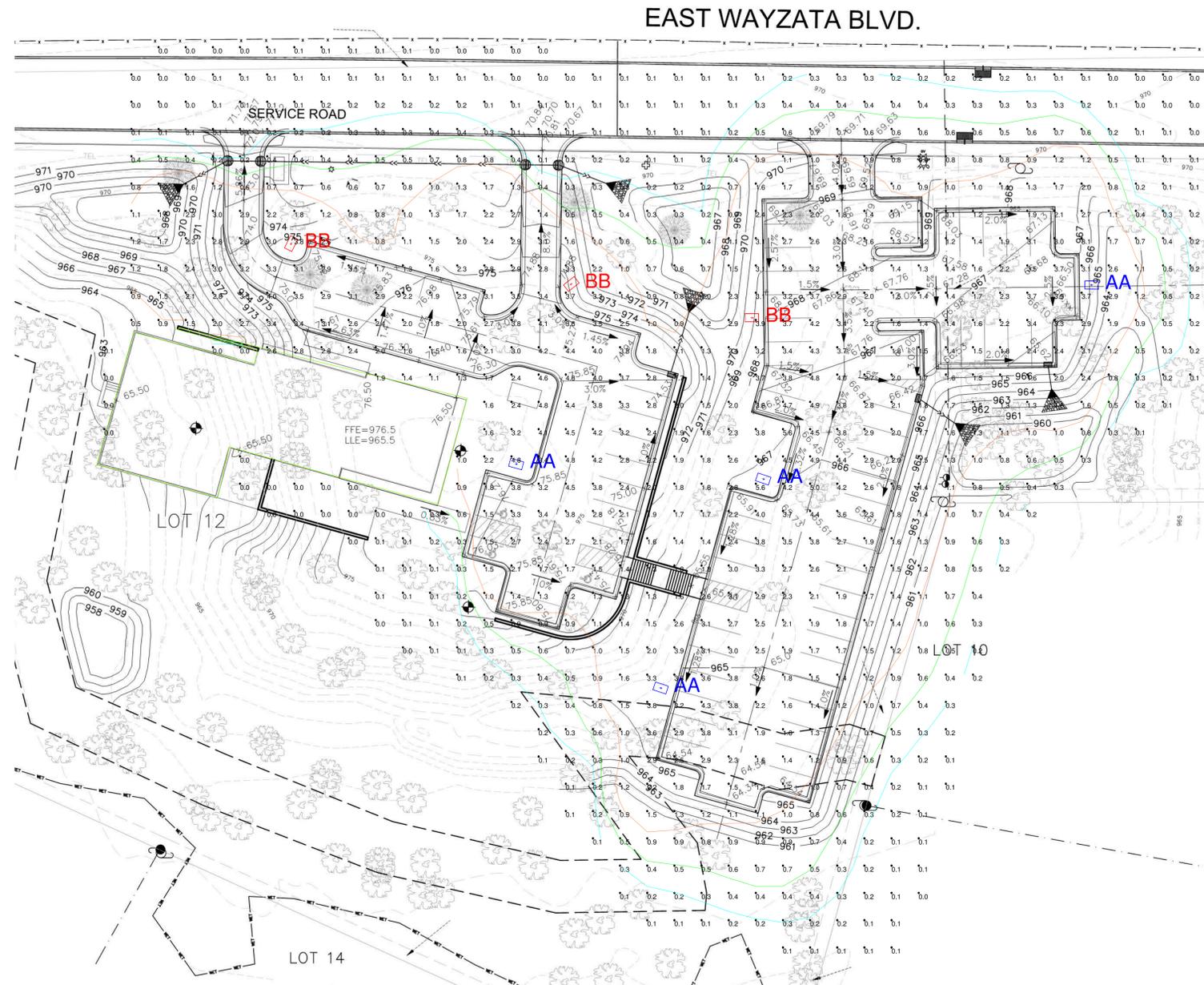
NOTES:
1) Condition = health of tree based on a scale from 0-9. Zero being a dead tree and 9 being the perfect tree.
2) Diameter is measured at chest height and is the diameter of the tree
3) Critical Root Zone = Diameter x 1.5

CADD USER: hannah.flee C:\USERS\BANDALUPRO\PROJECTS\15101 - UNITARIAN UNIVERSALIST CHURCH OF MINNETONKA\LOCUS - LOCUS ARCHITECTURE FILES\CADD\WORKING FILES\CADD\WORKING SHEETS\COMPARISON EXHIBIT BNL.DWG - PLOT SCALE: 1:1 PLOT DATE: 2/29/2016 2:02 PM

Luminaire Schedule							
Symbol	Qty	Label	Arrangement	LLF	Description	Arr. Watts	Lum. Lumens
AA	4	AA	SINGLE	0.900	MCGRAW GLEON-AE-04-LED-E1-T4FT MOUNT AT 25FT	213	20824
BB	3	BB	SINGLE	0.900	MCGRAW GLEON-AE-04-LED-E1-T3 MOUNT AT 25FT	213	20704

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	
SITE GROUND	Illuminance	Fc	1.38	5.6	0.0	N.A.	N.A.	
EAST PARKING	Illuminance	Fc	2.55	5.0	1.0	2.55	5.00	
WEST PARKING	Illuminance	Fc	2.72	4.8	0.9	3.02	5.33	

Luminaire Location Summary						
LumNo	Label	X	Y	Z	Orient	Tilt
25	AA	267	231.1	25	344.383	0
27	AA	320.2	149	25	341.776	0
28	AA	358	225.6	25	341.508	0
29	AA	479	296.7	25	178.723	0
30	BB	353.8	284.7	25	0	0
31	BB	287.3	297.1	25	217.791	0
32	BB	184.1	311.9	25	243.435	0



Plan View
Scale: 1 inch= 25 Ft.

GENERAL NOTES:

A. PULSE PRODUCTS DOES NOT ASSUME RESPONSIBILITY FOR THE INTERPRETATION OF THIS CALCULATION OR COMPLIANCE TO THE LOCAL, STATE, OR FEDERAL LIGHTING CODES OR ORDINANCES.

B. LIGHTING LAYOUT IS NOT INTENDED FOR CONSTRUCTION DOCUMENTS BUT ONLY TO ILLUSTRATE THE PERFORMANCE OF THE PRODUCT.

C. ALL READINGS/CALCULATIONS SHOWN ARE SHOWN ON OBJECTS/SURFACES.



#	Date	Comments

Revisions	

Drawn By: SANDY
Checked By: CHUCK
Date: 1/25/2016
Scale: AS NOTED

UNITARIAN UNIVERSALISM CHURCH
MINNETONKA, MN

**UNITARIAN
 UNIVERSALIST
 CHURCH OF
 MINNETONKA**

CONSULTANTS

02/29/2016

NOT FOR
 CONSTRUCTION

01/29/2016	PUD SUBMITTAL
02/29/2016	PUD RESUBMIT

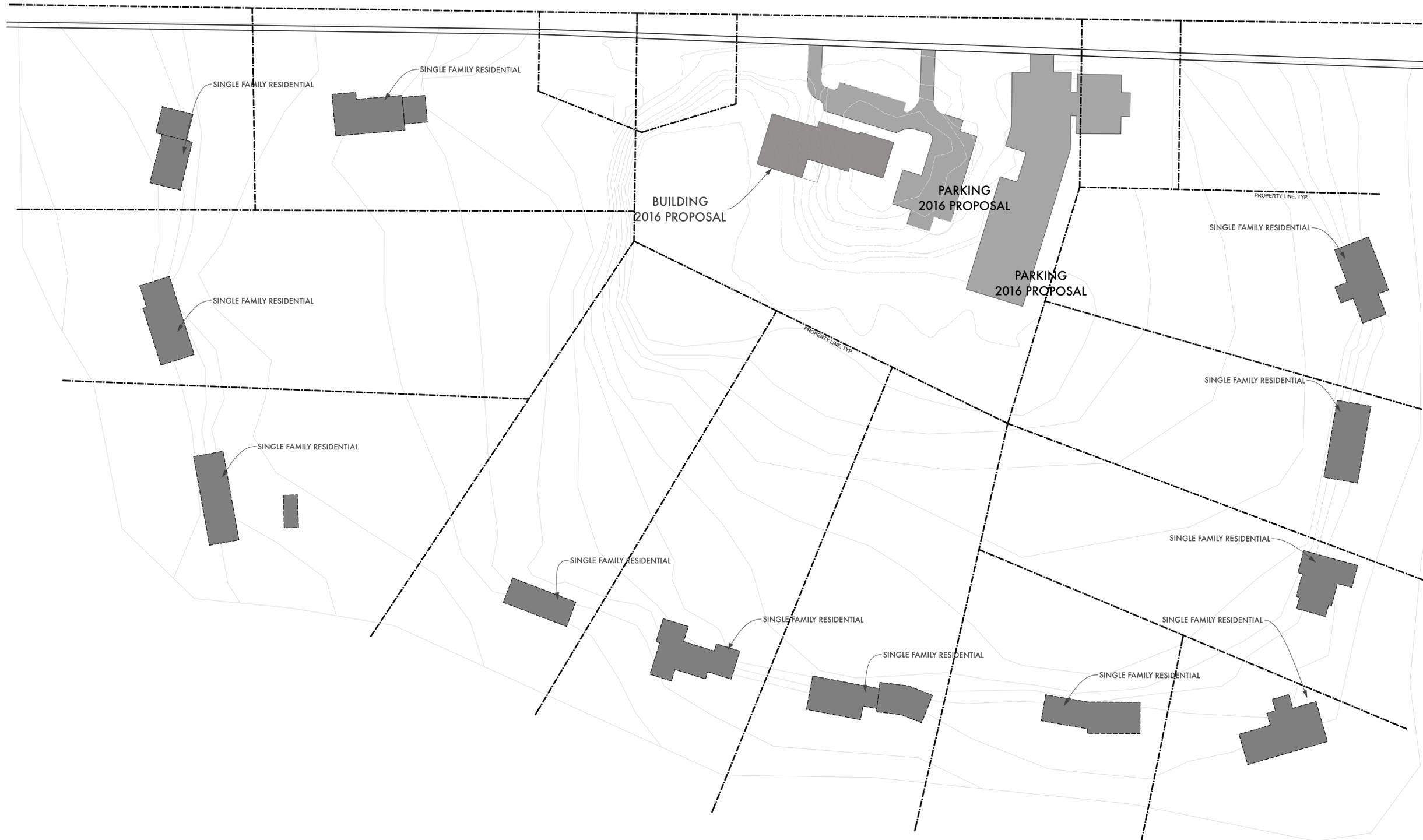
MARK	DATE	DESCRIPTION

COPYRIGHT 2015 Locus Architecture, Ltd.

SHEET TITLE

CONTEXT

A-S.1



1 CONTEXT
 SCALE: 1" = 40'

**UNITARIAN
UNIVERSALIST
CHURCH OF
MINNETONKA**

CONSULTANTS

02/29/2016

**NOT FOR
CONSTRUCTION**

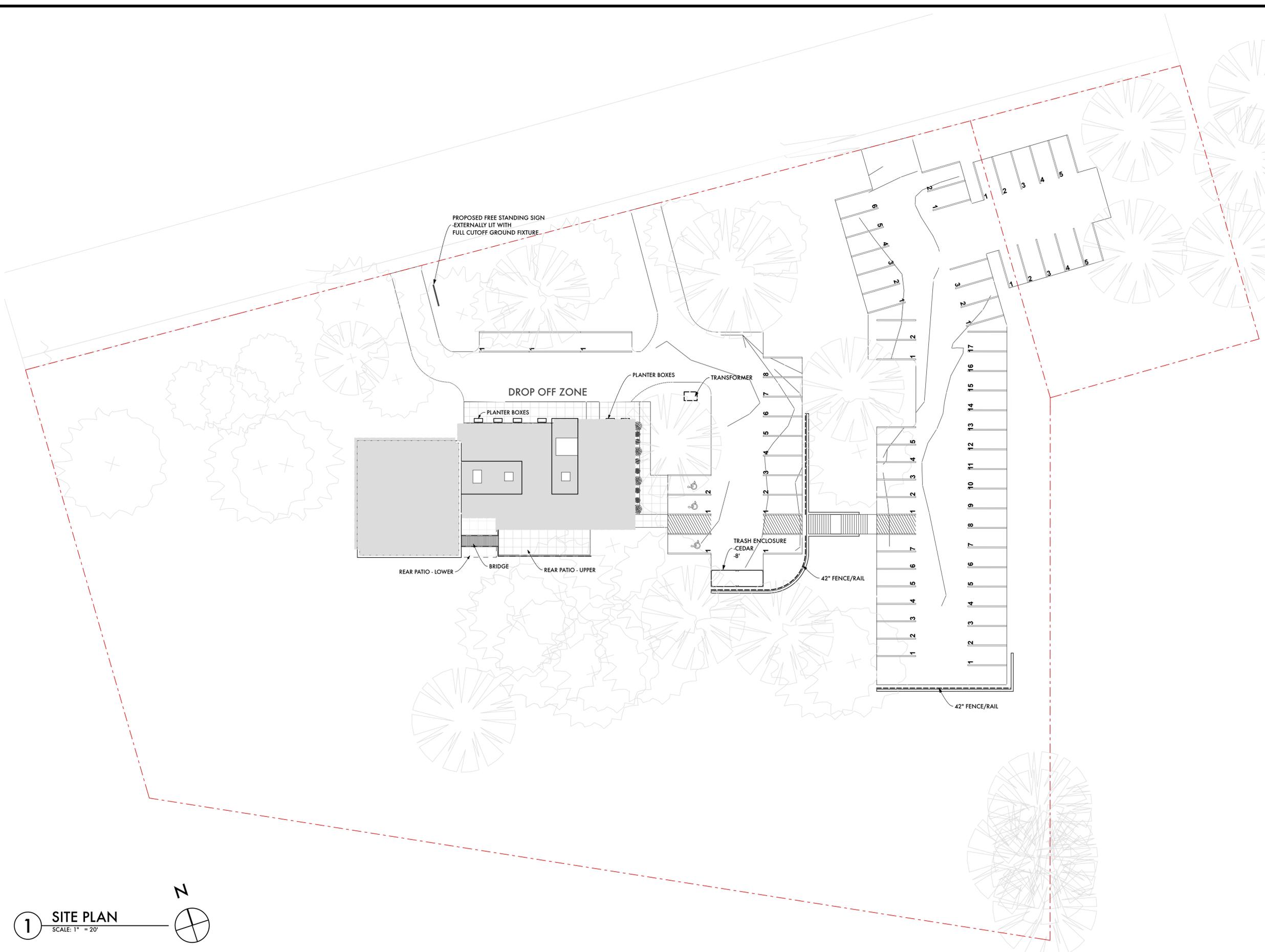
01/29/2016	PUD SUBMITTAL
02/29/2016	PUD RESUBMIT

MARK	DATE	DESCRIPTION
COPYRIGHT	2015 Locus Architecture, Ltd.	

SHEET TITLE

**ARCHITECTURAL SITE
PLAN**

A-S



1 SITE PLAN
SCALE: 1" = 20'



**UNITARIAN
UNIVERSALIST
CHURCH OF
MINNETONKA**

CONSULTANTS

02/29/2016

**NOT FOR
CONSTRUCTION**

01/29/2016	PUD SUBMITTAL
02/29/2016	PUD RESUBMIT

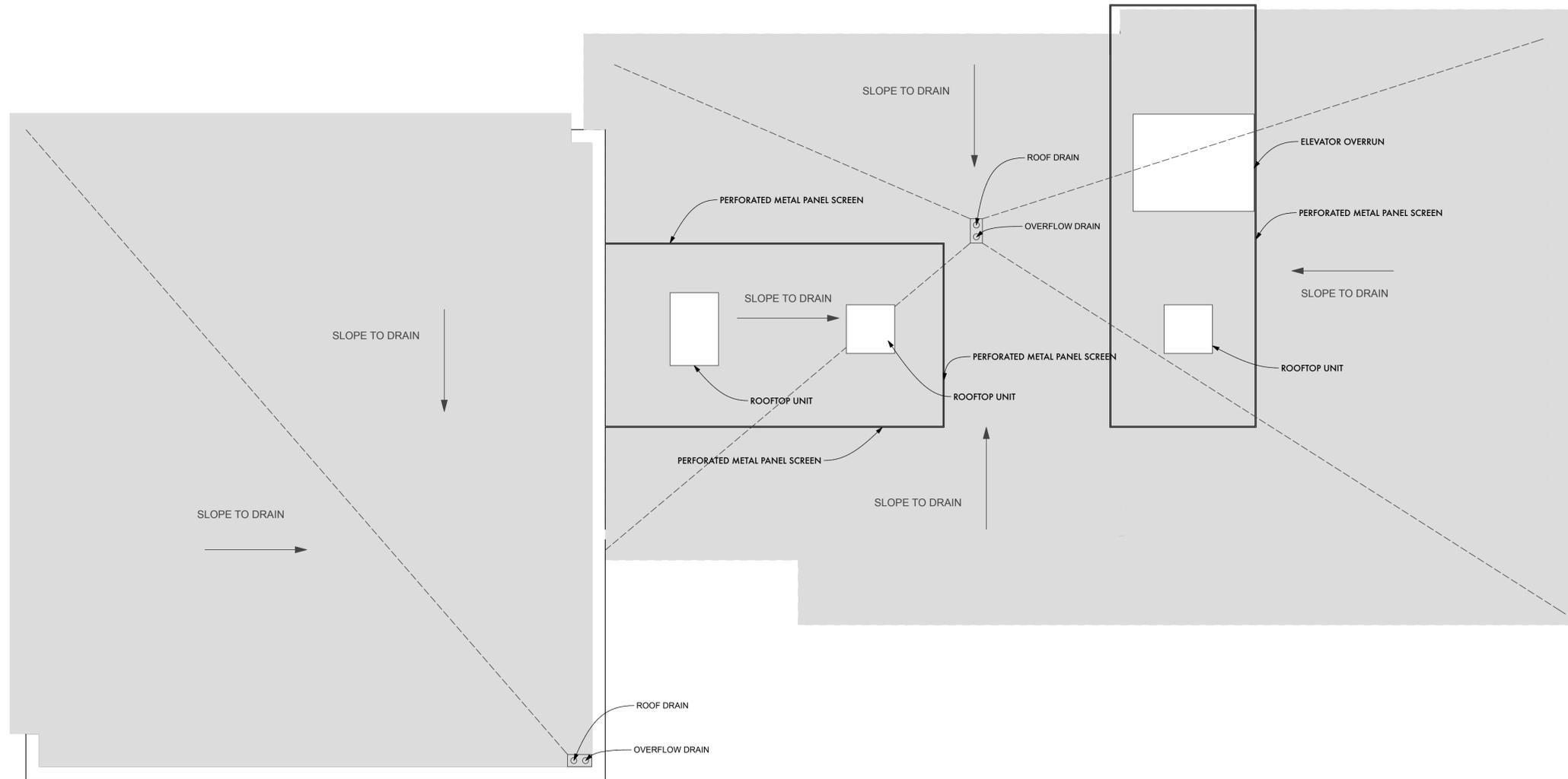
MARK	DATE	DESCRIPTION

COPYRIGHT 2015 Locus Architecture, Ltd.

SHEET TITLE

ROOF PLAN

A-102



3 ROOF PLAN
SCALE: 3/16" = 1'-0"

PLAN NORTH



**UNITARIAN
UNIVERSALIST
CHURCH OF
MINNETONKA**

CONSULTANTS

02/29/2016

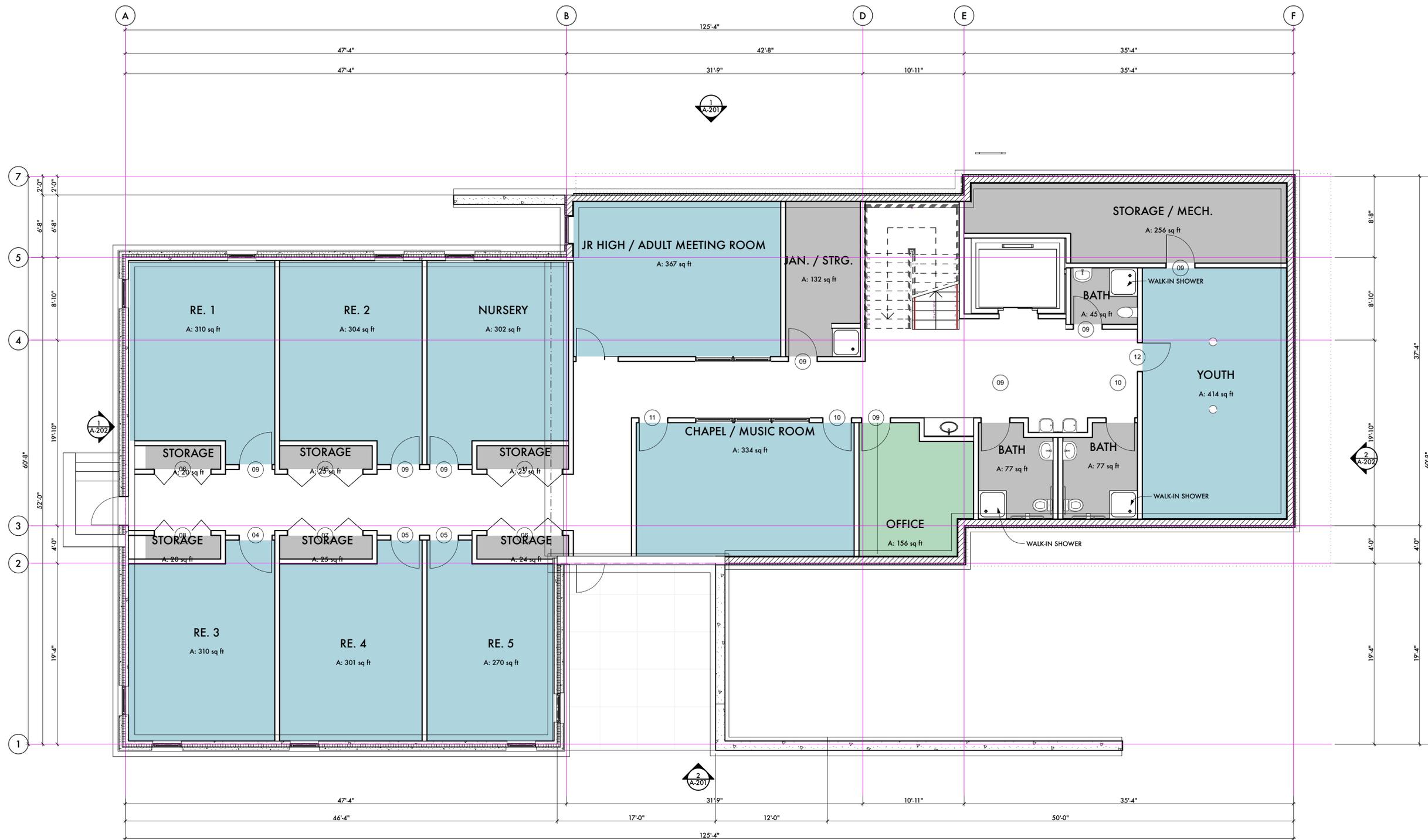
**NOT FOR
CONSTRUCTION**

01/29/2016	PUD SUBMITTAL
02/29/2016	PUD RESUBMIT

MARK	DATE	DESCRIPTION
COPYRIGHT	2015 Locus Architecture, Ltd.	

SHEET TITLE
GARDEN LEVEL PLAN

A-103



1 GARDEN LEVEL PLAN
SCALE: 3/16" = 1'-0"

PLAN NORTH



**UNITARIAN
UNIVERSALIST
CHURCH OF
MINNETONKA**

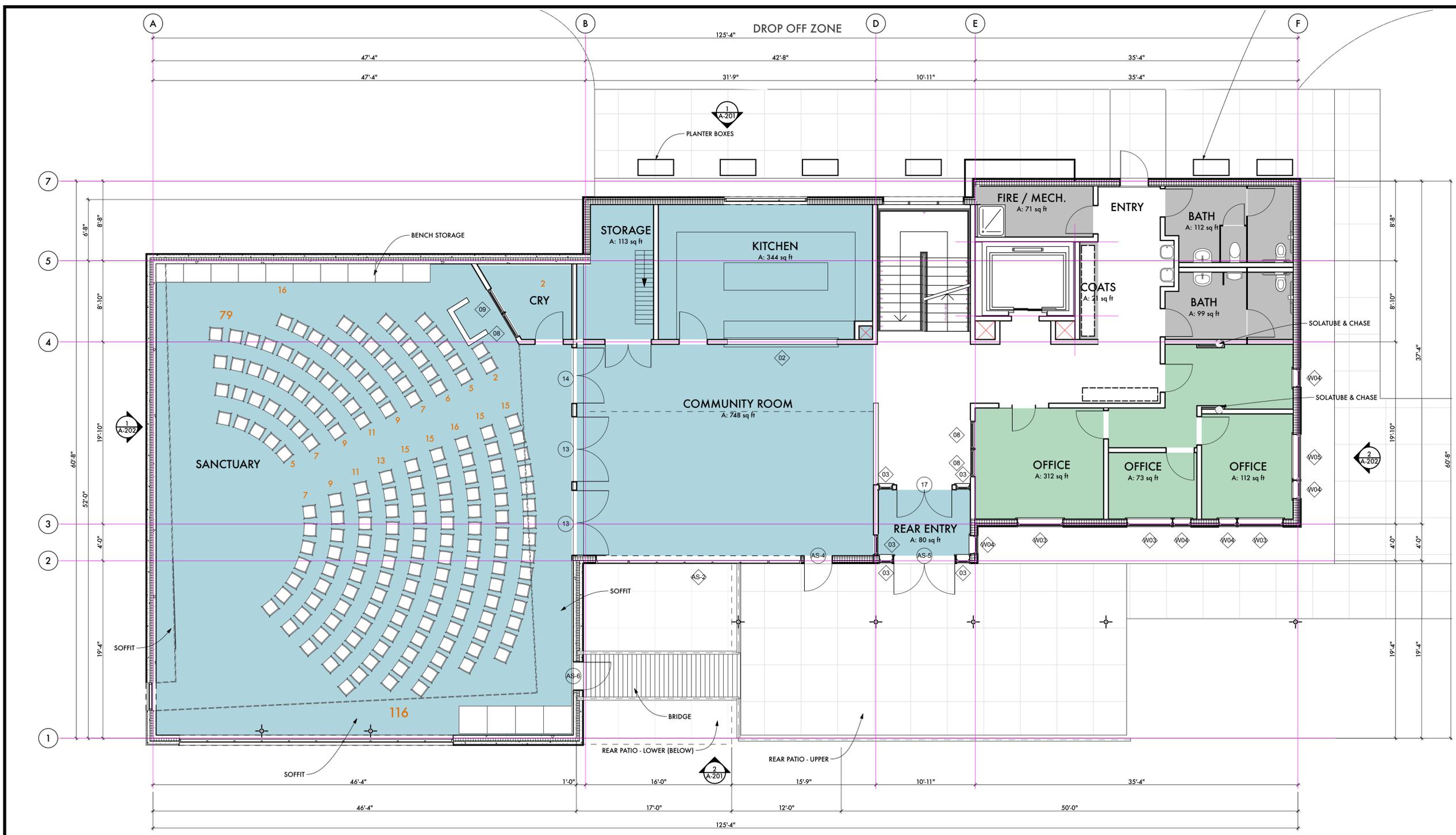
CONSULTANTS

02/29/2016
**NOT FOR
CONSTRUCTION**

01/29/2016	PUD SUBMITTAL	
02/29/2016	PUD RESUBMIT	
MARK	DATE	DESCRIPTION
COPYRIGHT 2015 Locus Architecture, Ltd.		
SHEET TITLE		

FIRST FLOOR PLAN

A-104



1 1st FLOOR PLAN
SCALE: 3/16" = 1'-0"

PLAN NORTH



**NORTH ELEVATION:
GLAZING CALCULATIONS**

LEVEL 1 AND ABOVE:

2277 SF = TOTAL

137 SF = GLASS

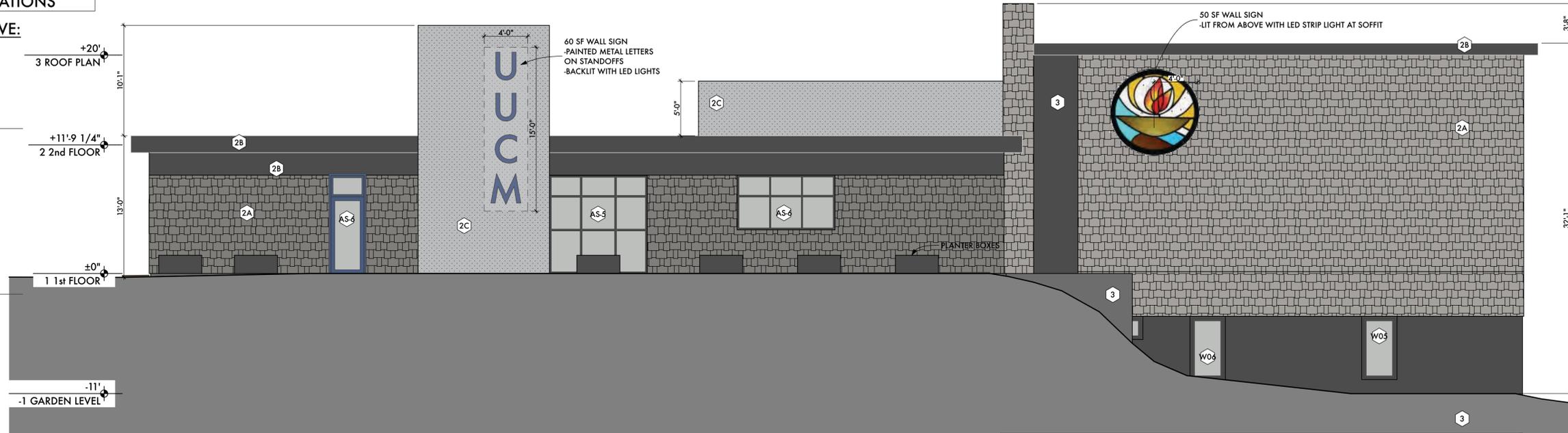
6% = GLASS

LOWER LEVEL:

397 SF = TOTAL

27 SF = GLASS

7% = GLASS



1 NORTH ELEVATION
SCALE: 3/16" = 1'-0"

**SOUTH ELEVATION:
GLAZING CALCULATIONS**

LEVEL 1 AND ABOVE:

2440 SF = TOTAL

511 SF = GLASS

21% = GLASS

LOWER LEVEL:

884 SF = TOTAL

84 SF = GLASS

10% = GLASS



2 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"

KEY NOTES:

-  1 CAST IN PLACE CONCRETE
-  2A PREFINISHED METAL PANEL
-  2B PREFINISHED METAL FASCIA/COPING
-  2C PERFORATED METAL SCREEN

-  3 COLORED PRECAST CONCRETE
-  4 CEMENT FIBERBOARD
-  AS-1 ALUMINUM STOREFRONT SYSTEM - CLEAR, LOW EMISSIVITY GLASS
-  W PREFINISHED FIBERGLASS WINDOW - CLEAR, LOW EMISSIVITY GLASS



ENLARGED MATERIALS:

2A PREFINISHED METAL PANEL
9" x 12" INDIVIDUAL PANEL COVERAGE
(APPROXIMATELY 12 PANELS SHOWN)

2C PERFORATED METAL SCREEN

**UNITARIAN
UNIVERSALIST
CHURCH OF
MINNETONKA**

CONSULTANTS

02/29/2016

**NOT FOR
CONSTRUCTION**

01/29/2016	PUD SUBMITTAL
02/29/2016	PUD RESUBMIT

MARK	DATE	DESCRIPTION

COPYRIGHT 2015 Locus Architecture, Ltd.

SHEET TITLE

ELEVATIONS

A-201

**WEST ELEVATION:
GLAZING CALCULATIONS**

LEVEL 1 AND ABOVE:

1551 SF = TOTAL

47 SF = GLASS

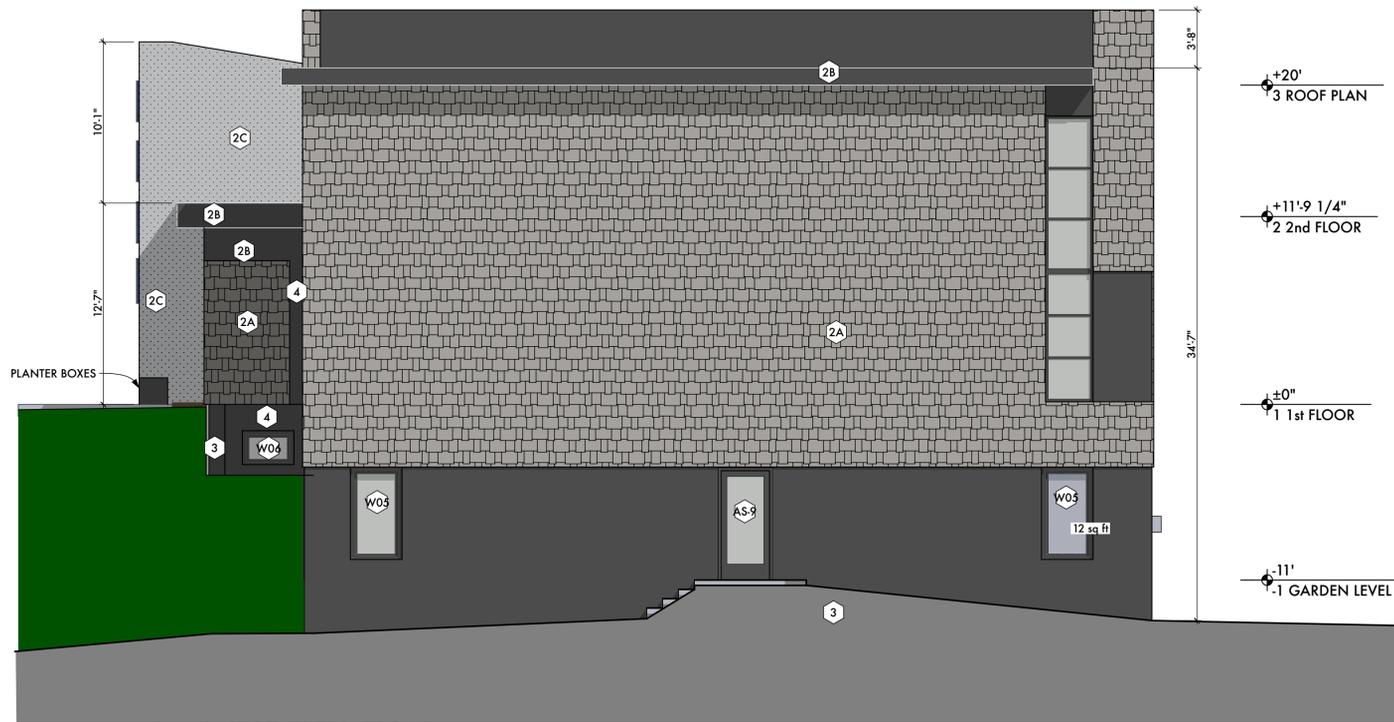
3% = GLASS

LOWER LEVEL:

674 SF = TOTAL

28 SF = GLASS

4% = GLASS



1 WEST ELEVATION
SCALE: 3/16" = 1'-0"

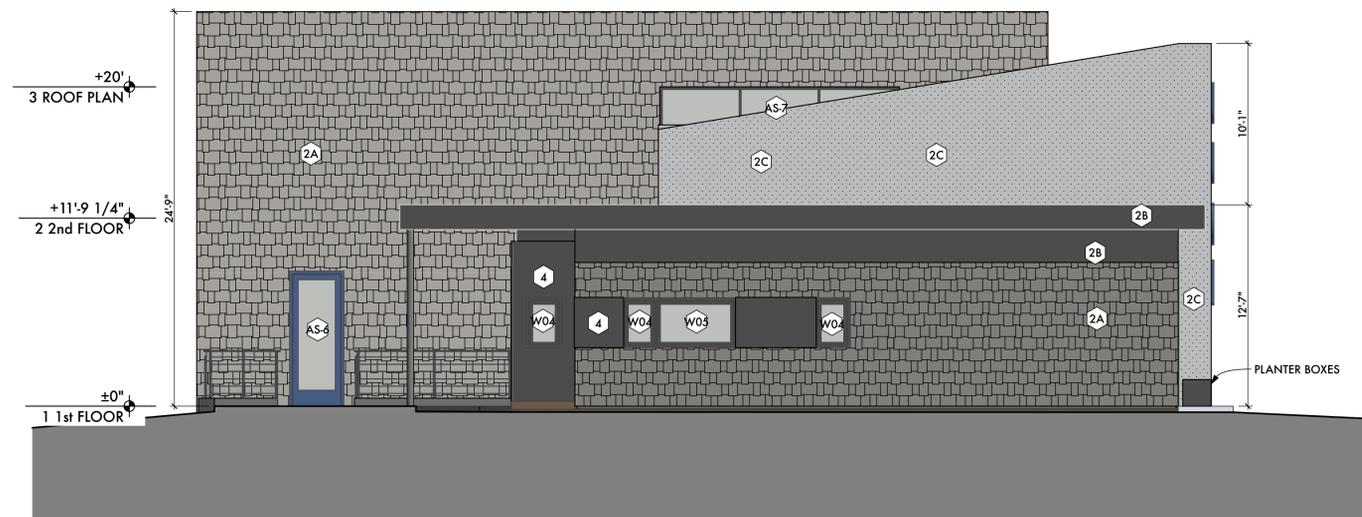
**EAST ELEVATION:
GLAZING CALCULATIONS**

LEVEL 1 AND ABOVE:

1551 SF = TOTAL

77 SF = GLASS

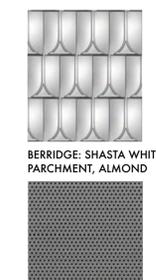
5% = GLASS



2 EAST ELEVATION
SCALE: 3/16" = 1'-0"

- KEY NOTES:**
- 1 CAST IN PLACE CONCRETE
 - 2A PREFINISHED METAL PANEL
 - 2B PREFINISHED METAL FASCIA/COPING
 - 2C PERFORATED METAL SCREEN

- 3 COLORED PRECAST CONCRETE
- 4 CEMENT FIBERBOARD
- AS ALUMINUM STOREFRONT SYSTEM
-CLEAR, LOW EMISSIVITY GLASS
- W PREFINISHED FIBERGLASS WINDOW
-CLEAR, LOW EMISSIVITY GLASS



ENLARGED MATERIALS:

- 2A PREFINISHED METAL PANEL
9" x 12" INDIVIDUAL PANEL COVERAGE
(APPROXIMATELY 12 PANELS SHOWN)

- 2C PERFORATED METAL SCREEN

**UNITARIAN
UNIVERSALIST
CHURCH OF
MINNETONKA**

CONSULTANTS

02/29/2016

NOT FOR
CONSTRUCTION

01/29/2016	PUD SUBMITTAL
02/29/2016	PUD RESUBMIT

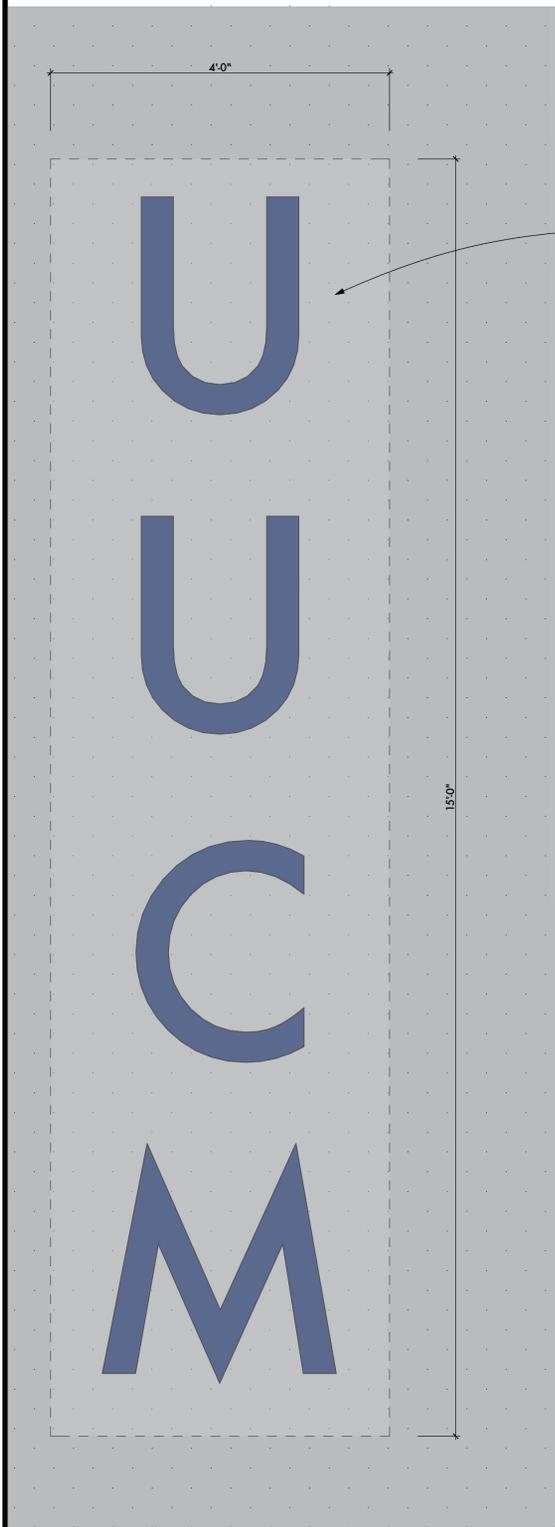
MARK	DATE	DESCRIPTION

COPYRIGHT 2015 Locus Architecture, Ltd.

SHEET TITLE

ELEVATIONS

A-202



60 SF WALL SIGN
-PAINTED METAL LETTERS
ON STANDOFFS
-BACKLIT WITH LED LIGHTS

1 PROPOSED WALL SIGN AT ENTRY
SCALE: 1" = 1'-0"



EXTERNALLY LIT WITH
FULL CUTOFF GROUND FIXTURE

ALUMINUM PANEL SIGN
35 SF

ALUMINUM POSTS
PAINTED TO MATCH SIGN
(TYPICAL)

GRADE (SEE CIVIL)

2 PROPOSED FREE STANDING SIGN AT ROAD
SCALE: 1" = 1'-0"

50 SF WALL SIGN
-LIT FROM ABOVE WITH LED STRIP LIGHT AT SOFFIT



3 PROPOSED WALL SIGN AT SANCTUARY
SCALE: 1" = 1'-0"

CONSULTANTS

02/29/2016

NOT FOR
CONSTRUCTION

01/29/2016	PUD SUBMITTAL
02/29/2016	PUD RESUBMIT

MARK	DATE	DESCRIPTION

COPYRIGHT 2015 Locus Architecture, Ltd.

SHEET TITLE

PROPOSED SIGNAGE

A-203

DESCRIPTION

The Galleon™ LED luminaire delivers exceptional performance in a highly scalable, low-profile design. Patented, high-efficiency AccuLED Optics™ system provides uniform and energy conscious illumination to walkways, parking lots, roadways, building areas and security lighting applications. IP66 rated and UL/cUL Listed for wet locations.

Catalog #		Type
Project		
Comments		Date
Prepared by		

SPECIFICATION FEATURES

Construction

Extruded aluminum driver enclosure thermally isolated from Light Squares for optimal thermal performance. Heavy-wall, die-cast aluminum end caps enclose housing and die-cast aluminum heat sinks. A unique, patent pending interlocking housing and heat sink provides scalability with superior structural rigidity. 3G vibration tested. Optional tool-less hardware available for ease of entry into electrical chamber. Housing is IP66 rated.

Optics

Patented, high-efficiency injection-molded AccuLED Optics technology. Optics are precisely designed to shape the distribution maximizing efficiency and application spacing. AccuLED Optics create consistent distributions with the scalability to meet customized application requirements. Offered standard in 4000K (+/- 275K) CCT 70 CRI. Optional 6000K CCT and 3000K CCT.

Electrical

LED drivers are mounted to removable tray assembly for ease of maintenance. 120-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation. 480V is compatible for use with 480V Wye systems only. Standard with 0-10V dimming. Shipped standard with Eaton proprietary circuit module designed to withstand 10kV of transient line surge. The Galleon LED luminaire is suitable for operation in -40°C to 40°C ambient environments. For applications with ambient temperatures exceeding 40°C, specify the HA (High Ambient) option. Light Squares are IP66 rated. Greater than 90% lumen maintenance expected at 60,000 hours. Available in standard 1A drive current and optional 530mA and 700mA drive currents.

Mounting

STANDARD ARM MOUNT: Extruded aluminum arm includes internal bolt guides allowing for easy positioning of fixture during assembly. When mounting two or more luminaires at 90° and 120° apart, the EA extended arm may be required. Refer to the arm mounting requirement table.

Round pole adapter included.

For wall mounting, specify wall mount bracket option. 3G vibration rated. **QUICK MOUNT ARM:** Arm is bolted directly to the pole and the fixture slides onto the quick mount arm and is secured via a single fastener, facilitating quick and easy installation. The versatile, patent pending, quick mount arm accommodates multiple drill patterns ranging from 1-1/2" to 4-7/8". Removal of the door on the quick mount arm enables wiring of the fixture without having to access the driver compartment. A knock-out enables round pole mounting.

Finish

Housing finished in super durable TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Heat sink is powder coated black. Standard colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available.

Warranty

Five-year warranty.

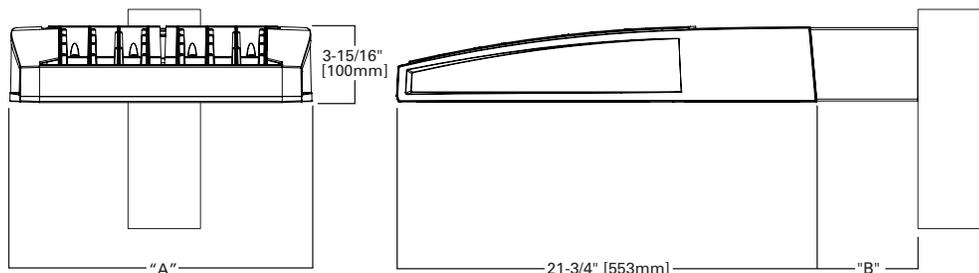


GLEON GALLEON LED

1-10 Light Squares
Solid State LED

AREA/SITE LUMINAIRE

DIMENSIONS

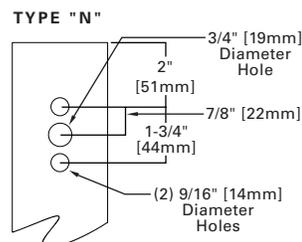


DIMENSION DATA

Number of Light Squares	"A" Width	"B" Standard Arm Length	"B" Optional Arm Length ¹	Weight with Arm (lbs.)	EPA with Arm ² (Sq. Ft.)
1-4	15-1/2" (394mm)	7" (178mm)	10" (254mm)	33 (15.0 kgs.)	0.96
5-6	21-5/8" (549mm)	7" (178mm)	10" (254mm)	44 (20.0 kgs.)	1.00
7-8	27-5/8" (702mm)	7" (178mm)	13" (330mm)	54 (24.5 kgs.)	1.07
9-10	33-3/4" (857mm)	7" (178mm)	16" (406mm)	63 (28.6 kgs.)	1.12

NOTES: 1. Optional arm length to be used when mounting two fixtures at 90° on a single pole. 2. EPA calculated with optional arm length.

DRILLING PATTERN



CERTIFICATION DATA

UL/cUL Wet Location Listed
ISO 9001
LM79 / LM80 Compliant
3G Vibration Rated
IP66 Rated
DesignLights Consortium™ Qualified*

ENERGY DATA

Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120V-277V 50/60Hz
347V & 480V 60Hz
-40°C Min. Temperature
40°C Max. Temperature
50°C Max. Temperature (HA Option)

DESCRIPTION

The Galleon™ LED Flood luminaire combines the low-profile design of the Galleon with the mounting angle flexibility of a pole or wall-mounted floodlight. With a maximum tilt angle of 60° from horizontal, and patented, high-efficiency AccuLED Optics™ technology, it provides uniform and energy conscious illumination for parking lots, container/ rail yards and highway projects. Mounts direct to pole or to a, bullhorn or pole-top tenon. IP66 rated and UL/cUL Listed for wet locations.

Catalog #		Type	
Project			
Comments		Date	
Prepared by			

SPECIFICATION FEATURES

Construction

Extruded aluminum driver enclosure thermally isolated from Light Squares for optimal thermal performance. Heavy-wall, die-cast aluminum end caps enclose housing and die-cast aluminum heat sinks. A unique, patent pending interlocking housing and heat sink provides scalability with superior structural rigidity. 3G vibration and IP66 rated up to 60° from horizontal. Optional tool-less hardware available for ease of entry into electrical chamber.

Optics

Patented, high-efficiency injection-molded AccuLED Optics technology. Optics are precisely designed to shape the distribution maximizing efficiency and application spacing. AccuLED Optics create consistent distributions with the scalability to meet customized application requirements. Offered standard in 4000K (+/- 275K) CCT 70 CRI.

Optional 6000K CCT, 5000K CCT and 3000K CCT.

Electrical

LED drivers are mounted to removable tray assembly for ease of maintenance. 120-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation. 480V is compatible for use with 480V Wye systems only. Standard with 0-10V dimming. Shipped standard with our proprietary circuit module designed to withstand 10kV of transient line surge. The Galleon LED Flood luminaire is suitable for operation in -40°C to 40°C ambient environments. For applications with ambient temperatures exceeding 40°C, specify the HA (High Ambient) option. Light Squares are IP66 rated. 90% lumen maintenance expected at 60,000 hours. Available in standard 1A drive current and optional 530mA and 700mA drive currents.

Mounting

Cast aluminum knuckle arm mounts directly to fixture housing, and is available with either commercial pole mount or slipfitter for bullhorn, pipe or tenon mount. Can be tilted up to 60° from horizontal without compromising vibration or IP rating.

Finish

Housing finished in super durable TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Heat sink is powder coated black. Standard colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available.

Warranty

Five-year warranty.

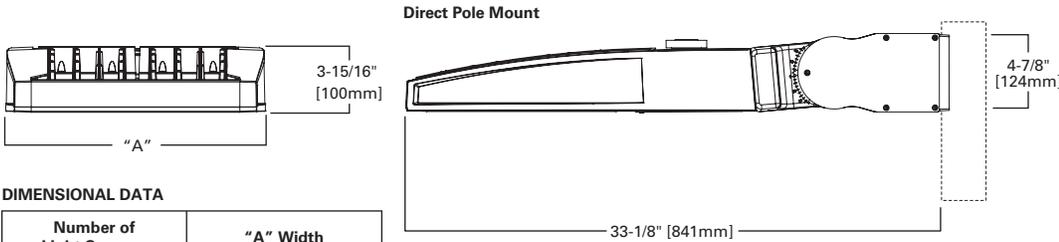


GLEON GALLEON LED FLOOD

**1-10 Light Squares
Solid State LED**

FLOODLIGHT LUMINAIRE

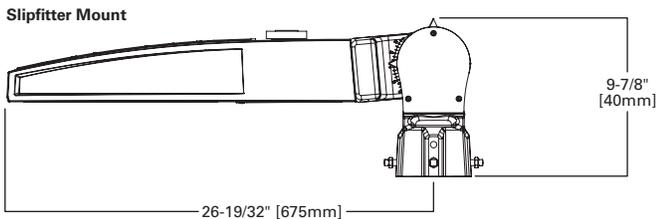
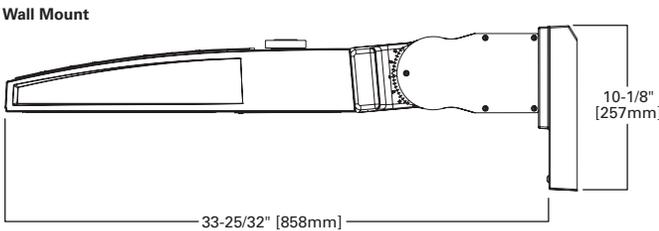
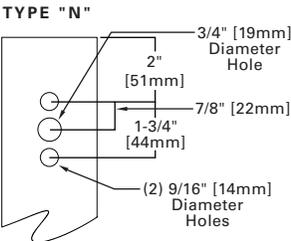
DIMENSIONS



DIMENSIONAL DATA

Number of Light Squares	"A" Width
1-4	15-1/2" (394mm)
5-6	21-5/8" (549mm)
7-8	27-5/8" (702mm)
9-10	33-3/4" (857mm)

DRILLING PATTERN



CERTIFICATION DATA

UL/cUL Wet Location Listed
ISO 9001
LM79 / LM80 Compliant
3G Vibration Rated up to 60° from Horizontal
IP66 Rated up to 60° from Horizontal

ENERGY DATA

Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120V-277V 50/60Hz
347V & 480V 60Hz
-40°C Min. Temperature
40°C Max. Temperature
50°C Max. Temperature (HA Option)

CITY OF WAYZATA
HENNEPIN COUNTY, MINNESOTA
ORDINANCE NO. 734

AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF THE CITY
TO REZONE 2030 WAYZATA BLVD E FROM R-1 LOW DENSITY SINGLE FAMILY
RESIDENTIAL DISTRICT TO PUD PLANNED UNIT DEVELOPMENT DISTRICT

THE CITY OF WAYZATA ORDAINS:

Section 1. BACKGROUND

1.1 Development Application. Robert J. Dachelet, Robert J. Dachelet Revocable Trust, and the Unitarian Universalist Church of Minnetonka (UUCM) (collectively the "Applicant") have submitted a development application (the "Application") requesting approval of a rezoning from an R-1 District to a Planned Unit Development (PUD) District (the "Rezoning"), a concurrent Concept and General Plan PUD (the "PUD") and a Comprehensive Plan Map Amendment to reguide the Property from One Acre Single Family to Institutional/Public (the "Amendment"), and Site Plan Review (the "Site Plan") to allow the construction of a new church facility (the "Project") at 2030 Wayzata Blvd. (the "Property"). As part of the Project, the Applicant will work with the City so that UUCM can purchase, at UUCM's sole expense, two (2) outlots adjacent to the Property, owned by MnDOT to provide extra area for surface parking.

The Applicant will make a subsequent application for design standards review including final and complete construction plans for the building and subdivision approval for the combination of the two outlots with the Property.

1.2 Property. The property identification numbers and owners for the Property involved in the proposed PUD are as follows:

2030 Wayzata Blvd	05-117-22-41-0012	Robert J. Dachelet Trustee
-------------------	-------------------	----------------------------

1.3 Land Use. The Property is located within the R-1 Low Density Single Family Residential District, as defined in Section 801.52 of the Wayzata Zoning Ordinance, and the Wayzata Blvd District of the Design Standards, as defined in Section 801.09 of the Wayzata Zoning Ordinance. The Property is guided for One Acre Single Family Use in the Wayzata Comprehensive Plan.

1.4 Notice. Notice of a public hearing on the Development Application was published in the *Sun Sailor* on November 21, 2012. A copy of the notice was mailed to all property owners located with 350 feet of the Property on November 21, 2012.

- 1.5 Planning Commission Action. The Planning Commission reviewed the Application and held a public hearing at its December 3, 2012 meeting. There, the Planning Commission voted four (4) in favor, zero (0) opposed, with two (2) abstentions, to recommend the City Council approve the application pursuant to the Settlement Agreement with the suggested conditions for discussion as stated in the Planning Commission meeting minutes.

Section 2. SETTLEMENT AGREEMENT

- 2.1 Rezoning from R-1 to PUD. An application for a rezoning is a request for an amendment to the Zoning Ordinance. City Council has the discretion and authority under state law and City Code to amend the City's Zoning Ordinance. Minn. Stat. Section 462.357; Wayzata City Code Section 801.03. A zoning ordinance amendment may be initiated by the governing body, the planning agency or by petition of affected property owners. Minn. Stat. Section 462.357, Subd. 4.
- 2.2 Settlement Agreement. A copy of the Settlement Agreement related to this Application is enclosed as Exhibit A (the "Settlement Agreement"). This Ordinance is not intended to modify Settlement Agreement. If this Ordinance is inconsistent with the Settlement Agreement, the provisions of the Settlement Agreement will control except with respect to the three conditions set forth in below, as to which the Applicant and the City have agreed.
1. The Applicant's landscape plan and tree preservation plans must be reviewed and approved by the City Parks Department for conformance with the requirements of the City Code. The Applicant shall submit the landscape plan and tree preservation plans for review and approval of the Planning Commission and City Council as part of the application for Design Review required in Wayzata City Code Section 801.09 and the Settlement Agreement. The Applicant will seek to minimize removal of older hardwood trees to the extent consistent with the approved site plans. The Applicant will endeavor to remove and minimize the spread of any plants considered to be invasive species that are currently growing on the property.
 2. Before finalizing the acquisition of either of the lots adjacent to 2030 Wayzata Boulevard East that are now owned by the Minnesota Department of Transportation as set forth in the Settlement Agreement, the Applicant shall ensure that a Phase 1 Environmental Review of each lot is conducted and, if a Phase 2 is recommended based on the results of the Phase 1 Review, the Applicant shall ensure that a Phase 2 Environmental Review is conducted. The Applicant will conduct these reviews at the Applicant's expense or, if available, the reviews may be conducted by the State of Minnesota but the City will not be responsible for the cost of any environmental reviews.

3. All site work, such as grading or stormwater management, must comply with the Wetland Conservation Act and the Wayzata City Code. The Applicant shall also obtain any approval or permits required by all regulatory authorities, including but not limited to, the U.S. Army Corps of Engineers, the Minnesota Department of Natural Resources, the Hennepin County Conservation District, the Watershed District, and the Board of Soil and Water Conservation.

Section 3. FINDINGS

- 3.1 The City Council of the City of Wayzata hereby confirms and memorializes that the Application meets the applicable requirements of the agreed to Settlement Agreement made on the record by the parties on December 22, 2011 and confirmed and memorialized by Magistrate Tony N. Leung on July 2, 2012 (as well as all Application materials, staff reports, public comment presented at the hearing, and the recommendation of the Planning Commission).

Section 4. CITY COUNCIL ACTION

- 4.1 Contingent upon City Council approval of each request and component of the Application as set forth in Section 1.1 above, contingent upon the full compliance with all conditions placed on said approvals, the Zoning Amendment is hereby **APPROVED** and the Official Zoning Map of the City of Wayzata shall be amended to change the Zoning District designation of the Property located at 2030 Wayzata Blvd E (PID no. 05-117-22-41-0012) from R-1 Low Density Single Family District to a new PUD as such district is set forth in the PUD General Plan approved by City Council in Resolution No. 62-2012.

- 4.2 This Ordinance will become effective upon passage and publication.

Adopted by the City Council this 8th day of January, 2013.



Ken Willcox
Mayor

ATTEST:



Heidi Nelson
City Manager

First Reading: December 18, 2012
Second Reading: January 8, 2013
Publication: January 15, 2013

RESOLUTION NO. 62-2012

RESOLUTION APPROVING AN APPLICATION BY THE UNITARIAN UNIVERSALIST CHURCH OF MINNETONKA AND THE ROBERT J DACHELET REVOCABLE TRUST FOR A COMPREHENSIVE PLAN MAP AMENDMENT, SITE PLAN REVIEW, AND A NEW PLANNED UNIT DEVELOPMENT AT 2030 WAYZATA BLVD E

BE IT RESOLVED by the City Council of Wayzata, Minnesota as follows:

Section 1. BACKGROUND

1.1 Development Application. Robert J. Dachelet, Robert J. Dachelet Revocable Trust, and the Unitarian Universalist Church of Minnetonka (UUCM) (collectively the "Applicant") have submitted a development application (the "Application") requesting approval of a rezoning from an R-1 District to a Planned Unit Development (PUD) District (the "Rezoning"), a concurrent Concept and General Plan PUD (the "PUD") and a Comprehensive Plan Map Amendment to reguide the Property from One Acre Single Family to Institutional/Public (the "Amendment"), and Site Plan Review (the "Site Plan") to allow the construction of a new church facility (the "Project") at 2030 Wayzata Blvd. (the "Property"). As part of the Project, the Applicant will work with the City so that UUCM can purchase, at UUCM's sole expense, two (2) outlots adjacent to the Property, owned by MnDOT to provide extra area for surface parking.

The Applicant will make a subsequent application for design standards review for the building and subdivision approval for the combination of the two outlots with the Property.

1.2 Property. The property identification numbers and owners for the Property involved in the proposed PUD are as follows:

2030 Wayzata Blvd	05-117-22-41-0012	Robert J. Dachelet Trustee
-------------------	-------------------	----------------------------

1.3 Land Use. The Property is located within the R-1 Low Density Single Family Residential District, as defined in Section 801.52 of the Wayzata Zoning Ordinance, and the Wayzata Blvd District of the Design Standards, as defined in Section 801.09 of the Wayzata Zoning Ordinance. The Property is guided for One Acre Single Family Use in the Wayzata Comprehensive Plan.

1.4 Notice. Notice of a public hearing on the Development Application was published in the *Sun Sailor* on November 21, 2012. A copy of the notice was mailed to all property owners located with 350 feet of the Property on November 21, 2012.

1.5 Planning Commission Action. The Planning Commission reviewed the Application and held a public hearing at its December 3, 2012 meeting. of the

2011 Applicant at its August 15, 2011 meeting and held a public hearing. The Planning Commission voted four (4) in favor, zero (0) opposed with two (2) abstentions to recommend the City Council approve the application pursuant to the settlement agreement with the suggested conditions for discussion as stated in the meeting minutes.

Section 2. SETTLEMENT AGREEMENT

A copy of the Settlement Agreement related to this Application is enclosed as Exhibit A (the "Settlement Agreement"). This Resolution is not intended to modify Settlement Agreement. If this resolution is inconsistent with the Settlement Agreement, the provisions of the Settlement Agreement will control except with respect to the three conditions set forth in below, as to which the Applicant and the City have agreed.

1. The Applicant's landscape plan and tree preservation plans must be reviewed and approved by the City Parks Department for conformance with the requirements of the City Code. The Applicant shall submit the landscape plan and tree preservation plans for review and approval of the Planning Commission and City Council as part of the application for Design Review required in Wayzata City Code Section 801.09 and the Settlement Agreement. The Applicant will seek to minimize removal of older hardwood trees to the extent consistent with the approved site plans. The Applicant will endeavor to remove and minimize the spread of any plants considered to be invasive species that are currently growing on the property.
2. Before finalizing the acquisition of either of the lots adjacent to 2030 Wayzata Boulevard East that are now owned by the Minnesota Department of Transportation as set forth in the Settlement Agreement, the Applicant shall ensure that a Phase 1 Environmental Review of each lot is conducted and, if a Phase 2 is recommended based on the results of the Phase 1 Review, the Applicant shall ensure that a Phase 2 Environmental Review is conducted. The Applicant will conduct these reviews at the Applicant's expense or, if available, the reviews may be conducted by the State of Minnesota but the City will not be responsible for the cost of any environmental reviews.
3. All site work, such as grading or stormwater management, must comply with the Wetland Conservation Act and the Wayzata City Code. The Applicant shall also obtain any approval or permits required by all regulatory authorities, including but not limited to, the U.S. Army Corps of Engineers, the Minnesota Department of Natural Resources, the Hennepin County Conservation District, the Watershed District, and the Board of Soil and Water Conservation.

Section 3. FINDINGS

The City Council of the City of Wayzata hereby confirms and memorializes that the Application meets the applicable requirements of the agreed to Settlement Agreement made on the record (as well as all Application materials, staff reports, public comment presented at the hearing, and the recommendation of the Planning Commission).

Section 4. CITY COUNCIL ACTION

4.1 Based on the Findings in Section 3 of this Resolution, the request for approval of the Comprehensive Plan Map Amendment, Site Plan Review, and Concurrent Concept and General Plan requested in the Application, and defined and described in Exhibit B, is **APPROVED**, subject to all of the following conditions and other standards contained in the Settlement Agreement and Section 2 above (failure to comply with any one of these conditions and other standards contained in the Settlement Agreement may result in the revocation of the approvals):

A. Prior to issuance of a building permit, the Applicant shall submit applications and required materials for design review and lot combination/subdivision as required in the Settlement Agreement.

B. In accordance with the Settlement Agreement, the Property, including any later-acquired MnDOT Outlots, shall be limited as follows:

[] limited to a Church, as defined in the City Code, including uses that are customarily incidental to a Church, including: a) gatherings or meetings of members of the community or of community or non-profit organizations or groups; and b) charitable activities or services associated with the religious body. For the purpose of emphasis and not limitation of this condition, for profit, commercial activities are not considered customarily incidental to a Church.

C. The Applicant shall submit a Project and Development Agreement, in a form acceptable to the City Attorney, is entered into between the Applicant and the City to address matters related to the Project, including, but not limited to:

1. Project Performance and Development Timeline
2. Stormwater Facilities Maintenance
3. Conditions of approval and PUD standards outlined in this Resolution

D. The Applicant shall record the Development Agreement with the appropriate officials at Hennepin County.

- E. That all expenses of the City of Wayzata, including consultant, expert, legal, and planning fees incurred be fully reimbursed by the Applicant.
- F. The Applicant must coordinate the implementation of the landscaping plan with the appropriate City Staff, including the City Parks Department.
- G. Prior to the issuance of any building permits for the Property, the final Site Plan shall be subject to review and approval by Staff to ensure the Site Plan and its elements conform with the approved PUD Plan.
- H. The City Council and the Applicant shall discuss and further negotiate the following potential conditions on the PUD, as recommended by the Planning Commission:
 - i. Additional information on locating some of the parking on the service road to minimize the parking area and tree loss.
 - ii. Consider locating parking where there are no trees on the southeast side.
 - iii. A landscaping plan, highlighting replanting with trees of larger scale and mass to screen property, typically 4"-5" diameters.
 - iv. An updated traffic study including Carlson Parkway and Crosby Lane.
 - v. Information on the proposed attendance of the church to better understand the parking demand. What are peak times and estimated parking usage during peak times.
 - vi. Testing for any environmental issues with the outlots
 - vii. Mitigation of any waste found on the outlots
 - viii. Address buckthorn and invasive species plants on the property
 - ix. Mitigation of fill and grading impacts to the site and the wetlands - grading plan and new wetland delineation
 - x. Noise study and noise abatement alternatives
 - xi. A site lighting plan (photometric plan)
 - xii. Detailed stormwater management plan
 - xiii. An alternative stormwater management solution, such as a vaulted structure under the parking lot, to minimize additional tree loss on the site.

Adopted by the Wayzata City Council this 18th day of December, 2012.



Mayor Ken Willcox

ATTEST:


City Manager Heidi Nelson

ACTION ON THIS RESOLUTION:

Motion for adoption: Tanner

Seconded by: Mullin

Voted in favor of: Amdal, Bader, Mullin, Tanner, Willcox

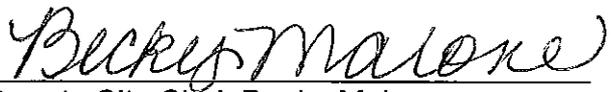
Voted against: None

Abstained: None

Absent: None

Resolution adopted.

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the City Council of the City of Wayzata, Minnesota, at a duly authorized meeting held on December 18, 2012.


Becky Malone
Deputy City Clerk Becky Malone

SEAL

Attachment C

**2030 Wayzata Blvd E. – UUCM
Design Critique (Revised Based on 2/29/2016 Submittals)
March 17, 2016**

	Comments	Compliance
Building Recesses		
<u>801.09.3.1.A – All Districts</u> Building facades shall be articulated through the use of pilasters and/or recesses that create visible shadow lines and dimensions especially on the street level	The proposed building utilizes recesses and changes in materials to break up the façade.	Yes
<u>801.09.3.1.B</u> Street level landscaped courtyards, outdoor seating areas and gathering areas shall be incorporated into building and site plan design.	The project proposes landscaping around the exterior of the development and in driveway islands. In addition, the project includes outdoor patios on the back of the building	Yes
Building Width		
<u>801.09.4.1 All Districts – New Buildings</u> In order to reduce the scale of longer façades and to eliminate the long horizontal expressions of buildings, divisions or breaks in materials shall be included and at least three of the following design strategies shall be incorporated into the design: <ol style="list-style-type: none"> 1. Window bays 2. Special treatment at entrances 3. Variations in roof lines or parapet detailing 4. Awnings 5. Building setbacks or articulation of the facade 6. Rhythm of elements 	The project incorporates special treatment at the entrances, variations in roof lines, and building setbacks along the front of the building.	Yes

Upper Story Setbacks		
<p>801.09.5.1.A – All Districts – New Buildings</p> <p>Building height shall conform to the height of the applicable zoning district. Where three (3) story buildings are permitted, the third (3rd) story must be recessed from all façades fronting public right of ways at least a distance equal to the vertical distance of the 3rd story height from the second (2nd) floor footprint, or an average of ten (10) feet across the facade, but no portion of the 3rd story structure shall be closer than six (6) feet to the 2nd story façade. The 3rd story façade shall be designed with railings, pillars, dimensional windows, building recesses or other similar design techniques to break up the 3rd story façade.</p>	<p>This section is not applicable as the proposed building is one story in height.</p>	<p>Not Applicable</p>
<p>801.09.5.1.B – All Districts – New Buildings</p> <p>The façades fronting public right-of-ways of every two and three story building, longer than sixty (60) feet, must have a recessed second story of approximately twenty-five percent (25%) of the façade’s length, setting back a minimum of six (6) feet from the face of the first floor façade. The required third floor setback must follow the frontal plane of the second story setback.</p>	<p>This section is not applicable as the proposed building is one story in height.</p>	<p>Not Applicable</p>
<p>801.09.5.1.C – All Districts – New Buildings</p> <p>Wintertime sun orientation, solar access, and views of Lake Minnetonka are significant issues within the Design Districts. Building height should not negatively and significantly impact neighboring properties.</p>	<p>The building height of the building is 30 ft to the top of the highest part of the roof. The building is setback more than 70 feet from the street, and more than 100 feet from all surrounding properties. The height would not impact winter sun orientation, solar access or views of Lake Minnetonka.</p>	<p>Yes</p>

Roof Design		
<p><u>801.09.6.1 – All Districts</u> “Green” roofs, roof garden terraces, arbors and other similar structures are encouraged on roofs of building.</p>	<p>The project does not include a green roof structure.</p>	<p>Not Applicable</p>
<p><u>801.09.6.2.A – All Districts – Roof Materials</u> The roof material for all sloped roofs in all districts shall be slate, untreated copper, pre-finished metal, cedar shake or asphalt shingle in dark colors.</p> <p><u>801.09.6.2.B – All Districts – Roof Materials</u> The roof material for all flat roofs in all districts shall be treated synthetic membrane or other similar material in dark colors.</p>	<p>The proposed building has a flat roof and the membrane would be a dark color</p>	<p>Yes</p>
Screening of Rooftop Equipment		
<p><u>801.09.7.2 – Wayzata Blvd District</u> All mechanical equipment shall be completely screened behind a parapet wall, so as not to be visible from adjacent properties and pedestrian view vantage points from adjacent sidewalks. No enclosure shall be larger than 25% of the roof area.</p>	<p>The roof includes a five foot tall perforated metal screen to screen any roof-top mounted equipment.</p>	<p>Yes</p>

	Comments	Compliance
Facade Transparency		
Ground Level Expression		
801.09.9.1 – All Districts		
<p>In multi-story buildings, the ground floor shall be distinguished from the floors above by the use of at least three of the following elements:</p> <ol style="list-style-type: none"> 1. An intermediate cornice line 2. A difference in building materials or detailing 3. An offset in the façade 4. An awning, trellis, or loggia 5. Arcade 6. Special window lintels 7. Brick/stone corbels 	<p>This section is not applicable as the proposed building is one story in height.</p>	<p>Not Applicable</p>
Entries		
<p>801.09.10.1 – All Districts</p> <p>The front facade of all buildings shall be landscaped with window boxes or planters with seasonally appropriate plantings. The main entries shall face the primary street at sidewalk grade.</p>	<p>The proposed building plan includes six planter boxes along the front of the building adjacent to the front entrance.</p>	<p>Yes</p>

<p><u>801.09.11.1.A – Primary Opaque Surfaces – All Districts</u> Other than the accent materials listed in 801.09.11.G, ninety percent (90%) of the non-glass surfaces of each elevation of the exterior building façade shall be composed of one or more of the following materials:</p> <ol style="list-style-type: none"> 1. Brick 2. Stone 3. Cast stone 4. Factory finished and certified wood, including, but not limited to: <ol style="list-style-type: none"> a. Wood shingles (cedar shingles six (6) inch maximum exposure) b. Lap-siding (six (6) inch maximum width) 5. Stucco 	<p>The non-glass surfaces of the building are primarily comprised of pre-finished metal panel. The proposed plans also include a concrete base along the lower level exterior elevation.</p>	<p>No. The applicant is requesting a deviation from this standard.</p>
<p><u>801.09.11.1.B – Façade Coverage – All Districts</u> The primary opaque surface materials of all free standing buildings must be the same on all facades of the building.</p>	<p>The proposed building elevations utilize the same building materials on all sides of the building.</p>	<p>Yes</p>
<p><u>801.09.11.1.C – Type of Brick – All Districts</u> On all facades of a free-standing building where brick is used, full course modular, Roman, Norman or other standard size brick must be used.</p>	<p>The proposed exterior building elevations do not include any brick.</p>	<p>Not Applicable</p>
<p><u>801.09.11.1.D – Façade Detail – All Districts</u></p> <ol style="list-style-type: none"> 1. Brick and/or stone façades shall be well detailed and dimensionally designed in order to avoid fractional cuts and odd pieces. All outside brick corners must be full bricks (custom if necessary), with no mitering, forming continuous vertical joints. 2. The narrow face of an exposed stone butt joint, at corners, must be a minimum dimension of two (2) inches. Mitered and quirked stone corners are also acceptable. 	<p>The proposed exterior building elevations do not include any brick or stone.</p>	<p>Not Applicable</p>

<p><u>801.09.11.1.E – Brick Joints – All Districts</u> 1. The mortar for brick must be dark grey or in the color range of the brick. All joints must be concave or ‘v’ joint. No mortar may be used beyond the face of the brick. 2. All brick walls must be built to avoid efflorescence</p>	<p>The proposed exterior building elevations do not include any brick.</p>	<p>Not Applicable</p>
<p><u>801.09.11.1.F – Stone Joints – All Districts</u> Stone joints shall be no larger than one-fourth (1/4) inch.</p>	<p>The proposed exterior building elevations do not include any stone.</p>	<p>Not Applicable</p>

<p><u>801.09.11.1.G – Accent Materials – All Districts</u> Only the following materials may be used for lintels, sills, cornices, bases, and decorative accent trims, and must be no more than 10 percent (10%) of the non-glass surfaces of each elevation of the exterior building façade:</p> <ol style="list-style-type: none"> 1. Stone 2. Cast stone 3. Copper (untreated) 4. Rock faced stone 5. Aluminum or painted steel structural shapes 6. Fiber cement board 7. Premium grade wood trim with mitered outside corners. Examples of premium grade wood are cedar, redwood, and fir. 8. EIFS 	<p>As indicated above, the primary non-glass exterior building material is prefinished metal panels.</p>	<p>No. The applicant is requesting a deviation from this standard.</p>
<p><u>801.09.11.1.H - Parapets, Flashing, Coping – All Districts</u></p> <ol style="list-style-type: none"> 1. Only the following materials may be used for parapets, flashing and coping: <ol style="list-style-type: none"> a. copper (untreated) b. brick c. stone d. cast stone e. premium grade wood. 2. Pre-finished, painted .032 aluminum may only be used as a standard parapet coping with a maximum exposed edge of five (5) inches. 	<p>As indicated above, the primary non-glass exterior building material is prefinished metal panels.</p>	<p>No. The applicant is requesting a deviation from this standard.</p>

<p><u>801.09.11.1.I – Awnings – All Districts</u> 1. Only the following types of awnings may be used:</p> <ul style="list-style-type: none"> a. Fabric awnings of a heavy canvas in dark solid colors or other colors that are approved as part of the design review process b. Highly detailed, ornate metal in dark colors c. Glass awnings <p>2. Backlit awnings are prohibited.</p> <p>3. Awnings with text or graphic material may be permitted but require approval via the sign permit process of the Zoning Ordinance.</p>	<p>The proposed building plans do not include any awnings.</p>	<p>Not Applicable</p>
<p><u>801.09.11.1.J – Balconies – All Districts</u> Balconies shall be accessible and useable by persons. Fake or unusable balconies are prohibited. All balconies shall remain within the property line. Metal railings with members painted dark, or glass panels are permitted.</p>	<p>The main level balcony on the back of the building would be usable, and would be include a railing.</p>	<p>Yes</p>
<p><u>801.09.11.1.K – Glass – All Districts</u> Glass shall not be mirrored, reflective or darkened. Slight green, bronze and grey tints are acceptable. Spandrel glass shall not be counted as transparent glass for the purposes of calculations under the transparency requirements of Section 801.09.8 of the Standards, but may be used for detailing purposes. Environmentally appropriate glass, such as Low-emissivity glass, shall be used in all projects</p>	<p>The glass shall meet the standards of the ordinance.</p>	<p>Yes</p>
<p><u>801.09.11.1.L – Doors – All Districts</u> Unless there are building security concerns, main entry doors shall be primarily glass. If, for security reasons, a main entry door is not possible or practical, a main entry door must be well detailed. Appropriately designed wood doors may be utilized for retail and office buildings.</p>	<p>The proposed entry doors would be glass.</p>	<p>Yes</p>

	Comments	Compliance
Franchise Architecture		
801.09.12.1		
<p>A. Typical or standardized franchise architecture (including building design that is the trade dress of, or identified with a particular chain, franchise or business and is repetitive in nature) is prohibited.</p> <p>B. Large, bold or bright signage, trade dress or logos must be altered and scaled down to meet the purpose of these standards as articulated herein, and must not be repeated on the facades of the principal structure more than once. All new, altered and/or proposed signage for buildings must be submitted for review under Section 801.09.18 by the Planning Commission at the time of Design Standards Review application</p>	<p>The proposed building would not be franchise architecture.</p>	<p>Not Applicable.</p>

	Comments	Compliance
Landscaping		
<p><u>801.09.14.1 – All Districts</u></p> <p>A. Seasonal landscaping shall be used in all Design Districts, including use of window boxes, hanging flowers baskets, vines and/or other similar seasonal landscaping. If feasible, garden areas and ornamental trees shall be used at the street level.</p> <p>B. Window boxes, hanging baskets and planters with seasonally appropriate plantings shall be used around entries to buildings.</p> <p>C. Vines shall be used to cover walls with more than one hundred (100) square feet of uninterrupted surface area.</p> <p>D. Streetscaping shall include all of the following:</p> <ol style="list-style-type: none"> 1. Boulevard species trees, with at least three (3) caliper inches. 2. Exposed aggregate sidewalks with brick accents 3. Street lights 4. Benches (if building length is 50 feet or greater), which utilize existing city bench designs. 5. Flowers 	<p>The proposed plans provide a mixture of trees, shrubs and perennials on the site. The plans also include planters along the front of the building for seasonal plantings. A landscape plan is included with the submittal materials.</p> <p>The site currently has a public sidewalk along Wayzata Blvd, and this is not currently a boulevard area.</p>	<p>Yes</p>

	Comments	Compliance
<p>Parking Lot Landscaping</p>		
<p>801.09.15.1 – All Districts A landscaped buffer strip at least five (5) feet wide shall be provided between all parking areas and the sidewalk or street. The buffer strip shall consist of shade trees appropriately spaced for the particular Design District, and a decorative metal fence, masonry wall or hedge. A solid wall or dense hedge shall be no less than three (3) feet and no more than four (4) feet in height.</p>	<p>The proposed landscape plan includes landscaping along the north edge of all parking lot areas to buffer and screen the parking lot from the public sidewalk.</p>	<p>Yes</p>
<p>Surface Parking</p>		
<p>801.09.16.1 – All Districts</p> <p>A. Off-street parking shall be located to the rear of buildings. When parking must be located in a side yard adjacent to the street, a landscaped buffer shall be provided in accordance with the Design Standards. The street frontage occupied by parking shall not exceed sixty (60) feet per property.</p> <p>B. Side-by-side parking lots creating a parking area frontage longer than sixty (60) feet are prohibited, except where a heavily landscaped buffer of at least twenty (20) feet wide completely separates both lots.</p> <p>C. Side yard parking shall not extend beyond the front yard setback of the primary building on the property.</p> <p>D. Front yard parking is prohibited.</p> <p>E. There shall be no corner parking.</p>	<p>The parking lots are located on the side of the property. The drive-aisle along the front of the building would be used for pick-up and drop-off. The side parking lots do extend in beyond the front the building, but this was previously approved within the PUD site plan.</p>	<p>Yes</p>

	Comments	Compliance
<p>801.09.16.2 – All Districts – Bicycle Parking Commercial developments requiring more than twenty (20) parking spaces shall provide at least four (4) bicycle parking spaces in a convenient, visible, preferably sheltered location.</p>	<p>This section is not applicable to the proposed church.</p>	<p>Not Applicable</p>
<p>Parking Structures</p>		
<p>801.09.17.1 – All Districts Parking structures shall meet the following standards, along with all other applicable building code standards:</p> <ul style="list-style-type: none"> A. The ground floor façade abutting any public street or walkway shall be architecturally compatible with surrounding commercial or office buildings. B. The parking structure shall be designed in such a way that sloped floors do not dominate the appearance of the façade. C. Windows or openings shall be similar to those of surrounding buildings. D. Vines and other significant landscaping shall be used to minimize the visual impact of the parking structure. 	<p>This section is not applicable, as there is no parking ramp associated with the request.</p>	<p>Not Applicable</p>

	Comments	Compliance
Signs		
<p><u>801.09.18.1 – All Districts</u></p> <p>A. Compatibility</p> <ol style="list-style-type: none"> 1. Signs shall be architecturally compatible with the style, composition, materials, colors and details of the building, and with other signs on nearby buildings. Signs shall be an integral part of the building and site design. 2. A sign plan shall be developed for buildings which house more than one (1) business. Signs need not match, but shall be compatible with one another. Franchise or national chains must comply with these Sign Standards to create signs compatible with their context. 3. When illuminated signs are proposed, only the text and/or logo portion of the sign may be illuminated. Illuminated signs must be compatible with the location. Illumination of the sign to highlight architectural details is permitted. Fixtures shall be small, shielded, and directed towards the sign rather than toward the street, so as to minimize glare for pedestrians and adjacent properties. 4. Sign plans must be submitted for review as part of an Applicant for Design Approval. Proposed signs must also conform to the requirements of Section 801.27 of the Wayzata Zoning Ordinance. 	<p>The building proposes the following signage:</p> <p>Wall Signs: A vertical sign identifying “UUCM” that is 60 square feet in size, and a logo sign that is 64 square feet.</p> <p>Monument Sign: One monument sign along Wayzata Blvd E that is 5 feet in height and contains 35 square feet of copy area.</p>	<p>Yes</p>

	Comments	Compliance
<p>Parking Lot and Building Lighting</p>		
<p><u>801.09.19.1 – All Districts</u></p> <p>A. Parking lot lighting shall be designed in such a way as to be in scale with its surroundings, and reduce glare.</p> <p>B. Cutoff fixtures shall be located below the mature height of trees located in parking lot islands so as to minimize ambient glow and light pollution.</p> <p>C. Pedestrian-scale lighting, not exceeding thirteen (13) feet in height, shall be located on walkways and adjacent to store entrances. All sidewalk lighting must be projected downwards. City light standard shall be followed for all public streets.</p> <p>D. Light posts shall be of a dark color.</p> <p>E. Lighting fixtures shall be compatible with the architecture of the building.</p> <p>F. Lights attached to buildings shall be screened by the building’s architectural features to eliminate glare to adjacent properties. All façade lighting must be projected downwards.</p> <p>G. All lighting fixtures shall comply with City Code Section 801.16.6 as it relates to glare.</p>	<p>All parking lot lighting would be comprised of down-cast lighting fixtures. The proposed plans do not include any exterior building lighting.</p>	<p>Yes</p>

Attachment D

From: Mike Kelly
Sent: Tuesday, March 15, 2016 6:56 AM
To: Jeff Thomson
Subject: FW: UUCM project - Tree Plans

Jeff,
Please find comments below from Manuel Jordan for the proposed UUCM project.

Mike Kelly, P.E.
City Engineer/Assistant Director of Public Works
City of Wayzata
952-404-5316 (Office)
mike@wayzata.org

From: Manuel Jordan [mailto:manuel@heritageshadetree.com]
Sent: Monday, March 14, 2016 5:03 PM
To: Mike Kelly <mike@wayzata.org>
Subject: Re: UUCM project - Tree Plans

Mike,

Below is list of my concerns and suggestions for the project, as it relates to trees and tree preservation. Note that they are based on the proposed tree preservation ordinance and are not based on the current ordinance.

It is not clear if any trees will be removed during the existing home demolition. Two of the large oaks that are shown to be preserved are within the likely demolition work-zone and have the potential to be damaged. The plan shows no preservation steps to be taken to accomplish this during the demolition stage of the project.

C1: Erosion control can be achieved with the use of biorolls (a.k.a. biologs) versus the tradition silt fence. The installation of the fence requires trenching down at least 6"; this will result in unnecessary root damage to trees scheduled to be preserved. The biorolls can accomplish the same task the silt fence can but their installation is above-ground and unintrusive to roots. This should be a requirement anytime you are within 40 feet of a tree to be preserved for any project, in particular project where trees from adjacent properties are close enough to a construction area where they are likely to be impacted. Note that these techniques are endorsed by the MCWD.

C1: The proposed removal of the sanitary manhole will damage tree #3096, which is scheduled for preservation. It is unlikely that the tree will survive all the potential disturbance associated with: the manhole removal, the adjacent asphalt removal, the associated grading related to installing the parking areas on both sides (W & E) of the tree.

C3: The tree inventory plan includes several trees that are identified as non-significant and classified as "too small, dead or diseased". Unfortunately they have made some assumptions that are not necessarily accurate. There is a tree identified as EG 4 and located just west of the existing driveway that measures over 12' in height and therefore a significant tree. The tree on the opposite side of the driveway is identified as EG 16. At the time of the site visit it was removed so its dimensions could not be verified as to whether it was a significant tree or not.

C4: Tree #3113 should be identified as a Heritage tree. This designation must carry over to other sheets in the plans as well as its data must be incorporated into the required calculations (C5).

C4: Tree #3105 needs to be added as a significant tree as its height is over 12'. Note that while #3101 & #3102 also meet the height designation, their tops have been broken and can be excluded from a significant tree designation.

C5: There are several trees that are to be removed, as per the map designation but are not included in the removal list. The removal list and any associated calculations should include data from trees #: 3016, 3017, 3018, 3106, 3107 & 3108.

C5: There is a request on the sheet regarding ash trees as it relates to EAB. Since EAB has yet to be identified in the city let alone reaching epidemic infestation levels, this request should not be granted an exception from either being designated as significant trees or being part of any mitigation calculations.

C6: If preservation of tree #3115 is truly important to the project, installation of the middle driveway should be reconsidered. This tree is already in peril due to the stormwater pond installation (located between the central and eastern driveways) and the grading necessary for the installation of the central parking area. With the plan as it is now, this tree will not survive the project. Preservation of this tree can only be achieved through a project redesign of its surroundings (i.e. the pond, the driveway and the parking area).

C6: Preservation of tree #3113 (located to the east of the building in an island' of sorts). There are impacts from root severance on all 4 sides (as close as 10 feet from the trunk, which in reality, once the foundation area is excavated, will be closer to 5 feet).

C6, C7, C8 & C9: Since there is no tree preservation plan, there is no indication how tree preservation will be achieved when installing the modular block wall, the asphalt and concrete areas, the stormwater mitigation components (ponds, rip rap areas and the associated proposed stormwater pipes and structures), the underground utilities (connection the the hydrant from the building).

C10: Please add a bicolor standard detail in place of the silt fence.

L1: Of the proposed species of trees to be planted, only the honeylocust have shown an ability to deal with moderate soil salts associated with proximity to heavily used and salted to parking areas (perhaps the birch could be substituted for river birch). The hemlocks are quite sensitive to soil salts. Consider junipers (redcedar or Welch) as alternatives.

L1: Planting of trees in the L shaped islands between the main parking area and the eastern-most lot will not succeed as planned. Unless there is some sort of structural soil or other similar media used for increasing rooting areas for tree roots (not shown in plans), the proposed plantings will not succeed (there is barely enough space to install a 3" B&B tree, as it is roughly 4 feet wide).

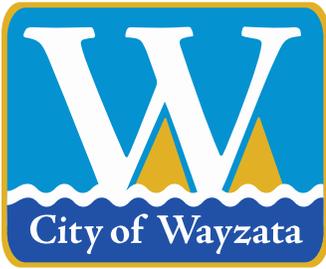
L1: The installation of the metal edging will have consequences for trees adjacent to its installation. A tree preservation plan could address this issue with the use of certain tools or techniques to address this concern.

There is no tree preservation plan that would show techniques or procedures to preserve trees during any of the stages of the project. This includes how to protect trees from both root impacts (grading impacts, compaction from material storage or equipment weight) and trunk/limb impacts (mechanical damage from either accidental or intentional contact). In addition, since there are oaks to be preserved near and within the construction zone there needs to be an oak wilt mitigation plan for how to protect trees during the oak wilt risk seasons. Failure to do so could put adjacent oaks from other properties at risk for infection.

Please let me know if you have any questions.

Thank you,

Manuel Jordán
Heritage Shade Tree Consultants
6347 Minnewashta Woods Drive
Excelsior, MN 55331



City of Wayzata
600 Rice Street
Wayzata, MN 55391-1734

Mayor:
Ken Willcox

City Council:
Bridget Anderson
Johanna McCarthy
Andrew Mullin
Steven Tyacke

**Interim City
Manager:**
Doug Reeder

Date: March 18, 2016

To: Planning Commission

From: Jeff Thomson, Director of Planning and Building

Subject: Amendment to the City of Wayzata Zoning Ordinance relating to Off-Street Parking and Loading (City Code Section 801.20)

On March 10, 2016, the Planning Commission held a public hearing and reviewed a draft ordinance amendment to the City's parking ordinance. The Planning Report with additional background information is included as Attachment A. Based on the Planning Commission's feedback, City staff has drafted additional revisions to the draft parking ordinance amendment.

Planning Commission Recommended Revisions

- Non-Conforming Uses: The existing Section 801.20.4 regarding "Conformity of Damaged Structures" has been deleted in the revised ordinance. This section pertains to non-conforming buildings that are damaged by fire, explosion, act of God or public enemy. The existing non-conforming ordinance (Zoning Ordinance Section 801.15) addresses all non-conformities, including sites that have non-conforming parking. The existing non-conforming ordinance would apply in these cases, and the duplicative regulations located in the existing parking ordinance are not necessary.
- Shared Parking Standards: The Planning Commission discussed the shared parking standards for retail uses and thought that the requirement for the evening time period (6:00 p.m. to midnight) was too high based on the retail businesses in the community. City staff has reduced the requirement for this time period on weekdays from 80% to 60%. Given the variety of retail businesses in the community and the overall reduction in the parking requirement for retail uses, City staff finds that 60% provides an appropriate standard for retail uses.

In addition, City staff has added multiple family residential uses to the shared parking standards. As was discussed at the Planning Commission meeting, the shared parking standards would also apply to mixed use buildings that could include residential use, so it is appropriate to include multiple family residential uses in the shared parking standards.

- Minimum Parking Requirements: The Planning Commission discussed the proposed reduction in the minimum parking requirement for retail and office uses, and generally

thought the proposed requirements (3.7 stalls per 1,000 for office and 3.9 stalls per 1,000 for retail) was not enough of a meaningful reduction from the current requirement of 4 stalls per 1,000 for both uses. The revised ordinance reduces the minimum parking requirement to 3.0 stalls per 1,000 sq. ft. for both retail and office uses. City staff finds that the revised parking requirements are appropriate for two reasons. First, the revised rates are similar to the parking generation rates established by the Institute for Transportation Engineers (ITE). Secondly, the 2014 parking study completed by the city found that the actual parking demand in the downtown area for office and retail uses is approximately 2.7 spaces per 1,000 sq. ft. The revised minimum parking requirement for office and retail would be 75% of the current requirement, which would reduce the amount and size of off-street parking for new developments by 25%.

Landscaping Requirements

The Planning Commission also discussed the section in the existing ordinance pertaining to landscaping (Section 801.20.6). City staff has compared the language in the existing parking ordinance to the requirements in the Design Standards. The parking ordinance currently contains the following landscaping requirements:

All exposed parking areas of four (4) or more required spaces shall be landscaped on all sides. Such screening shall be in conformance with Section 801.18 of this Ordinance and be approved in advance by the City. Landscaping shall consist of a wall or fence and plantings or surfacing material shall be provided in all areas bordering the parking area. No landscaping or screening shall interfere with the drive or pedestrian visibility for vehicles entering or exiting the premises.

The Design Standards include the following requirements for parking lot landscaping in all design districts:

A landscaped buffer strip at least five (5) feet wide shall be provided between all parking areas and the sidewalk or street. The buffer strip shall consist of shade trees appropriately spaced for the particular Design District, and a decorative metal fence, masonry wall or hedge. A solid wall or dense hedge shall be no less than three (3) feet and no more than four (4) feet in height.

The landscaping requirements in the current parking ordinance provide additional landscaping and screening requirements than what is required in the Design Standards. The Design Standards only require landscaping and screening between parking areas and the sidewalk or street. The parking ordinance requires landscaping and screening on all sides. Therefore, staff has not removed the landscaping requirements from the draft parking ordinance.

Additional Revisions

In addition to the changes discussed by the Planning Commission, City staff is recommending

the following additional revisions:

- Section 801.20.5.E.12: The language requiring a conditional use permit for exceptions to the street access requirements has been removed. City staff finds that the most appropriate zoning tool for exceptions to ordinance requirements is a variance, and not a conditional use permit.
- Section 801.20.11.A.2: The language pertaining to the determination of parking spaces that are inconvenient to be of questionable use has been revised to reflect how this section is administered and applied. The computation of parking requirements and parking stalls could be applied by City Staff in instances of an administrative review of a building permit. Therefore, the language limiting the determination to the City Council has been struck. The City Council would continue to make the determination in cases where the project requires review by the Planning Commission and City Council.
- Section 801.20.11.B: The number of parking stalls required for some uses have been updated to consistently use the term “floor area” as defined in the ordinance, rather than applying varying means of size calculations such as “area” or “gross floor area.”
- Section 801.20.13.A: A new paragraph has been added to allow for proof of parking. Proof of parking is a tool that the City can utilize to reduce the amount of parking that is provided on a site in instances where it can be demonstrated that the parking is not needed. As part of the Planning Commission and City Council’s review of the development applicant, the proof of parking area would be shown on the site plan. The proof of parking area would need to meet all of the other ordinance requirements, including setbacks, screening, and number of parking stalls. The stalls would not initially be constructed, but the City could require the installation of the proof of parking stalls when the City determines the additional parking is needed. Proof of parking is a valuable tool in cases where the Planning Commission and City Council determine that the parking ordinance requires more parking than is necessary for the development. Proof of parking ensures development projects do not provide excess parking, and provides benefits to natural resource and site preservation and reduced impervious surface.
- Section 801.20.13.B: The current ordinance requires a conditional use permit in cases where a property owner cannot meet the minimum number of parking stalls required. City staff finds that the most appropriate zoning tool for exceptions to the ordinance requirements is a variance, and not a conditional use permit. Therefore, the language of this paragraph has been updated to require a variance in such cases.
- Reorganization: In addition to the revisions outlined above, City staff has consolidated several sections and reorganized the format of the ordinance. These proposed changes do not modify any of the parking ordinance requirements, but simply make the ordinance easier to interpret and administer.

Action Steps

After considering the items outlined in this memo, the Planning Commission should pursue one of the following as an action step:

1. Adopt the draft Planning Commission Report and Recommendations.
2. If the Commission wishes minor modifications to the draft ordinance or the draft Planning Commission Report and Recommendation, the Planning Commission should include those minor modifications within the motion.
3. If the Commission wishes to significantly modify the draft ordinance or the draft Planning Commission Report and Recommendation, the Commission should direct staff to prepare a revised Report and Recommendations for review and adoption at the next Commission meeting.

Attachments

- Attachment A March 10, 2016 Planning Report
- Attachment B Existing Off-Street Parking and Loading Ordinance
- Attachment C Draft Off-Street Parking and Loading Ordinance (Red-lined copy)
- Attachment D Draft Off-Street Parking and Loading Ordinance (Clean copy)
- Attachment E Draft Planning Commission Report and Recommendation



**Planning Report
Wayzata City Council
March 10, 2016**

File Case No: PR 2016-01
Applicant: City of Wayzata
Prepared By: Jeff Thomson, Director of Planning and Building
Project Summary: Amendment to the City of Wayzata Zoning Ordinance relating to Off-Street Parking and Loading (City Code § 801.20)

Background Information

On December 15, 2015 the City Council accepted the Downtown Parking Study, and directed City Staff to move forward with the parking ordinance amendments and the establishment of the downtown parking and mobility district. The parking ordinance amendment is an implementation component of the Downtown Parking Project. The Downtown Parking Project included the following tasks:

1. Plan of Finance
2. Parking and Mobility District, Parking Ordinance, and Management Tools
3. Pilot Projects
4. Carisch Ramp Renovation Feasibility
5. Mill Street Parking Ramp Programming and Pre-Design
6. Wayfinding Signage Concepts

The proposed ordinance amendment is a result of Task #2 pertaining to updating the City's Off-Street Parking and Loading Ordinance, (City Code Section 801.20). The Downtown Parking Project completed the following tasks related to the parking ordinance:

- Review of the City's parking regulations and case studies
- Draft revisions to parking regulations, including shared parking standards

Parking Ratios

The Downtown Parking Study conducted a review of the City's minimum parking requirements, or parking ratios. The City's current standards were compared to other

similarly situated communities – Edina, Minnesota and Downers Grove, Illinois – and to the Institute for Transportation Engineers (ITE) parking generation manual.

The findings indicate that the City’s minimum parking requirements are greater than the parking requirements of each of the three case studies. The Downtown Parking Study specifically studied the existing conditions in the east part of downtown, and found that by the City’s current ordinance requirements there is a shortage of 414 parking stalls in the area. The case studies indicate that there is a shortage of 63 to 393 parking stalls. It is important to note that these parking calculations are on an individual business or land use basis, and do not account for the shared parking that is occurring with the eastern part of downtown. Therefore, the case studies illustrate the impacts of the different minimum parking requirements, and not the actual parking demand that is experienced.

The Downtown Parking Study recommends that the City utilize the average parking ratios determined in the case study. The resulting minimum parking requirements are:

	Edina, MN	Downers Grove, IL	ITE	Wayzata	Proposed
Office	5.0	3.0	2.8	4.0	3.7
Restaurant	8.6	12.5	17.3	22.3	15.2
Retail	5.0	3.5	2.9	4.0	3.9

*minimum parking requirements represent number of parking stalls required per 1,000 sq. ft. of net floor area

The proposed minimum parking requirements would reduce the parking requirements for the office, retail, and restaurant uses.

Shared Parking

In addition to determining the updated parking ratios, the Downtown Parking Project also reviewed best practices for administering shared parking arrangements. The downtown area contains a mix of uses that have varying peak hours of parking demand. Therefore, calculating parking on an individual basis within a mixed use area creates surplus parking that is not needed to meet the actual parking demand.

Existing Ordinance

The City’s existing ordinance contains standards for joint parking, but does include a minimum parking requirement for mixed use areas. The current ordinance provides the following language:

Off-Site Joint Use of Parking. The City Council may, after receiving a report and recommendation from the Planning Commission, approve a conditional use permit for one (1) or more businesses to provide the required off-street parking facilities by joint use of one (1) or more sites where the total number of spaces provided are less than the sum of the total required for each business should they provide them separately.

The existing ordinance does allow for parking reductions for specific types of land uses:

- Entertainment Uses (theaters, bowling alleys or bars)
- Night Time or Sunday Uses
- Schools, Auditoriums, and Church Uses

In addition, the existing ordinance provides criteria for joint parking arrangements:

- *Proximity.* The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within three hundred (300) feet of such parking facilities.
- *Conflict in Hours.* The applicant shall show that there is no substantial conflict in the principal operating hours of the two (2) buildings or uses for which joint use of off-street parking facilities is proposed.
- *Written Consent and Agreement.* A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities, duly approved as to title of grantors or lessors, and form and manner of execution by the City Attorney, shall be filed with the City Clerk and recorded with the Hennepin County Recorder or Registrar of titles, and a certified copy of the recorded document shall be filed with the City within sixty (60) days after approval of the joint parking use by the City.

Proposed Ordinance

The proposed shared parking requirements would be based on the Urban Land Institute’s (ULI) shared parking standard, which is an updated and widely used model. The parking requirement for two or more different land uses would be determined by the following calculation:

- Multiply the minimum parking required for each individual use, by the appropriate percentage for each of the six (6) designated time periods.
- Add the resulting sums for each of the six (6) columns.
- The minimum parking requirement shall be the highest sum among the six (6) columns resulting from the above calculations.
- Select the time period with the highest total parking requirement and use that total as the shared parking requirement.

Land Use	Weekday			Weekend		
	Midnight – 7:00 am	7:00 am – 6:00 pm	6:00 pm – Midnight	Midnight – 7:00 am	7:00 am – 6:00 pm	6:00 pm – Midnight
Office	5%	100%	5%	0%	10%	0%
Restaurant	10%	70%	100%	20%	70%	100%
Retail	0%	90%	80%	0%	100%	60%
Government	0%	100%	40%	0%	40%	25%

As an example, for a mixed use building with retail and restaurant on the first level and office on the second level, the shared parking standard would be applied as follows:

Without Shared Parking Standard

Land Use	Size	Required Parking
Office	10,000 sq. ft.	37 stalls
Restaurant	3,000 sq. ft.	46 stalls
Retail	7,000 sq. ft.	28 stalls
Total	20,000 sq. ft.	111 stalls

With Shared Parking Standard

Land Use	Weekday			Weekend		
	Midnight – 7:00 am	7:00 am – 6:00 pm	6:00 pm – Midnight	Midnight – 7:00 am	7:00 am – 6:00 pm	6:00 pm – Midnight
Office	2 stalls	37 stalls	2 stalls	0 stalls	4 stalls	0 stalls
Restaurant	5 stalls	33 stalls	46 stalls	10 stalls	33 stalls	46 stalls
Retail	0 stalls	26 stalls	23 stalls	0 stalls	28 stalls	17 stalls
Total	7 stalls	96 stalls	71 stalls	10 stalls	65 stalls	63 stalls

The peak parking demand would occur on weekdays between 7:00 a.m. and 6:00 p.m., and the parking requirement would be reduced from 111 stalls to 96 stalls due to the mix of uses in the building.

The Downtown Parking Study recommends that the parking ordinance be updated to include the ULI’s shared parking standard in the downtown area. City Staff believes that there may be a benefit to applying the shared parking standard city-wide, rather than just in the downtown area. There are other commercial areas in the City that have joint or shared parking. For example, the City’s recent review of the medical office development at 1120 Wayzata Blvd East included a joint parking arrangement with the adjacent retail building, Jimmy John’s/BMO Harris Bank. The proposed shared parking standard would also be effective in regulating such joint parking arrangements. City Staff is reviewing with the City’s consultant, SRF Consulting, whether additional land uses could be incorporated into the shared parking standards that would be applicable in other commercial areas in the City.

Parking and Mobility District

The Downtown Parking Study also recommends that the City implement a mobility management district in the downtown area. The City Council has directed staff to initiate the implementation of the mobility management district. There is a specific process in State law for the implementation of the mobility management district, and the City Council will be reviewing the Ordinance at a future meeting. The mobility management district is separate from the parking ordinance updates, and would not be within the City’s zoning ordinance. Therefore, the mobility management district does not require review by the Planning Commission.

Planning Commission Workshop

The Planning Commission held a workshop on January 25, 2016 to discuss the proposed changes to the ordinance. The Planning Commission generally expressed support for reducing the minimum parking requirements for office, retail, and restaurant uses, and for providing a shared parking standard for projects that include office, retail, restaurant and government uses. The Planning Commission also stated that these changes should be implemented city wide, and not just in the downtown district. The Planning Commission noted that there are multiple factors that impact parking demand, including seasonal uses, business changes such as reduced office space sizes and telecommuting, and alternative modes of transportation such as transit, bicycle and walking.

Proposed Changes

City Staff has drafted an amendment to the City's parking ordinance. The draft ordinance is based on the Downtown Parking Study and the feedback received from the Planning Commission. The draft ordinance amendment would reduce the minimum parking requirements for office, retail, and restaurant uses, and would provide a new shared parking model for office, retail, restaurant, and government uses. In addition, the draft ordinance amendment includes the following changes:

- 801.20.3.B: This section has been clarified to better reflect the intent of the section. If there is a change in use of a property or building that increases the parking requirement, the site must comply with the minimum parking requirements in the ordinance.
- 801.20.7 has been removed as this section will be addressed in the mobility management district.
- 801.20.9.D: The floor area references have been updated to include the definitions of floor area that already exist in the definitions section of the zoning ordinance.
- 801.20.10.C: This standard has been clarified that there is also a setback requirement from the edge of the street, in addition to the setback requirement from the property line.

Next Steps

The Public Hearing is scheduled for the March 10th Planning Commission meeting. The Planning Commission should hold the public hearing, discuss the draft ordinance amendment and provide feedback to City Staff.

Attachments:

Attachment A: Existing Off-Street Parking and Loading Ordinance

Attachment B: Draft Off-Street Parking and Loading Ordinance (Red-lined copy)

Attachment C: Draft Off-Street Parking and Loading Ordinance (Clean copy)

Attachment D: Planning Commission Workshop Meeting Minutes – January 25, 2016

SECTION 20

OFF-STREET PARKING AND LOADING

Section 801.20

801.20.1:	Purpose
801.20.2:	Scope of Regulations
801.20.3:	General Provisions
801.20.4:	Conformity of Damaged Structures
801.20.5:	Off-Street Parking Facilities Provided on a Site Elsewhere Than the Principal Use
801.20.6:	Screening and Landscaping
801.20.7:	Credits Toward Parking Requirements
801.20.8:	Off-Street Parking Restrictions
801.20.9:	Parking Area Design and Maintenance
801.20.10:	Location
801.20.11:	Sidewalks
801.20.12:	Maintenance
801.20.13:	Joint Facilities
801.20.14:	Truck Loading Areas, Design and Maintenance
801.20.15:	Off-Street Parking and Loading Requirements
801.20.16:	Non-Specified Uses
801.20.17:	C-4, C-4A and C-4B Parking Requirements
801.20.18:	Space Reductions

801.20.1: PURPOSE:

The regulation of off-street parking spaces in these zoning regulations is intended to alleviate or prevent congestion of the public right-of-way and to promote the safety and general welfare of the public, by establishing minimum requirements for off-street parking of motor vehicles in accordance with the intensity of utilization of the various parcels of land or structures.

801.20.2: SCOPE OF REGULATIONS:

The off-street parking requirements of this ordinance shall apply within all zoning districts for uses and structures, except as hereinafter provided.

801.20.3: GENERAL PROVISIONS:

- A. Site Plans: All site plans submitted for a structure requiring parking spaces and/or loading facilities shall show or designate the parking and/or loading area(s), number of parking spaces, and type of surfacing, screening, drainage, curbing, sidewalks and other improvements which may be required to be installed. Said plan shall be a part of the Building Permit for any such structure, and no Certificate of Occupancy shall be issued until all items shown on the plan for parking and loading facilities have been completed, unless an agreement supported by a cash deposit or bond provides for the completion of said plan.
- B. Change in Land Use. When the site intensity or use of a building is increased with consequent effect upon the parking requirements as prescribed in this Section, the

parking requirements as prescribed herein shall be used to provide for such increase in the site intensity and/or use.

- C. Reduction of Existing Off-Street Parking Space or Lot Area. Off-street parking spaces and loading spaces or lot area existing upon the effective date of this Ordinance shall not be reduced in number or size unless said number or size exceeds the requirements set forth herein for a similar new use.

801.20.4: CONFORMITY OF DAMAGED STRUCTURES:

When a non-conforming building is damaged by fire and explosion, act of God, or the public enemy to the extent that replacement costs of the structure are more than fifty (50) percent of its actual market value, based upon an independent current appraisal, it shall be made to fully comply with all requirements of this article.

801.20.5: OFF-STREET PARKING FACILITIES PROVIDED ON A SITE ELSEWHERE THAN THE PRINCIPAL USE:

When parking is provided on a site other than the lot or tract upon which a principal use is located, said parking area shall be in the ownership of and remain in the possession of the owner of the principal use for which it is designated. No authorization for separate parking facilities shall be given until such time as the City Council is reasonably certain that the ownership and use of the parking area will continue and that the site will be well maintained. Off site parking facilities may only be allowed by conditional use permit and shall be subject to the following conditions:

- A. Ordinance Compliance. Off-site parking shall be developed and maintained in compliance with all requirements and standards of this Ordinance.
- B. Access. Reasonable improved access from off-street parking facilities to the use being serviced shall be provided.
- C. Proximity to Multiple Residence. Off-site parking for multiple family dwellings shall not be located more than one hundred (100) feet from any normally used entrance of the principal use serviced.
- D. Proximity for Non-Residential Uses. Off-site parking for non-residential uses shall not be located more than three hundred (300) feet from the main entrance of the principal use being served. No more than one (1) main entrance shall be recognized for each principal building.

801.20.6: LANDSCAPING:

All exposed parking areas of four (4) or more required spaces shall be landscaped on all sides. Such screening shall be in conformance with Section 801.18 of this Ordinance and be approved in advance by the City. Landscaping shall consist of a wall or fence and plantings or surfacing material shall be provided in all areas bordering the parking area. No landscaping or screening shall interfere with the drive or pedestrian visibility for vehicles entering or exiting the premises.

801.20.7: CREDITS TOWARD PARKING REQUIREMENTS:

Establishments which pay or have paid an assessment for the provision of an off-street municipal parking lot shall receive parking space credits determined by their dollar contribution to the municipal lot divided by the total cost per parking space of said lot. Said credit shall expire ten (10) years from the date of construction of the parking facility.

801.20.8: OFF-STREET PARKING RESTRICTIONS:

- A. Boats, fish houses, school buses, house trailers, camping trailers, farm tractors, utility trailers and motor homes may not be parked, stored or otherwise continued on residential property for a period greater than seventy-two (72) hours, unless placed completely in the rear yard or side yard of said property and are screened from view of abutting properties and the public right-of-way.
- B. Except where otherwise allowed in a zoning district, trucks of more than twelve thousand (12,000) GVW or greater than thirty (30) feet in length, and contracting or excavating equipment may not be parked, stored or otherwise continued on any property within the City unless being used in conjunction with a temporary service benefiting the residential or commercial premises.
- C. Junked or inoperable vehicles may not be parked, stored or otherwise continued on any property within the City for a period greater than seventy-two (72) hours unless placed completely within an enclosed building or garage or screened in accordance with the provisions of Section 801.18 of this Ordinance. Said regulations shall also apply to race cars.
- D. No motor vehicle repair work of any kind shall be permitted in conjunction with exposed off-street parking facilities, except for minor repairs of vehicles owned by the occupant or resident of the principal use for which the parking space is intended. No exterior storage of car parts are allowed at any time.
- E. Except where otherwise allowed by zoning district, contractor's supplies and equipment or machinery kept for eventual sale, commercial repair, rental or other commercial purposes may not be stored, kept or otherwise continued on any property within the City. The keeping, storage or otherwise continuing of such materials within the City is prohibited and shall be considered to be a non-conforming use if in existence at the effective date of this Ordinance.

801.20.9: PARKING AREA DESIGN AND MAINTENANCE:

- A. Construction. All exposed parking areas and driveways shall be surfaced with an all-weather, durable and dust-free surfacing material to be approved by the City Engineer, shall be well drained and landscaped, and shall be maintained in a slightly and well kept condition.
- B. Striping and Curbing. All parking areas where four (4) or more spaces are required shall be marked by durable painted stripes designating the parking spaces unless excepted by the City Engineer. A continuous curb shall be provided around the periphery of the paved parking area of the lot, including drives.
- C. Setbacks.
 - 1. Front, side and rear setbacks of at least ten (10) feet from property lines shall be maintained from parking areas in all zoning districts, except C-4, C-4A and C-4B Districts. Setbacks of five (5) feet in the C-4, C-4A, and C-4B Districts shall apply only to those parking areas adjacent to residentially zoned or residentially used property.
 - 2. No area used by motor vehicles other than driveways for ingress to and egress from the site shall be located within the public street right-of-way.
- D. Calculating Space.

1. Floor Area. The term "floor area" for the purpose of calculating the number of off-street parking spaces required shall be determined on the basis of the exterior floor area dimensions of the buildings, structure or use times the number of floors, minus ten (10) percent except as may be hereinafter modified.
 2. Computation. When in the process of determining the required number of off-street parking spaces, there occurs a fraction of a space, such fraction shall be deemed as the requirement for an additional parking space. Parking spaces shall not be counted toward meeting a parking requirement when, in the Council's opinion, they are sufficiently inconvenient to be of questionable use.
 3. Places of Public Assembly. In stadiums, sports arenas, churches and other places of public assembly in which patrons or spectators occupy benches, pews or other similar seating facilities, each eighteen (18) inches of such seating facilities shall be counted as one (1) seat for the purpose of determining requirements.
 4. More than One Use. Except for a shopping center, should a structure contain two (2) or more types of uses, the gross floor area of each use shall be calculated and a ten (10) percent reduction shall be made for non-productive space. The resulting net usable floor space figure shall be utilized to determine the off-street parking requirement.
 5. Snow Storage in Parking Stalls. Provision shall be made in the parking area for adequate snow storage or removal in order to ensure that the required number of spaces are available at all times during the year.
 6. Use of Required Area. Required accessory off-street parking spaces in any district shall not be utilized for open storage, sale or rental of goods, or storage, of inoperable vehicles.
- E. Design.
1. Vehicular traffic generated by a use shall be channeled and controlled in a manner which will avoid congestion or interference with other vehicular transportation systems or pedestrian traffic and which will avoid creating traffic hazards or excessive traffic through residential areas. The adequacy of any proposed traffic circulation system to accomplish these objectives shall be determined by the City, which may require such additional measures for traffic control as it may deem necessary, including but not limited to the following: directional signalization, channelization, standby turn lanes, sidewalks illumination and other facilities within the site to prevent a backup of vehicles on public streets.
 2. Parking Stalls.
 - a. All parking spaces, except for parallel spaces and compact car stalls, shall be a minimum of nine (9) feet in width and twenty (20) feet in length, except a parking stall eighteen (18) feet in length with a two (2) foot overhang beyond the parking surface may be allowed upon approval of the City Engineer.
 - b. Up to twenty (20) percent of the parking spaces in a parking lot of forty (40) spaces or more may be permanently marked for compact cars only. A compact space shall be a minimum of eight (8) feet in width and sixteen (16) feet in length.

- c. In areas such as parking ramps or similar facilities size requirements may be determined by the City Engineer.
 - d. Parallel parking spaces shall be twenty-three (23) feet in length.
3. Driveway Standards. Except in the case of single family, two-family, townhouse, quadraminium, and manor home dwellings minimum driveway and traffic lane widths shall be developed in compliance with the following standards:

Angle of Pkg.	Traffic Flow	Min. Width
90 Degree	Two Way	24 ft.
60 Degree	One Way	18 ft.
45 Degree	One Way	14 ft.

- 4. Within Structure. The off-street parking requirement may be furnished by providing fee free space so designed within the principal building or structures attached thereto; however, unless provisions are made, no building permit shall be issued to convert said parking structure into a dwelling unit or living area or other activity until other adequate provisions are made to comply with the required off-street parking provisions of this Code. In creating other provisions on-street parking shall not be used.
- 5. Streets Not Used. Except in the case of single, two-family and townhouse dwellings, parking areas shall be designed so that circulation between parking bays or aisles occurs within the designated parking lot and does not depend upon a public street or alley. Except in the case of single, two-family and townhouse dwellings, parking area design which requires backing into the public street is prohibited. Parking spaces in a public right-of-way cannot be utilized in meeting required off-street parking standards.
- 6. Curb Cut Proximity to Intersection. No curb cut or other driveway access shall be located less than forty (40) feet from the intersection of two (2) or more street rights-of-way. This distance shall be measured from the intersection of lot lines, not curb lines.
- 7. Curb Cut Maximum. No curb cut access shall exceed twenty-four (24) feet in width except upon approval by the City Engineer.
- 8. Curb Cut Spacing Minimum. Curb cut openings shall be located at a minimum of ten (10) feet from the side yard lot line in all districts, except for the C-4, C-4A and C-4B Districts where such setbacks shall apply only to those parking areas adjacent to residentially zoned or residentially used property.
- 9. Curb Cut Separation. Driveway access curb openings on a public street except for single, two-family and townhouse dwellings shall not be located less than forty (40) feet from one another except on approval by the City Engineer.
- 10. Parking Area Grades. The grade elevation of any parking area or portion thereof shall not exceed five (5) percent.
- 11. Driveway Access Minimum. Each property shall be allowed one (1) driveway access for each one hundred twenty-five (125) feet of street frontage. All property shall be entitled to at least one (1) driveway access. Single family uses shall be limited to one (1) driveway access per lot, except when the property exceeds the required street frontage per zoning district requirements a second

driveway access may be allowed by approval of the City Engineer. The access of driveways onto arterial and collector streets is discouraged. However, when such a use is necessary or approved by the City, a minimum number of driveways shall be promoted by encouraging joint access through the use of shared curb cuts and access easements.

12. Street Access. Except in the case of a planned unit development, each lot shall have access directly onto an abutting, improved and City accepted public street. Exception to this access requirement may be allowed as a conditional use permit.
13. Lighting. Any lighting used to illuminate an off-street parking area shall be so arranged as to reflect the light away from adjoining property, abutting residential uses and public rights-of-way and be in compliance with Section 801.16.6 of this Code.
14. Signs. No sign shall be so located as to restrict the sight lines and orderly operation and traffic movement within any parking lot. All signs shall be in conformance with Section 801.27 of this Ordinance.

801.20.10: LOCATION:

- A. Required accessory off-street parking shall be on the same lot under the same ownership as the principal use being served, except as provided for under the provisions of Sections 801.20.5 and 801.20.13.
- B. Except for single, two family, townhouse, quadraminium and manor home dwellings, head-in parking, directly off of and adjacent to a public street, with each stall having its own direct access to the public street, shall be prohibited.
- C. There shall be no off-street parking within fifteen (15) feet of any street surface.
- D. The boulevard portion of the street right-of-way shall not be used for parking.
- E. In the case of single family, two family, townhouse quadraminium and manor home dwellings parking shall be prohibited in any portion of the front yard except designated driveways leading directly into a garage or one (1) open, surfaced spaced located on the side of a driveway, away from the principal use. Said extra space shall be surfaced with concrete or bituminous material.

801.20.11: SIDEWALKS:

Sidewalks shall be provided from apartment parking areas, and loading zones to the entrance of the building.

801.20.12: MAINTENANCE:

It shall be joint and several responsibility of the owner of the principal use (or Lessee, if there is one), to use and to maintain in a neat and adequate manner, the parking space, access way, striping, landscaping, required fences and snow removal.

801.20.13: JOINT FACILITIES:

- A. Off-Site Joint Use of Parking. The City Council may, after receiving a report and recommendation from the Planning Commission, approve a conditional use permit for one (1) or more businesses to provide the required off-street parking facilities by joint use of one (1) or more sites where the total number of spaces provided are less than the sum of the total required for each business should they provide them separately. When

considering a request for such a permit, the Planning Commission shall not recommend that such permit be granted except when the following conditions are found to exist.

1. Entertainment Uses. Up to fifty (50) percent of the parking facilities required for a theatre, bowling alley, or bar may be supplied by the off-street parking facilities provided by types of uses specified as primarily daytime uses in Section 801.20.13, Subd.A.4. below.
2. Night Time or Sunday Uses. Up to fifty (50) percent of the off-street parking facilities required for any use specified under (801.20.13, Subd.A.4.) below as primarily day time uses may be supplied by the parking facilities provided by the following night time or Sunday uses; auditoriums incidental to a public or parochial school, churches, bowling alleys, theatres, bars, excluding ones with restaurants or food services, or apartments.
3. Schools, Auditorium and Church Uses. Up to eighty (80) percent of the parking facilities required by this section for a church or an auditorium incidental to a public or parochial school may be supplied by the off-street parking facilities provided by uses specified under (801.20.13, Subd.A.4.) below as primarily day time uses.
4. Daytime Uses. For the purpose of this section the following uses are considered as primarily day time uses: banks, business offices, retail stores, personal service shops, restaurants, service shops, manufacturing, wholesale and similar uses.
5. Additional Criteria for Joint Parking. In addition to the preceding requirements, the following conditions are required for joint parking usage:
 - a. Proximity. The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within three hundred (300) feet of such parking facilities.
 - b. Conflict in Hours. The applicant shall show that there is no substantial conflict in the principal operating hours of the two (2) buildings or uses for which joint use of off-street parking facilities is proposed.
 - c. Written Consent and Agreement. A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities, duly approved as to title of grantors or lessors, and form and manner of execution by the City Attorney, shall be filed with the City Clerk and recorded with the Hennepin County Recorder or Registrar of titles, and a certified copy of the recorded document shall be filed with the City within sixty (60) days after approval of the joint parking use by the City.

801.20.14: TRUCK LOADING AREAS, DESIGN AND MAINTENANCE:

- A. Design. Fifty (50) percent of the required number of truck berths shall be fifty (50) feet in length. All berths shall be no less than twelve (12) feet in width and fourteen (14) feet in length, exclusive of aisle and maneuvering space. All loading areas shall consist of a maneuvering area in addition to the berth and shall not use any of that portion of the site containing parking stalls. Maneuvering areas shall be of such size as to permit the backing of truck tractors and coupled trailers into a berth, without blocking the use of other berths, drives or maneuvering areas or on public right-of-way. The construction and setback standards listed in Section 801.20.9.A and 801.20.9.C also shall apply to all loading areas.

- B. Landscaping and Screening of Loading Berths. Loading berths shall be screened from all property lines. Said screening shall be accomplished by a solid wall or fence and shall be so designed as to be architecturally harmonious with the principal structure and in conformance with Section 801.18 of this Ordinance. Screening plantings may be substituted, provided such plantings are in conformance with Section 801.18 of this Ordinance.
- C. Location.
1. Off-Street. All required loading berths for a non-residential use shall be off-street and located on the same lot as the building or use to be served.
 2. Distance from Intersection. All loading berth curb cuts shall be located at minimum fifty (50) feet from the intersection of two (2) or more street rights-of-way. This distance shall be measured from the property line.
 3. Distance from Residential Use. No loading berth for a non-residential use shall be located closer than one hundred (100) feet from a residential district unless completely within a structure, except on approval by the City Council.
 - a. Pedestrians. Loading berths shall not conflict with pedestrian movement.
 - b. Visibility. Loading berths shall not obstruct the view of the public right-of-way from off-street parking access.
 - c. General Compliance. Loading berths shall comply with all other requirements of this section.
 4. Traffic Interference. Each loading berth shall be located with appropriate means of vehicular access to a street or public alley in a manner which will cause the least interference with traffic.
 5. Accessory Use; Parking and Storage. Any space allocated as a required loading berth or access drive so as to comply with the terms of these zoning regulations shall not be used for the storage of goods, inoperable vehicles or snow and shall not be included as part of the space requirements to meet off-street parking requirements.

801.20.15: OFF-STREET PARKING AND LOADING REQUIREMENTS:

	Number of Parking Use _____ Spaces Required	Off-St. Loading Spaces Required
A. Animal Hospitals or Kennels	Six (6) spaces plus one (1) for each 200 sq.ft. of gross floor area over 10,000 sq.ft.	One (1) space space per structure
B. Auditoriums, Theaters, Religious	One (1) space for each three (3) permanent seats	One (1) space for each structure with

	Institutions	based on the design capacity of the main assembly hall. Facilities as may be provided in conjunction with such buildings or uses shall be subject to additional requirements which are imposed by this Code.	over 100,000 sq.ft. of gross floor area
C.	Automobile Car Washes	Shall be determined by the type of car wash plus recommended stacking spaces as determined under 801.20.15.D of this Section.	One (1) space per facility
D.	Automatic Drive Through Service	Two (2) spaces for each bay plus stacking equivalent to five (5) spaces for each bay.	One (1) space per facility
E.	Self-Service Car Wash	Four (4) spaces per bay.	One (1) space per facility
F.	Motor Fuel Station Car Wash	One (1) space in addition to that required for the station.	N.A. in addition to that required for the station.

G.	Automobile Service Stations	Five (5) spaces plus three (3) spaces for each service stall. Those facilities designed for sale of other items than strictly automobile products, parts or service shall be required to provide additional parking in compliance with other applicable sections of this Code.	One (1) space
H.	Beauty or Barber Shops	Two (2) spaces for each working station, plus two (2) spaces for each three (3) employees.	N.A.
I.	Boat and Marine Sales	One (1) space for each 400 sq.ft. of floor area for the first 25,000 sq. ft., plus one (1) space for each 600 sq.ft. thereafter.	One (1) space, plus one (1) additional space for each 25,000 sq.ft. of gross floor area.
J.	Boating Marinas and Yacht Clubs	Seven (7) spaces for each ten (10) boat or mooring spaces.	One (1) space for each 20,000 square feet.

sq.ft. of	K. Bowling Alleys	Five (5) spaces for each lane or alley, plus additional spaces as may be required herein for related uses contained within the principal structure.	One (1) space for each structure with over 20,000 gross floor area.
	L. Community Center, Physical Culture Studio, Libraries, Museums	Ten (10) spaces plus one (1) for each one hundred fifty (150) feet in excess of 2,000 sq.ft. of floor area in the principal structure.	One (1) space for each structure with over 100,000 sq.ft. of gross floor area.
	M. Drive-in Convenience Food Establishment	One (1) space for each fifteen (15) sq. ft. of gross service area, one (1) space for each eighty (80) sq. ft of gross kitchen area and one (1) space for each forty (40) sq. ft. of seating area, but not less than fifteen (15) spaces, plus two (2) spaces per drive-thru window.	One (1) space.
	N. Drive-in	One (1) space for	One (1) space

	Banks	every 350 sq.ft. of gross usable floor area plus stacking requirements determined under 715.31 of this section.	for buildings between 30,000 sq.ft. and 100,000 sq.ft. in gross floor area, plus one (1) space for each additional 100,000 sq.ft.
O.	Furniture Sales	One (1) space for each 400 sq.ft. of floor area for the first 25,000 sq.ft., plus one (1) space for each 600 sq.ft. thereafter.	One (1) space plus one (1) additional space for each 25,000 sq.ft. of gross floor area.
P.	Group Day Care Centers	One (1) space for each employee, plus one (1) space for each four (4) children.	One (1) space
Q.	Housing for the Elderly	One (1) space for each one and one-half (1.5) dwelling units.	One (1) space
R.	Manufacturing	One (1) space for each employee on the major shift or one (1) space for each 300 sq.	One (1) space space for each 50,000 sq.ft. of gross floor area.

ft., whichever is greater.

S.	Medical or Dental Offices or Clinics	Six (6) spaces for each doctor or dentist.	One (1) space per building
T.	Motels, Hotels, Lodging or Boarding Houses	One (1) space per Lodging unit, plus spaces equal to 25% of the capacity of any club or lodge.	One (1) space per building
U.	Multiple Family Dwellings, Townhouses	Two (2) fee free spaces for each living unit, of which one (1) is to be enclosed.	One (1) space for each multiple family building over four (4) units.
V.	Nursing Homes, Rest Homes	One (1) space for each four (4) beds.	One (1) space plus one (1) additional space each 100,000 sq.ft. of gross floor area.
W.	Office Buildings and Pro- fessional Offices, Other Than Any Area For Doctors Or Dentists;	One (1) space for each 250 sq.ft. of floor area.	One (1) space for buildings between 10,000 sq.ft. and 100,000 sq.ft. in gross floor area, plus one (1) space for each additional

	Banks, Public Administration Offices.		100,000 sq.ft.
X.	Private or Private Non-Profit Baseball Fields, Stadiums	One (1) space for each eight (8) seats of design capacity.	One (1) space for each structure with over 100,000 sq.ft. of gross floor area.
Y.	Restaurants, Private Clubs, Lodges, Food Dispensing Establishments (Except Drive-In Restaurants)	One (1) space for each forty (40) sq.ft. of gross floor area of dining and bar area and one (1) space for each eighty (80) sq.ft. of kitchen area.	One (1) space for each 10,000 sq.ft. of gross floor area.
Z.	Retail Commercial Uses, Except as Prescribed Herein.	One (1) space for each two hundred and fifty (250) sq.ft. of floor area.	One (1) space for the first 10,000 sq.ft. of gross floor area, plus one (1) space for each additional 50,000 sq.ft.

AA.	Retail Sales and Service Business With Fifty Percent or More of Gross Floor Area Devoted to Storage, Warehouses and/or Industry	Eight (8) spaces or one (1) space for each two hundred (200) sq.ft. devoted to public sales or service plus one (1) space for each five hundred (500) sq.ft. of storage area.	One (1) space for the first 10,000 sq.ft. of gross floor area, plus (1) space for each additional 50,000 sq.ft.
BB.	School, Elementary and Junior High, (Public or Private)	One (1) space for each classroom plus one (1) space for each fifty (50) student capacity. Adequate space shall be allowed for the dropping off and/or picking up of students as determined by the City Council.	One (1) space for each structure with over 100,000 sq.ft. of gross floor area.

CC.	School, High School (Public or Private)	One (1) space for each five (5) students based on design capacity. Adequate space shall be allowed for the dropping off and/or picking up of students as determined by the City Council.	One (1) space for each structure with over 100,000 sq.ft. of gross floor area.
DD.	Shopping Center	One (1) space for each one hundred fifty (150) sq. ft. of gross leasable area.	One (1) space or the first ten thousand (10,000) sq. ft. of gross leasable area plus one (1) space for each additional fifty thousand (50,000) sq. ft. or part thereof.
EE.	Single Family, Two-Family dwellings	Two (2) spaces per family unit.	N.A.
FF.	Warehousing	One (1) space for each 1,000 sq.ft. of gross floor area. That space which is solely used as	Determined by the Zoning Administrator

office shall
comply with the
office use.

- GG. Micro-production Facility: One (1) space for each 1,000 sq. ft. of floor area.
- HH. Taproom/Tasting Room: One (1) space for each forty (40) sq. ft. of floor area.
- II. Brewpub: One (1) space for each 1,000 sq. ft. of Micro-brewery production floor area; one (1) space for each forty (40) sq. ft. of floor area of dining and bar area; and one (1) space for each eighty (80) sq. ft. of kitchen area.

801.20.16: NON-SPECIFIED USES:

For uses not specifically listed above, off-street parking and loading requirements shall be computed by the Zoning Administrator on the same basis as required for the most similar listed uses. (N.A. = Not Applicable).

801.20.17: C-4, C-4A AND C-4B PARKING REQUIREMENTS:

- A. Within the C-4, C-4A and C-4B Zoning Districts, the City may approve development and uses which do not comply with the required number of parking spaces as a conditional use permit, provided that:
 - 1. A development agreement running with the land is completed in which it is agreed that the property in question is financially responsible for its proportionate share of the City sponsored and provided parking space construction, maintenance, and parking site acquisition for new on-street, lot and/or ramp parking. Said responsibility shall be determined on the basis of the property's parking space shortage based upon ordinance requirements, in relationship to the total parking space shortage, as defined by Section 801.20 for a defined service and benefit area. The "service and benefit area" shall include all properties which benefit from the available public parking serving a particular retail and commercial neighborhood or district.
 - 2. The amount of parking provided on the property in question is the maximum amount possible, taking into account the use and design objectives of the C-4, C-4A and C-4B Districts as outlined by this Ordinance and the Comprehensive Plan.
 - 3. The parking shortages created by the development are not premature or in excess of the supply which can be provided by the City through a public parking system on a long term basis.
 - 4. The provisions of Section 801.04.2.F of this Ordinance are considered and satisfactorily met.

801.20.18: SPACE REDUCTIONS.

Subject to the review and processing of a conditional use permit as regulated by Section 801.04 of this Ordinance, the City may reduce the number of required off-street parking spaces and/or loading spaces when the use can demonstrate in documented form a need

which is less than required. In such situations, the City may require land to be reserved for parking development should use or needs change.

SECTION 20

OFF-STREET PARKING AND LOADING

Section 801.20

801.20.1:	Purpose
801.20.2:	Scope of Regulations
801.20.3:	General Provisions
801.20.4:	Off-Street Parking Restrictions
801.20.4:	Conformity of Damaged Structures
801.20.5:	Off-Street Parking Facilities Provided on a Site Elsewhere Than the Principal Use
801.20.6:	Screening and Landscaping
801.20.7:	Credits Toward Parking Requirements
801.20.8:	Off-Street Parking Restrictions
801.20.9 5 :	Parking Area <u>Location and</u> Design and Maintenance
801.20.6:	Screening and Landscaping
801.20.10:	Location
801.20.11:	Sidewalks
801.20.12 7 :	Maintenance
801.20.8:	Off-Street Parking Facilities Provided on a Site Elsewhere Than the Principal Use
801.20.13 9 :	Joint Facilities
801.20.14 10 :	Truck Loading Areas, Design and Maintenance
801.20.15 11 :	Off-Street Parking and Loading Requirements
801.20.16:	Non-Specified Uses
801.20.17 12 :	C-4, C-4A and C-4B Parking Requirements
801.20.18 13 :	Space Reductions

801.20.1: PURPOSE:

The regulation of off-street parking spaces in these zoning regulations is -intended to alleviate or prevent congestion of the public right-of-way and to promote the safety and general welfare of the public, by establishing minimum requirements for off-street parking of motor vehicles in accordance with the intensity of utilization of the various parcels of land or structures.

801.20.2: SCOPE OF REGULATIONS:

The off-street parking requirements of this ordinance shall apply within all zoning districts for uses and structures, except as hereinafter provided.

801.20.3: GENERAL PROVISIONS:

- A. Site Plans: All site plans submitted for a structure requiring parking spaces and/or loading facilities shall show or designate the parking and/or loading area(s), number of parking spaces, and type of surfacing, screening, drainage, curbing, sidewalks and other improvements which may be required to be installed. Said plan shall be a part of the

Building Permit for any such structure, and no Certificate of Occupancy shall be issued until all items shown on the plan for parking and loading facilities have been completed, unless an agreement supported by a cash deposit or bond provides for the completion of said plan.

- B. Change in Land-Use. When ~~the site intensity or use of a building is increased with consequent effect upon the parking requirements there is a change of use, tenancy, or occupancy of a parcel of land or building which requires additional parking or loading spaces.~~ as prescribed in this Section, the minimum parking requirements as prescribed herein shall ~~be met be used to provide~~ for such ~~increase in the site intensity and/or use, use, tenant, or occupant.~~
- C. Reduction of Existing Off-Street Parking Space or Parking Lot Area. Off-street parking spaces and loading spaces or parking lot area existing upon the effective date of this Ordinance shall not be reduced in number or size unless said number or size exceeds the requirements set forth herein for a similar new use.

~~801.20.4: CONFORMITY OF DAMAGED STRUCTURES:~~

~~When a non-conforming building is damaged by fire and explosion, act of God, or the public enemy to the extent that replacement costs of the structure are more than fifty (50) percent of its actual market value, based upon an independent current appraisal, it shall be made to fully comply with all requirements of this article.~~

~~801.20.5: OFF STREET PARKING FACILITIES PROVIDED ON A SITE ELSEWHERE THAN THE PRINCIPAL USE:~~

~~When parking is provided on a site other than the lot or tract upon which a principal use is located, said parking area shall be in the ownership of and remain in the possession of the owner of the principal use for which it is designated. No authorization for separate parking facilities shall be given until such time as the City Council is reasonably certain that the ownership and use of the parking area will continue and that the site will be well maintained. Off site parking facilities may only be allowed by conditional use permit and shall be subject to the following conditions:~~

- ~~A. Ordinance Compliance. Off site parking shall be developed and maintained in compliance with all requirements and standards of this Ordinance.~~
- ~~B. Access. Reasonable improved access from off street parking facilities to the use being serviced shall be provided.~~
- ~~C. Proximity to Multiple Residence. Off site parking for multiple family dwellings shall not be located more than one hundred (100) feet from any normally used entrance of the principal use serviced.~~
- ~~D. Proximity for Non-Residential Uses. Off site parking for non-residential uses shall not be located more than three hundred (300) feet from the main entrance of the principal use being served. No more than one (1) main entrance shall be recognized for each principal building.~~

~~801.20.6: LANDSCAPING:~~

~~All exposed parking areas of four (4) or more required spaces shall be landscaped on all sides. Such screening shall be in conformance with Section 801.18 of this Ordinance and be approved in advance by the City. Landscaping shall consist of a wall or fence and plantings or surfacing material shall be provided in all areas bordering the parking area. No landscaping or screening shall interfere with the drive or pedestrian visibility for vehicles entering or exiting the premises.~~

~~801.20.7: CREDITS TOWARD PARKING REQUIREMENTS:~~

~~Establishments which pay or have paid an assessment for the provision of an off-street municipal parking lot shall receive parking space credits determined by their dollar contribution to the municipal lot divided by the total cost per parking space of said lot. Said credit shall expire ten (10) years from the date of construction of the parking facility.~~

801.20.84: OFF-STREET PARKING RESTRICTIONS:

- A. Boats, fish houses, school buses, house trailers, camping trailers, farm tractors, utility trailers and motor homes may not be parked, stored or otherwise continued on residential property for a period greater than seventy-two (72) hours, unless placed completely in the rear yard or side yard of said property and are screened from view of abutting properties and the public right-of-way.
- B. Except where otherwise allowed in a zoning district, trucks of more than twelve thousand (12,000) GVW or greater than thirty (30) feet in length, and contracting or excavating equipment may not be parked, stored or otherwise continued on any property within the City unless being used in conjunction with a temporary service benefiting the residential or commercial premises.
- C. Junked or inoperable vehicles may not be parked, stored or otherwise continued on any property within the City for a period greater than seventy-two (72) hours unless placed completely within an enclosed building or garage or screened in accordance with the provisions of Section 801.18 of this Ordinance. Said regulations shall also apply to race cars.
- D. No motor vehicle repair work of any kind shall be permitted in conjunction with exposed off-street parking facilities, except for minor repairs of vehicles owned by the occupant or resident of the principal use for which the parking space is intended. No exterior storage of car parts are allowed at any time.
- E. Except where otherwise allowed by zoning district, contractor's supplies and equipment or machinery kept for eventual sale, commercial repair, rental or other commercial purposes may not be stored, kept or otherwise continued on any property within the City. The keeping, storage or otherwise continuing of such materials within the City is prohibited and shall be considered to be a non-conforming use if in existence at the effective date of this Ordinance.

801.20.95: PARKING AREA LOCATION AND DESIGN ~~AND MAINTENANCE~~:

- A. Construction. All exposed parking areas and driveways shall be surfaced with an all-weather, durable and dust-free surfacing material to be approved by the City Engineer, shall be well drained and landscaped, and shall be maintained in a slightly and well kept condition.
- B. Striping and Curbing. All parking areas where four (4) or more spaces are required shall be marked by durable painted stripes designating the parking spaces unless excepted by the City Engineer. A continuous curb shall be provided around the periphery of the paved parking area of the lot, including drives.

C. Location.

1. ~~Required accessory off-street parking shall be on the same lot under the same ownership as the principal use being served, except as provided for under the provisions of Sections 801.20.8 and 801.20.9.~~
2. ~~Except for single, two family, townhouse, quadraminium and manor home dwellings, head-in parking, directly off of and adjacent to a public street, with each stall having its own direct access to the public street, shall be prohibited.~~
3. ~~The boulevard portion of the street right-of-way shall not be used for parking.~~
4. ~~In the case of single family, two family, townhouse, quadraminium, and manor home dwellings parking shall be prohibited in any portion of the front yard except designated driveways leading directly into a garage or one (1) open, surfaced space located on the side of a driveway, away from the principal use. Said extra space shall be surfaced with concrete or bituminous material.~~

~~E~~D. Setbacks.

1. Front, side and rear setbacks of at least ten (10) feet from property lines shall be maintained from parking areas in all zoning districts, except C-4, C-4A and C-4B Districts. Setbacks of five (5) feet in the C-4, C-4A, and C-4B Districts shall apply only to those parking areas adjacent to residentially zoned or residentially used property.
2. ~~In addition to the setback requirements, off-street parking must be set back fifteen (15) feet from any street surface.~~
23. No area used by motor vehicles other than driveways for ingress to and egress from the site shall be located within the public street right-of-way.

~~D~~. ~~Calculating Space.~~

1. ~~Floor Area. The term "floor area" for the purpose of calculating the number of off-street parking spaces required shall be determined on the basis of the exterior floor area dimensions of the buildings, structure or use times the number of floors, minus ten (10) percent except as may be hereinafter modified.~~
2. ~~Computation. When in the process of determining the required number of off-street parking spaces, there occurs a fraction of a space, such fraction shall be deemed as the requirement for an additional parking space. Parking spaces shall not be counted toward meeting a parking requirement when, in the Council's opinion, they are sufficiently inconvenient to be of questionable use.~~
3. ~~Places of Public Assembly. In stadiums, sports arenas, churches and other places of public assembly in which patrons or spectators occupy benches, pews or other similar seating facilities, each eighteen (18) inches of such seating facilities shall be counted as one (1) seat for the purpose of determining requirements.~~
4. ~~More than One Use. Except for a shopping center, should a structure contain two (2) or more types of uses, the gross floor area of each use shall be calculated and a ten (10) percent reduction shall be made for non-productive space. The resulting net usable floor space figure shall be utilized to determine the off-street parking requirement.~~

- ~~5. Snow Storage in Parking Stalls. Provision shall be made in the parking area for adequate snow storage or removal in order to ensure that the required number of spaces are available at all times during the year.~~
- ~~6. Use of Required Area. Required accessory off street parking spaces in any district shall not be utilized for open storage, sale or rental of goods, or storage, of inoperable vehicles.~~

EE. Design.

- 1. Vehicular traffic generated by a use shall be channeled and controlled in a manner which will avoid congestion or interference with other vehicular transportation systems or pedestrian traffic and which will avoid creating traffic hazards or excessive traffic through residential areas. The adequacy of any proposed traffic circulation system to accomplish these objectives shall be determined by the City, which may require such additional measures for traffic control as it may deem necessary, including but not limited to the following: directional signalization, channelization, standby turn lanes, sidewalks illumination and other facilities within the site to prevent a backup of vehicles on public streets.
- 2. Parking Stalls.
 - a. All parking spaces, except for parallel spaces and compact car stalls, shall be a minimum of nine (9) feet in width and twenty (20) feet in length, except a parking stall eighteen (18) feet in length with a two (2) foot overhang beyond the parking surface may be allowed upon approval of the City Engineer.
 - b. Up to twenty (20) percent of the parking spaces in a parking lot of forty (40) spaces or more may be permanently marked for compact cars only. A compact space shall be a minimum of eight (8) feet in width and sixteen (16) feet in length.
 - c. In areas such as parking ramps or similar facilities size requirements may be determined by the City Engineer.
 - d. Parallel parking spaces shall be twenty-three (23) feet in length.
- 3. Driveway Standards. Except in the case of single family, two-family, townhouse, quadraminium, and manor home dwellings minimum driveway and traffic lane widths shall be developed in compliance with the following standards:

Width	_____ Angle of Pkg. _____ Traffic Flow	Min.
	_____ 90 Degree _____ Two Way	24 ft.
Way	_____ 60 Degree _____ One	18 ft.
	_____ 45 Degree _____ One Way	14 ft.

4. **Within Structure.** The off-street parking requirement may be furnished by providing fee free space so designed within the principal building or structures attached thereto; however, unless provisions are made, no building permit shall be issued to convert said parking structure into a dwelling unit or living area or other activity until other adequate provisions are made to comply with the required off-street parking provisions of this Code. In creating other provisions on-street parking shall not be used.
5. **Streets Not Used.** Except in the case of single, two-family and townhouse dwellings, parking areas shall be designed so that circulation between parking bays or aisles occurs within the designated parking lot and does not depend upon a public street or alley. Except in the case of single, two-family and townhouse dwellings, parking area design which requires backing into the public street is prohibited. Parking spaces in a public right-of-way cannot be utilized in meeting required off-street parking standards.
6. **Curb Cut Proximity to Intersection.** No curb cut or other driveway access shall be located less than forty (40) feet from the intersection of two (2) or more street rights-of-way. This distance shall be measured from the intersection of lot lines, not curb lines.
7. **Curb Cut Maximum.** No curb cut access shall exceed twenty-four (24) feet in width except upon approval by the City Engineer.
8. **Curb Cut Spacing Minimum.** Curb cut openings shall be located at a minimum of ten (10) feet from the side yard lot line in all districts, except for the C-4, C-4A and C-4B Districts where such setbacks shall apply only to those parking areas adjacent to residentially zoned or residentially used property.
9. **Curb Cut Separation.** Driveway access curb openings on a public street except for single, two-family and townhouse dwellings shall not be located less than forty (40) feet from one another except on approval by the City Engineer.
10. **Parking Area Grades.** The grade elevation of any parking area or portion thereof shall not exceed five (5) percent.
11. **Driveway Access Minimum.** Each property shall be allowed one (1) driveway access for each one hundred twenty-five (125) feet of street frontage. All property shall be entitled to at least one (1) driveway access. Single family uses shall be limited to one (1) driveway access per lot, except when the property exceeds the required street frontage per zoning district requirements a second driveway access may be allowed by approval of the City Engineer. The access of driveways onto arterial and collector streets is discouraged. However, when such a use is necessary or approved by the City, a minimum number of driveways shall be promoted by encouraging joint access through the use of shared curb cuts and access easements.
12. **Street Access.** Except in the case of a planned unit development, each lot shall have access directly onto an abutting, improved and City accepted public street.
~~Exception to this access requirement may be allowed as a conditional use permit.~~

13. Lighting. Any lighting used to illuminate an off-street parking area shall be so arranged as to reflect the light away from adjoining property, abutting residential uses and public rights-of-way and be in compliance with Section 801.16.6 of this Code.
14. Signs. No sign shall be so located as to restrict the sight lines and orderly operation and traffic movement within any parking lot. All signs shall be in conformance with Section 801.27 of this Ordinance.
15. Sidewalks. Sidewalks shall be provided from apartment parking areas, and loading zones to the entrance of the building.

801.20.6: SCREENING AND LANDSCAPING:

All exposed parking areas of four (4) or more required spaces shall be landscaped on all sides. Such screening shall be in conformance with Section 801.18 of this Ordinance and be approved in advance by the City. Landscaping shall consist of a wall or fence and plantings or surfacing material shall be provided in all areas bordering the parking area. No landscaping or screening shall interfere with the drive or pedestrian visibility for vehicles entering or exiting the premises.

801.20.10: LOCATION:

- ~~A. Required accessory off-street parking shall be on the same lot under the same ownership as the principal use being served, except as provided for under the provisions of Sections 801.20.5 and 801.20.13.~~
- ~~B. Except for single, two-family, townhouse, quadraminium and manor home dwellings, head-in parking, directly off of and adjacent to a public street, with each stall having its own direct access to the public street, shall be prohibited.~~
- ~~C. There shall be no off-street parking within fifteen (15) feet of any street surface.~~
- ~~D. The boulevard portion of the street right of way shall not be used for parking.~~
- ~~E. In the case of single family, two family, townhouse quadraminium and manor home dwellings parking shall be prohibited in any portion of the front yard except designated driveways leading directly into a garage or one (1) open, surfaced spaced located on the side of a driveway, away from the principal use. Said extra space shall be surfaced with concrete or bituminous material.~~

801.20.11: SIDEWALKS:

Sidewalks shall be provided from apartment parking areas, and loading zones to the entrance of the building.

801.20.127: MAINTENANCE:

- A. It shall be joint and several responsibility of the owner of the principal use (or Lessee, if there is one), to use and to maintain in a neat and adequate manner, the parking space, access way, striping, landscaping, required fences and snow removal.
- B. Snow Storage in Parking Stalls. Provision shall be made in the parking area for adequate snow storage or removal in order to ensure that the required number of spaces are available at all times during the year.
- C. Use of Required Area. Required accessory off-street parking spaces in any district shall not be utilized for open storage, sale or rental of goods, or storage, of inoperable vehicles.

**801.20.8: OFF-STREET PARKING FACILITIES PROVIDED ON A SITE
ELSEWHERE THAN THE PRINCIPAL USE:**

A. When parking is provided on a site other than the lot or tract upon which a principal use is located, said parking area shall be in the ownership of and remain in the possession of the owner of the principal use for which it is designated. No authorization for separate parking facilities shall be given until such time as the City Council is reasonably certain that the ownership and use of the parking area will continue and that the site will be well maintained. Off site parking facilities may only be allowed by conditional use permit and shall be subject to the following conditions:

1. Ordinance Compliance. Off-site parking shall be developed and maintained in compliance with all requirements and standards of this Ordinance.
2. Access. Reasonable improved access from off-street parking facilities to the use being serviced shall be provided.
3. Proximity to Multiple Residence. Off-site parking for multiple family dwellings shall not be located more than one hundred (100) feet from any normally used entrance of the principal use serviced.
4. Proximity for Non-Residential Uses. Off-site parking for non-residential uses shall not be located more than three hundred (300) feet from the main entrance of the principal use being served. No more than one (1) main entrance shall be recognized for each principal building.

801.20.139: JOINT FACILITIES:

A. Off-Site Joint Use of Parking. The City Council may, after receiving a report and recommendation from the Planning Commission, approve a conditional use permit for one (1) or more ~~businesses~~ ~~uses~~ to provide the required off-street parking facilities by joint use of one (1) or more sites where the total number of spaces provided are less than the sum of the total required for each ~~business~~ ~~use~~ should they provide them separately. When considering a request for such ~~a~~ conditional use permit, the Planning Commission shall not recommend that such permit be granted except when the following conditions are found to exist.

1. Entertainment Uses. Up to fifty (50) percent of the parking facilities required for a theatre, bowling alley, or bar may be supplied by the off-street parking facilities provided by types of uses specified as primarily daytime uses in Section 801.20.13, Subd.A.4. below.
2. Night Time or Sunday Uses. Up to fifty (50) percent of the off-street parking facilities required for any use specified under (801.20.13, Subd.A.4.) below as primarily day time uses may be supplied by the parking facilities provided by the following night time or Sunday uses; auditoriums incidental to a public or parochial school, churches, bowling alleys, theatres, bars, excluding ones with restaurants or food services, or apartments.

3. Schools, Auditorium and Church Uses. Up to eighty (80) percent of the parking facilities required by this section for a church or an auditorium incidental to a public or parochial school may be supplied by the off-street parking facilities provided by uses specified under (801.20.13, Subd.A.4.) below as primarily day time uses.
4. Daytime Uses. For the purpose of this section the following uses are considered as primarily day time uses: banks, business offices, retail stores, personal service shops, restaurants, service shops, manufacturing, wholesale and similar uses.
5. Office, Restaurant, Retail, Government, and Multiple Family Residential Uses. The minimum parking requirement for joint facilities that include office, restaurant, retail, government and/or multiple family residential uses are determined by the following calculation:

- a. Multiply the minimum parking required for each individual use, by the appropriate percentage for each of the six (6) designated time periods, as outlined in the following table:

<u>Land Use</u>	<u>Weekday</u>			<u>Weekend</u>		
	<u>Midnight – 7:00 am</u>	<u>7:00 am – 6:00 pm</u>	<u>6:00 pm – Midnight</u>	<u>Midnight – 7:00 am</u>	<u>7:00 am – 6:00 pm</u>	<u>6:00 pm – Midnight</u>
<u>Office</u>	<u>5%</u>	<u>100%</u>	<u>5%</u>	<u>0%</u>	<u>10%</u>	<u>0%</u>
<u>Restaurant</u>	<u>10%</u>	<u>70%</u>	<u>100%</u>	<u>20%</u>	<u>70%</u>	<u>100%</u>
<u>Retail</u>	<u>0%</u>	<u>90%</u>	<u>60%</u>	<u>0%</u>	<u>100%</u>	<u>60%</u>
<u>Government</u>	<u>0%</u>	<u>100%</u>	<u>40%</u>	<u>0%</u>	<u>40%</u>	<u>25%</u>
<u>Multiple Family Residential</u>	<u>100%</u>	<u>60%</u>	<u>100%</u>	<u>100%</u>	<u>75%</u>	<u>100%</u>

- b. Add the resulting sums for each of the six (6) designated time periods.
 - c. The minimum parking requirement shall be the highest sum among the six (6) designated time periods.
65. Additional Criteria for Joint Parking. In addition to the preceding requirements, the following conditions are required for joint parking usage:
- a. Proximity. The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within three hundred (300) feet of such parking facilities.
 - b. Conflict in Hours. The applicant shall show that there is no substantial conflict in the principal operating hours of the two (2) buildings or uses for which joint use of off-street parking facilities is proposed.
 - c. Written Consent and Agreement. A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities, duly approved as to title of grantors or lessors, and form and manner of execution by the City Attorney, shall be filed with the City Clerk and

recorded with the Hennepin County Recorder or Registrar of titles, and a certified copy of the recorded document shall be filed with the City within sixty (60) days after approval of the joint parking use by the City.

801.20.1410: TRUCK LOADING AREAS, DESIGN AND MAINTENANCE:

- A. Design. Fifty (50) percent of the required number of truck berths shall be fifty (50) feet in length. All berths shall be no less than twelve (12) feet in width and fourteen (14) feet in length, exclusive of aisle and maneuvering space. All loading areas shall consist of a maneuvering area in addition to the berth and shall not use any of that portion of the site containing parking stalls. Maneuvering areas shall be of such size as to permit the backing of truck tractors and coupled trailers into a berth, without blocking the use of other berths, drives or maneuvering areas or on public right-of-way. The construction and setback standards listed in Section 801.20.9.A and 801.20.9.C also shall apply to all loading areas.
- B. Landscaping and Screening of Loading Berths. Loading berths shall be screened from all property lines. Said screening shall be accomplished by a solid wall or fence and shall be so designed as to be architecturally harmonious with the principal structure and in conformance with Section 801.18 of this Ordinance. Screening plantings may be substituted, provided such plantings are in conformance with Section 801.18 of this Ordinance.
- C. Location.
 - 1. Off-Street. All required loading berths for a non-residential use shall be off-street and located on the same lot as the building or use to be served.
 - 2. Distance from Intersection. All loading berth curb cuts shall be located at minimum fifty (50) feet from the intersection of two (2) or more street rights-of-way. This distance shall be measured from the property line.
 - 3. Distance from Residential Use. No loading berth for a non-residential use shall be located closer than one hundred (100) feet from a residential district unless completely within a structure, except on approval by the City Council.
 - a. Pedestrians. Loading berths shall not conflict with pedestrian movement.
 - b. Visibility. Loading berths shall not obstruct the view of the public right-of-way from off-street parking access.
 - c. General Compliance. Loading berths shall comply with all other requirements of this section.
 - 4. Traffic Interference. Each loading berth shall be located with appropriate means of vehicular access to a street or public alley in a manner which will cause the least interference with traffic.
 - 5. Accessory Use; Parking and Storage. Any space allocated as a required loading berth or access drive so as to comply with the terms of these zoning regulations shall not be used for the storage of goods, inoperable vehicles or snow and shall

not be included as part of the space requirements to meet off-street parking requirements.

801.20.1511: OFF-STREET PARKING AND LOADING REQUIREMENTS:

A. Calculating Space.

1. Floor Area. The term "floor area" for the purpose of calculating the number of off-street parking spaces required shall be determined based on the Gross Floor Area minus ten (10) percent, except as may be hereinafter modified.
2. Computation. When in the process of determining the required number of off-street parking spaces, there occurs a fraction of a space, such fraction shall be deemed as the requirement for an additional parking space. Parking spaces shall not be counted toward meeting a parking requirement when they are sufficiently inconvenient to be of questionable use.
3. Places of Public Assembly. In stadiums, sports arenas, churches and other places of public assembly in which patrons or spectators occupy benches, pews or other similar seating facilities, each eighteen (18) inches of such seating facilities shall be counted as one (1) seat for the purpose of determining requirements.
4. More than One Use. Except for a shopping center, should a structure contain two (2) or more types of uses, the Gross Floor Area of each use shall be calculated and a ten (10) percent reduction shall be made for non-productive space. The resulting net usable floor space figure shall be utilized to determine the off-street parking requirement.

B. The minimum number of off-street parking and loading spaces for each use shall be as follows:

	Use	Number of Parking Spaces Required	Off-St. Loading Spaces Required
A 1.	Animal Hospitals or Kennels	Six (6) spaces plus one (1) for each 200 sq. ft. of gross floor area over 10,000 sq. ft.	One (1) space per structure
B 2.	Auditoriums, Theaters, Religious Institutions	One (1) space for each three (3) permanent seats based on the design capacity of the main assembly hall. Facilities as may be provided in conjunction with such buildings or uses shall be subject to additional requirements which are imposed by this Code.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area
C 3.	Automobile Car Washes	Shall be determined by the type of car wash plus recommended stacking spaces as determined under 801.20.1511. DB 4 of this Section	One (1) space per facility
D 4.	Automatic Drive	Two (2) spaces for each bay	One (1) space per facility

	Through Service	plus stacking equivalent to five (5) spaces for each bay.	
E 5.	Self-Service Car Wash	Four (4) spaces per bay.	One (1) space per facility
F 6.	Motor Fuel Station Car Wash	One (1) space in addition to that required for the station.	N.A. in addition to that required for the station.
G 7.	Automobile Service Stations	Five (5) spaces plus three (3) spaces for each service stall. Those facilities designed for sale of other items than strictly automobile products, parts or service shall be required to provide additional parking in compliance with other applicable sections of this Code.	One (1) space
H 8.	Beauty of Barber Shops	Two (2) spaces for each working station, plus two (2) spaces for each (3) employees.	N.A.
I 9.	Boat and Marine Sales	One (1) space for each 400 sq. ft. of floor area for the first 25,000 sq. ft., plus one (1) space for each 600 sq. ft. thereafter.	One (1) space, plus one (1) additional space for each 25,000 sq. ft. of gross floor area
J 10.	Boating Marinas and Yacht Clubs	Seven (7) spaces for each ten (10) boat or mooring spaces.	One (1) space for each 20,000 square feet.
K 11.	Bowling Alleys	Five (5) spaces for each lane or alley, plus additional spaces as may be required herein for related uses contained within the principal structure.	One (1) space for each structure with over 20,000 sq. ft. of gross floor area
L 12.	Community Center, Physical Culture Studio, Libraries, Museums	Ten (10) spaces plus one (1) space for each one hundred fifty (150) square feet in excess of 2,000 sq. ft. of floor area in the principal structure.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area.
M 13.	Drive-in Convenience Food Establishment	One (1) space for each fifteen (15) sq. ft. of gross-service floor area, one (1) space for each eighty (80) sq. ft. of gross kitchen floor area and one (1) space for each forty (40) sq. ft. of seating floor area, but not less than fifteen (15) spaces, plus two (2) spaces per drive-thru window.	One (1) space
N 14.	Drive-in Banks	One (1) space for every 350 sq. ft. of gross-usable floor area plus stacking requirements determined under 715.31 of this section.	One (1) space for buildings between 30,000 sq. ft. and 100,000 sq. ft. in gross floor area, plus one (1) space for each additional

			100,000 sq. ft.
Q15.	Furniture Sales	One (1) space for each 400 sq. ft. of floor area for the first 25,000 sq. ft., plus one (1) space for each 600 sq. ft. thereafter.	One (1) space plus one (1) additional space for each 25,000 sq. ft. of gross floor area.
P16.	Group Day Care Centers	One (1) space for each employee, plus one (1) space for each four (4) children.	One (1) space
Q17.	Housing for the Elderly	One (1) space for each one and one-half (1.5) dwelling units.	One (1) space
R18.	Manufacturing	One (1) space for each employee on the major shift or one (1) space for each 300 sq. ft., whichever is greater.	One (1) space space for each 50,000 sq. ft. of gross floor area.
S19.	Medical or Dental Offices or Clinics	Six (6) spaces for each doctor or dentist	One (1) space per building
T20.	Motels, Hotels, Lodging or Boarding Houses	One (1) space per Lodging unit, plus spaces equal to 25% capacity of any club or lodge.	One (1) space per building
U21.	Multiple Family Dwellings, Townhouses	Two (2) fee free spaces for each living unit, of which one (1) is to be enclosed.	One (1) space for each multiple family building over four (4) units.
V22.	Nursing Homes, Rest Homes	One (1) space for each four (4) beds.	One (1) space plus one (1) additional space each 100,000 sq. ft. of gross floor area.
W23.	Office Buildings and Professional Offices, Other than Any Area for Doctors or Dentists; Banks, Public Administration Offices.	Three (3) One (1) space for each 250 sq. ft. of floor area. spaces for each 1,000 sq. ft. of floor area.	One (1) space for buildings between 10,000 sq. ft. and 100,000 sq. ft. in gross floor area, plus one (1) space for each additional 100,000 sq. ft.
X24.	Private or Private Non-Profit Baseball Fields, Stadiums	One (1) space for each eight (8) seats of design capacity.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area.
Y25.	Restaurants, Private Clubs, Lodges, Food Dispensing Establishments (Except Drive-In Restaurants)	One (1) space for each forty (40) sq. ft. of gross floor area of dining and bar area and one (1) space for each eighty (80) sq. ft. of kitchen area. 15.2 spaces for each 1,000 sq. ft. of floor area	One (1) space for each 10,000 sq. ft. of gross floor area.
Z26.	Retail Commercial Uses, Except as Prescribed Herein.	One (1) space for each two hundred and fifty (250) sq. ft. of floor area. Three (3) spaces for each 1,000 sq. ft. of floor area	One (1) space for the first 10,000 sq. ft. of gross floor area, plus one (1) space for each additional 50,000 sq. ft.
AA27.	Retail Sales and	Eight (8) spaces or one (1)	One (1) space for the first

	Service Business With Fifty Percent or More of Gross Floor Area Devoted to Storage, Warehouses and/or Industry	space for each two hundred (200) sq. ft. devoted to public sales or service plus one (1) space for each five hundred (500) sq. ft. of storage area.	10,000 sq. ft. of gross floor area, plus (1) space for each additional 50,000 sq. ft.
BB <u>28.</u>	School, Elementary and Junior High, (Public or Private)	One (1) space for each classroom plus one (1) space for each fifty (50) student capacity. Adequate space shall be allowed for the dropping off and/or picking up of students as determined by the City Council.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area.
CC <u>29.</u>	School, High School (Public or Private)	One (1) space for each five (5) students based on design capacity. Adequate space shall be allowed for the dropping off and/or picking up of students as determined by the City Council.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area.
DD <u>30.</u>	Shopping Center	One (1) space for each one hundred fifty (150) sq. ft. of gross leasable <u>floor</u> area.	One (1) space or the first ten thousand (10,000) sq. ft. of gross leasable area plus one (1) space for each additional fifty thousand (50,000) sq. ft. or part thereof.
EE <u>31.</u>	Single Family, Two-Family Dwellings	Two (2) spaces per family unit.	N.A.
FF <u>32.</u>	Warehousing	One (1) space for each 1,000 sq. ft. of gross -floor area. That space which is solely used as office shall comply with the office use.	Determined by the Zoning Administrator
GG <u>33.</u>	Micro-production Facility	One (1) space for each 1,000 sq. ft. of floor area	
HH <u>34.</u>	Taproom/Tasting Room	One (1) space for each forty (40) sq. ft. of floor area.	
H <u>35.</u>	Brewpub	One (1) space for each 1,000 sq. ft. of Micro-brewing production floor area; one (1) space for each forty (40) sq. ft. of floor area of dining and bar area; and one (1) space for each eighty (80) sq. ft. of <u>floor area of</u> kitchen area.	

~~801.20.16:~~ ~~C.~~ ~~NON-SPECIFIED USES~~ Non-Specified Uses.

For uses not specifically listed above, off-street parking and loading requirements shall be computed by the Zoning Administrator on the same basis as required for the most similar listed uses. (N.A. = Not Applicable).

801.20.1712: C-4, C-4A AND C-4B PARKING REQUIREMENTS:

- A. Within the C-4, C-4A and C-4B Zoning Districts, the City may approve development and uses which do not comply with the required number of parking spaces as a conditional use permit, provided that:
1. A development agreement running with the land is completed in which it is agreed that the property in question is financially responsible for its proportionate share of the City sponsored and provided parking space construction, maintenance, and parking site acquisition for new on-street, lot and/or ramp parking. Said responsibility shall be determined on the basis of the property's parking space shortage based upon ordinance requirements, in relationship to the total parking space shortage, as defined by Section 801.20 for a defined service and benefit area. The "service and benefit area" shall include all properties which benefit from the available public parking serving a particular retail and commercial neighborhood or district.
 2. The amount of parking provided on the property in question is the maximum amount possible, taking into account the use and design objectives of the C-4, C-4A and C-4B Districts as outlined by this Ordinance and the Comprehensive Plan.
 3. The parking shortages created by the development are not premature or in excess of the supply which can be provided by the City through a public parking system on a long term basis.
 4. The provisions of Section 801.04.2.F of this Ordinance are considered and satisfactorily met.

801.20.1813: SPACE REDUCTIONS.

- A. If warranted by unique characteristics or documented parking demand, the City may allow reductions in the number of parking spaces actually constructed at the time of site development or occupancy of a building, as long as the property owner provides a proof of parking plan. The proof of parking plan must provide the location for all minimum required parking spaces in conformance with this Ordinance. The City may require installation of the additional parking spaces in the proof of parking plan whenever the need arises.
- B. Subject to the review and processing of a conditional use permit ~~variance~~ as regulated by Section 801.045 of this Ordinance, the City may reduce the number of required off-street parking spaces and/or loading spaces when the use can demonstrate in documented form a need which is less than required. In such situations, the City may require land to be reserved for parking development should use or needs change.

SECTION 20

OFF-STREET PARKING AND LOADING

Section 801.20

801.20.1:	Purpose
801.20.2:	Scope of Regulations
801.20.3:	General Provisions
801.20.4:	Off-Street Parking Restrictions
801.20.5:	Parking Area Location and Design
801.20.6:	Screening and Landscaping
801.20.7:	Maintenance
801.20.8:	Off-Street Parking Facilities Provided on a Site Elsewhere Than the Principal Use
801.20.9:	Joint Facilities
801.20.10:	Truck Loading Areas, Design and Maintenance
801.20.11:	Off-Street Parking and Loading Requirements
801.20.12:	C-4, C-4A and C-4B Parking Requirements
801.20.13:	Space Reductions

801.20.1: PURPOSE:

The regulation of off-street parking spaces in these zoning regulations is intended to alleviate or prevent congestion of the public right-of-way and to promote the safety and general welfare of the public, by establishing minimum requirements for off-street parking of motor vehicles in accordance with the intensity of utilization of the various parcels of land or structures.

801.20.2: SCOPE OF REGULATIONS:

The off-street parking requirements of this ordinance shall apply within all zoning districts for uses and structures, except as hereinafter provided.

801.20.3: GENERAL PROVISIONS:

- A. Site Plans: All site plans submitted for a structure requiring parking spaces and/or loading facilities shall show or designate the parking and/or loading area(s), number of parking spaces, and type of surfacing, screening, drainage, curbing, sidewalks and other improvements which may be required to be installed. Said plan shall be a part of the Building Permit for any such structure, and no Certificate of Occupancy shall be issued until all items shown on the plan for parking and loading facilities have been completed, unless an agreement supported by a cash deposit or bond provides for the completion of said plan.
- B. Change in Use. When there is a change of use, tenancy, or occupancy of a parcel of land or building which requires additional parking or loading spaces, as prescribed in this Section, the minimum parking requirements as prescribed herein shall be met for such use, tenant, or occupant.

- C. Reduction of Existing Off-Street Parking Space or Parking Lot Area. Off-street parking spaces and loading spaces or parking lot area existing upon the effective date of this Ordinance shall not be reduced in number or size unless said number or size exceeds the requirements set forth herein for a similar new use.

801.20.4: OFF-STREET PARKING RESTRICTIONS:

- A. Boats, fish houses, school buses, house trailers, camping trailers, farm tractors, utility trailers and motor homes may not be parked, stored or otherwise continued on residential property for a period greater than seventy-two (72) hours, unless placed completely in the rear yard or side yard of said property and are screened from view of abutting properties and the public right-of-way.
- B. Except where otherwise allowed in a zoning district, trucks of more than twelve thousand (12,000) GVW or greater than thirty (30) feet in length, and contracting or excavating equipment may not be parked, stored or otherwise continued on any property within the City unless being used in conjunction with a temporary service benefiting the residential or commercial premises.
- C. Junked or inoperable vehicles may not be parked, stored or otherwise continued on any property within the City for a period greater than seventy-two (72) hours unless placed completely within an enclosed building or garage or screened in accordance with the provisions of Section 801.18 of this Ordinance. Said regulations shall also apply to race cars.
- D. No motor vehicle repair work of any kind shall be permitted in conjunction with exposed off-street parking facilities, except for minor repairs of vehicles owned by the occupant or resident of the principal use for which the parking space is intended. No exterior storage of car parts are allowed at any time.
- E. Except where otherwise allowed by zoning district, contractor's supplies and equipment or machinery kept for eventual sale, commercial repair, rental or other commercial purposes may not be stored, kept or otherwise continued on any property within the City. The keeping, storage or otherwise continuing of such materials within the City is prohibited and shall be considered to be a non-conforming use if in existence at the effective date of this Ordinance.

801.20.5: PARKING AREA LOCATION AND DESIGN:

- A. Construction. All exposed parking areas and driveways shall be surfaced with an all-weather, durable and dust-free surfacing material to be approved by the City Engineer, shall be well drained and landscaped, and shall be maintained in a sightly and well kept condition.
- B. Striping and Curbing. All parking areas where four (4) or more spaces are required shall be marked by durable painted stripes designating the parking spaces unless excepted by the City Engineer. A continuous curb shall be provided around the periphery of the paved parking area of the lot, including drives.
- C. Location.

1. Required accessory off-street parking shall be on the same lot under the same ownership as the principal use being served, except as provided for under the provisions of Sections 801.20.8 and 801.20.9.
2. Except for single, two family, townhouse, quadraminium and manor home dwellings, head-in parking, directly off of and adjacent to a public street, with each stall having its own direct access to the public street, shall be prohibited.
3. The boulevard portion of the street right-of-way shall not be used for parking.
4. In the case of single family, two family, townhouse, quadraminium, and manor home dwellings parking shall be prohibited in any portion of the front yard except designated driveways leading directly into a garage or one (1) open, surfaced space located on the side of a driveway, away from the principal use. Said extra space shall be surfaced with concrete or bituminous material.

D. Setbacks.

1. Front, side and rear setbacks of at least ten (10) feet from property lines shall be maintained from parking areas in all zoning districts, except C-4, C-4A and C-4B Districts. Setbacks of five (5) feet in the C-4, C-4A, and C-4B Districts shall apply only to those parking areas adjacent to residentially zoned or residentially used property.
2. In addition to the setback requirements, off-street parking must be set back fifteen (15) feet from any street surface.
3. No area used by motor vehicles other than driveways for ingress to and egress from the site shall be located within the public street right-of-way.

E. Design.

1. Vehicular traffic generated by a use shall be channeled and controlled in a manner which will avoid congestion or interference with other vehicular transportation systems or pedestrian traffic and which will avoid creating traffic hazards or excessive traffic through residential areas. The adequacy of any proposed traffic circulation system to accomplish these objectives shall be determined by the City, which may require such additional measures for traffic control as it may deem necessary, including but not limited to the following: directional signalization, channelization, standby turn lanes, sidewalks illumination and other facilities within the site to prevent a backup of vehicles on public streets.
2. Parking Stalls.
 - a. All parking spaces, except for parallel spaces and compact car stalls, shall be a minimum of nine (9) feet in width and twenty (20) feet in length, except a parking stall eighteen (18) feet in length with a two (2) foot overhang beyond the parking surface may be allowed upon approval of the City Engineer.

- b. Up to twenty (20) percent of the parking spaces in a parking lot of forty (40) spaces or more may be permanently marked for compact cars only. A compact space shall be a minimum of eight (8) feet in width and sixteen (16) feet in length.
 - c. In areas such as parking ramps or similar facilities size requirements may be determined by the City Engineer.
 - d. Parallel parking spaces shall be twenty-three (23) feet in length.
3. Driveway Standards. Except in the case of single family, two-family, townhouse, quadraminium, and manor home dwellings minimum driveway and traffic lane widths shall be developed in compliance with the following standards:

Angle of Pkg.	Traffic Flow	Min. Width
90 Degree	Two Way	24 ft.
60 Degree	One Way	18 ft.
45 Degree	One Way	14 ft.

- 4. Within Structure. The off-street parking requirement may be furnished by providing fee free space so designed within the principal building or structures attached thereto; however, unless provisions are made, no building permit shall be issued to convert said parking structure into a dwelling unit or living area or other activity until other adequate provisions are made to comply with the required off-street parking provisions of this Code. In creating other provisions on-street parking shall not be used.
- 5. Streets Not Used. Except in the case of single, two-family and townhouse dwellings, parking areas shall be designed so that circulation between parking bays or aisles occurs within the designated parking lot and does not depend upon a public street or alley. Except in the case of single, two-family and townhouse dwellings, parking area design which requires backing into the public street is prohibited. Parking spaces in a public right-of-way cannot be utilized in meeting required off-street parking standards.
- 6. Curb Cut Proximity to Intersection. No curb cut or other driveway access shall be located less than forty (40) feet from the intersection of two (2) or more street rights-of-way. This distance shall be measured from the intersection of lot lines, not curb lines.
- 7. Curb Cut Maximum. No curb cut access shall exceed twenty-four (24) feet in width except upon approval by the City Engineer.
- 8. Curb Cut Spacing Minimum. Curb cut openings shall be located at a minimum of ten (10) feet from the side yard lot line in all districts, except for the C-4, C-4A and C-4B Districts where such setbacks shall apply only to those parking areas adjacent to residentially zoned or residentially used property.
- 9. Curb Cut Separation. Driveway access curb openings on a public street except for single, two-family and townhouse dwellings shall not be located less than forty (40) feet from one another except on approval by the City Engineer.

10. **Parking Area Grades.** The grade elevation of any parking area or portion thereof shall not exceed five (5) percent.
11. **Driveway Access Minimum.** Each property shall be allowed one (1) driveway access for each one hundred twenty-five (125) feet of street frontage. All property shall be entitled to at least one (1) driveway access. Single family uses shall be limited to one (1) driveway access per lot, except when the property exceeds the required street frontage per zoning district requirements a second driveway access may be allowed by approval of the City Engineer. The access of driveways onto arterial and collector streets is discouraged. However, when such a use is necessary or approved by the City, a minimum number of driveways shall be promoted by encouraging joint access through the use of shared curb cuts and access easements.
12. **Street Access.** Except in the case of a planned unit development, each lot shall have access directly onto an abutting, improved and City accepted public street.
13. **Lighting.** Any lighting used to illuminate an off-street parking area shall be so arranged as to reflect the light away from adjoining property, abutting residential uses and public rights-of-way and be in compliance with Section 801.16.6 of this Code.
14. **Signs.** No sign shall be so located as to restrict the sight lines and orderly operation and traffic movement within any parking lot. All signs shall be in conformance with Section 801.27 of this Ordinance.
15. **Sidewalks.** Sidewalks shall be provided from apartment parking areas, and loading zones to the entrance of the building.

801.20.6: SCREENING AND LANDSCAPING:

All exposed parking areas of four (4) or more required spaces shall be landscaped on all sides. Such screening shall be in conformance with Section 801.18 of this Ordinance and be approved in advance by the City. Landscaping shall consist of a wall or fence and plantings or surfacing material shall be provided in all areas bordering the parking area. No landscaping or screening shall interfere with the drive or pedestrian visibility for vehicles entering or exiting the premises.

801.20.7: MAINTENANCE:

- A. It shall be joint and several responsibility of the owner of the principal use (or Lessee, if there is one), to use and to maintain in a neat and adequate manner, the parking space, access way, striping, landscaping, required fences and snow removal.
- B. **Snow Storage in Parking Stalls.** Provision shall be made in the parking area for adequate snow storage or removal in order to ensure that the required number of spaces are available at all times during the year.
- C. **Use of Required Area.** Required accessory off-street parking spaces in any district shall not be utilized for open storage, sale or rental of goods, or storage, of inoperable vehicles.

801.20.8: OFF-STREET PARKING FACILITIES PROVIDED ON A SITE ELSEWHERE THAN THE PRINCIPAL USE:

- A. When parking is provided on a site other than the lot or tract upon which a principal use is located, said parking area shall be in the ownership of and remain in the possession of the owner of the principal use for which it is designated. No authorization for separate parking facilities shall be given until such time as the City Council is reasonably certain that the ownership and use of the parking area will continue and that the site will be well maintained. Off site parking facilities may only be allowed by conditional use permit and shall be subject to the following conditions:
1. Ordinance Compliance. Off-site parking shall be developed and maintained in compliance with all requirements and standards of this Ordinance.
 2. Access. Reasonable improved access from off-street parking facilities to the use being serviced shall be provided.
 3. Proximity to Multiple Residence. Off-site parking for multiple family dwellings shall not be located more than one hundred (100) feet from any normally used entrance of the principal use serviced.
 4. Proximity for Non-Residential Uses. Off-site parking for non-residential uses shall not be located more than three hundred (300) feet from the main entrance of the principal use being served. No more than one (1) main entrance shall be recognized for each principal building.

801.20.9: JOINT FACILITIES:

- A. Off-Site Joint Use of Parking. The City Council may, after receiving a report and recommendation from the Planning Commission, approve a conditional use permit for one (1) or more uses to provide the required off-street parking facilities by joint use of one (1) or more sites where the total number of spaces provided are less than the sum of the total required for each use should they provide them separately. When considering a request for such conditional use permit, the Planning Commission shall not recommend that such permit be granted except when the following conditions are found to exist.
1. Entertainment Uses. Up to fifty (50) percent of the parking facilities required for a theatre, bowling alley, or bar may be supplied by the off-street parking facilities provided by types of uses specified as primarily daytime uses in Section 801.20.13, Subd.A.4. below.
 2. Night Time or Sunday Uses. Up to fifty (50) percent of the off-street parking facilities required for any use specified under (801.20.13, Subd.A.4.) below as primarily day time uses may be supplied by the parking facilities provided by the following night time or Sunday uses; auditoriums incidental to a public or parochial school, churches, bowling alleys, theatres, bars, excluding ones with restaurants or food services, or apartments.
 3. Schools, Auditorium and Church Uses. Up to eighty (80) percent of the parking facilities required by this section for a church or an auditorium incidental to a public or parochial school may be supplied by the off-street parking facilities

provided by uses specified under (801.20.13, Subd.A.4.) below as primarily day time uses.

4. Daytime Uses. For the purpose of this section the following uses are considered as primarily day time uses: banks, business offices, retail stores, personal service shops, restaurants, service shops, manufacturing, wholesale and similar uses.
5. Office, Restaurant, Retail, Government, and Multiple Family Residential Uses. The minimum parking requirement for joint facilities that include office, restaurant, retail, government and/or multiple family residential uses are determined by the following calculation:
 - a. Multiply the minimum parking required for each individual use, by the appropriate percentage for each of the six (6) designated time periods, as outlined in the following table:

Land Use	Weekday			Weekend		
	Midnight – 7:00 am	7:00 am – 6:00 pm	6:00 pm – Midnight	Midnight – 7:00 am	7:00 am – 6:00 pm	6:00 pm – Midnight
Office	5%	100%	5%	0%	10%	0%
Restaurant	10%	70%	100%	20%	70%	100%
Retail	0%	90%	60%	0%	100%	60%
Government	0%	100%	40%	0%	40%	25%
Multiple Family Residential	100%	60%	100%	100%	75%	100%

- b. Add the resulting sums for each of the six (6) designated time periods.
 - c. The minimum parking requirement shall be the highest sum among the six (6) designated time periods.
6. Additional Criteria for Joint Parking. In addition to the preceding requirements, the following conditions are required for joint parking usage:
 - a. Proximity. The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within three hundred (300) feet of such parking facilities.
 - b. Conflict in Hours. The applicant shall show that there is no substantial conflict in the principal operating hours of the two (2) buildings or uses for which joint use of off-street parking facilities is proposed.
 - c. Written Consent and Agreement. A legally binding instrument, executed by the parties concerned, for joint use of off-street parking facilities, duly approved as to title of grantors or lessors, and form and manner of execution by the City Attorney, shall be filed with the City Clerk and recorded with the Hennepin County Recorder or Registrar of titles, and a certified copy of the recorded document shall be filed with the City within sixty (60) days after approval of the joint parking use by the City.

801.20.10: TRUCK LOADING AREAS, DESIGN AND MAINTENANCE:

- A. Design. Fifty (50) percent of the required number of truck berths shall be fifty (50) feet in length. All berths shall be no less than twelve (12) feet in width and fourteen (14) feet in length, exclusive of aisle and maneuvering space. All loading areas shall consist of a maneuvering area in addition to the berth and shall not use any of that portion of the site containing parking stalls. Maneuvering areas shall be of such size as to permit the backing of truck tractors and coupled trailers into a berth, without blocking the use of other berths, drives or maneuvering areas or on public right-of-way. The construction and setback standards listed in Section 801.20.9.A and 801.20.9.C also shall apply to all loading areas.

- B. Landscaping and Screening of Loading Berths. Loading berths shall be screened from all property lines. Said screening shall be accomplished by a solid wall or fence and shall be so designed as to be architecturally harmonious with the principal structure and in conformance with Section 801.18 of this Ordinance. Screening plantings may be substituted, provided such plantings are in conformance with Section 801.18 of this Ordinance.

- C. Location.
 - 1. Off-Street. All required loading berths for a non-residential use shall be off-street and located on the same lot as the building or use to be served.

 - 2. Distance from Intersection. All loading berth curb cuts shall be located at minimum fifty (50) feet from the intersection of two (2) or more street rights-of-way. This distance shall be measured from the property line.

 - 3. Distance from Residential Use. No loading berth for a non-residential use shall be located closer than one hundred (100) feet from a residential district unless completely within a structure, except on approval by the City Council.
 - a. Pedestrians. Loading berths shall not conflict with pedestrian movement.

 - b. Visibility. Loading berths shall not obstruct the view of the public right-of-way from off-street parking access.

 - c. General Compliance. Loading berths shall comply with all other requirements of this section.

 - 4. Traffic Interference. Each loading berth shall be located with appropriate means of vehicular access to a street or public alley in a manner which will cause the least interference with traffic.

 - 5. Accessory Use; Parking and Storage. Any space allocated as a required loading berth or access drive so as to comply with the terms of these zoning regulations shall not be used for the storage of goods, inoperable vehicles or snow and shall not be included as part of the space requirements to meet off-street parking requirements.

801.20.11: OFF-STREET PARKING AND LOADING REQUIREMENTS:

A. Calculating Space.

1. **Floor Area.** The term "floor area" for the purpose of calculating the number of off-street parking spaces required shall be determined based on the Gross Floor Area minus ten (10) percent, except as may be hereinafter modified.
2. **Computation.** When in the process of determining the required number of off-street parking spaces, there occurs a fraction of a space, such fraction shall be deemed as the requirement for an additional parking space. Parking spaces shall not be counted toward meeting a parking requirement when they are sufficiently inconvenient to be of questionable use.
3. **Places of Public Assembly.** In stadiums, sports arenas, churches and other places of public assembly in which patrons or spectators occupy benches, pews or other similar seating facilities, each eighteen (18) inches of such seating facilities shall be counted as one (1) seat for the purpose of determining requirements.
4. **More than One Use.** Except for a shopping center, should a structure contain two (2) or more types of uses, the Gross Floor Area of each use shall be calculated and a ten (10) percent reduction shall be made for non-productive space. The resulting net usable floor space figure shall be utilized to determine the off-street parking requirement.

B. The minimum number of off-street parking and loading spaces for each use shall be as follows:

	Use	Number of Parking Spaces Required	Off-St. Loading Spaces Required
1.	Animal Hospitals or Kennels	Six (6) spaces plus one (1) for each 200 sq. ft. of floor area over 10,000 sq. ft.	One (1) space per structure
2.	Auditoriums, Theaters, Religious Institutions	One (1) space for each three (3) permanent seats based on the design capacity of the main assembly hall. Facilities as may be provided in conjunction with such buildings or uses shall be subject to additional requirements which are imposed by this Code.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area
3.	Automobile Car Washes	Shall be determined by the type of car wash plus recommended stacking spaces as determined under 801.20.11.B.4 of this Section	One (1) space per facility
4.	Automatic Drive Through Service	Two (2) spaces for each bay plus stacking equivalent to five (5) spaces for each bay.	One (1) space per facility
5.	Self-Service Car Wash	Four (4) spaces per bay.	One (1) space per facility
6.	Motor Fuel Station	One (1) space in addition to that	N.A. in addition to that

	Car Wash	required for the station.	required for the station.
7.	Automobile Service Stations	Five (5) spaces plus three (3) spaces for each service stall. Those facilities designed for sale of other items than strictly automobile products, parts or service shall be required to provide additional parking in compliance with other applicable sections of this Code.	One (1) space
8.	Beauty of Barber Shops	Two (2) spaces for each working station, plus two (2) spaces for each (3) employees.	N.A.
9.	Boat and Marine Sales	One (1) space for each 400 sq. ft. of floor area for the first 25,000 sq. ft., plus one (1) space for each 600 sq. ft. thereafter.	One (1) space, plus one (1) additional space for each 25,000 sq. ft. of gross floor area
10.	Boating Marinas and Yacht Clubs	Seven (7) spaces for each ten (10) boat or mooring spaces.	One (1) space for each 20,000 square feet.
11.	Bowling Alleys	Five (5) spaces for each lane or alley, plus additional spaces as may be required herein for related uses contained within the principal structure.	One (1) space for each structure with over 20,000 sq. ft. of gross floor area
12.	Community Center, Physical Culture Studio, Libraries, Museums	Ten (10) spaces plus one (1) space for each 150 square feet in excess of 2,000 sq. ft. of floor area in the principal structure.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area.
13.	Drive-in Convenience Food Establishment	One (1) space for each fifteen (15) sq. ft. of service floor area, one (1) space for each eighty (80) sq. ft. of kitchen floor area and one (1) space for each forty (40) sq. ft. of seating floor area, but not less than fifteen (15) spaces, plus two (2) spaces per drive-thru window.	One (1) space
14.	Drive-in Banks	One (1) space for every 350 sq. ft. of floor area plus stacking requirements determined under 715.31 of this section.	One (1) space for buildings between 30,000 sq. ft. and 100,000 sq. ft. in gross floor area, plus one (1) space for each additional 100,000 sq. ft.
15.	Furniture Sales	One (1) space for each 400 sq. ft. of floor area for the first 25,000 sq. ft., plus one (1) space for each 600 sq. ft.	One (1) space plus one (1) additional space for each 25,000 sq. ft. of gross floor area.

		thereafter.	
16.	Group Day Care Centers	One (1) space for each employee, plus one (1) space for each four (4) children.	One (1) space
17.	Housing for the Elderly	One (1) space for each one and one-half (1.5) dwelling units.	One (1) space
18.	Manufacturing	One (1) space for each employee on the major shift or one (1) space for each 300 sq. ft., whichever is greater.	One (1) space for each 50,000 sq. ft. of gross floor area.
19.	Medical or Dental Offices or Clinics	Six (6) spaces for each doctor or dentist	One (1) space per building
20.	Motels, Hotels, Lodging or Boarding Houses	One (1) space per Lodging unit, plus spaces equal to 25% capacity of any club or lodge.	One (1) space per building
21.	Multiple Family Dwellings, Townhouses	Two (2) fee free spaces for each living unit, of which one (1) is to be enclosed.	One (1) space for each multiple family building over four (4) units.
22.	Nursing Homes, Rest Homes	One (1) space for each four (4) beds.	One (1) space plus one (1) additional space each 100,000 sq. ft. of gross floor area.
23.	Office Buildings and Professional Offices, Other than Any Area for Doctors or Dentists; Banks, Public Administration Offices.	Three (3) spaces for each 1,000 sq. ft. of floor area.	One (1) space for buildings between 10,000 sq. ft. and 100,000 sq. ft. in gross floor area, plus one (1) space for each additional 100,000 sq. ft.
24.	Private or Private Non-Profit Baseball Fields, Stadiums	One (1) space for each eight (8) seats of design capacity.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area.
25.	Restaurants, Private Clubs, Lodges, Food Dispensing Establishments (Except Drive-In Restaurants)	15.2 spaces for each 1,000 sq. ft. of floor area	One (1) space for each 10,000 sq. ft. of gross floor area.
26.	Retail Commercial Uses, Except as Prescribed Herein.	Three (3) spaces for each 1,000 sq. ft. of floor area	One (1) space for the first 10,000 sq. ft. of gross floor area, plus one (1) space for each additional 50,000 sq. ft.
27.	Retail Sales and Service Business With Fifty Percent or More of Gross Floor Area Devoted to Storage, Warehouses and/or	Eight (8) spaces or one (1) space for each two hundred (200) sq. ft. devoted to public sales or service plus one (1) space for each five hundred (500) sq. ft. of storage area.	One (1) space for the first 10,000 sq. ft. of gross floor area, plus (1) space for each additional 50,000 sq. ft.

	Industry		
28.	School, Elementary and Junior High, (Public or Private)	One (1) space for each classroom plus one (1) space for each fifty (50) student capacity. Adequate space shall be allowed for the dropping off and/or picking up of students as determined by the City Council.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area.
29.	School, High School (Public or Private)	One (1) space for each five (5) students based on design capacity. Adequate space shall be allowed for the dropping off and/or picking up of students as determined by the City Council.	One (1) space for each structure with over 100,000 sq. ft. of gross floor area.
30.	Shopping Center	One (1) space for each one hundred fifty (150) sq. ft. of floor area.	One (1) space or the first ten thousand (10,000) sq. ft. of gross leasable area plus one (1) space for each additional fifty thousand (50,000) sq. ft. or part thereof.
31.	Single Family, Two-Family Dwellings	Two (2) spaces per family unit.	N.A.
32.	Warehousing	One (1) space for each 1,000 sq. ft. of floor area. That space which is solely used as office shall comply with the office use.	Determined by the Zoning Administrator
33.	Micro-production Facility	One (1) space for each 1,000 sq. ft. of floor area	
34.	Taproom/Tasting Room	One (1) space for each forty (40) sq. ft. of floor area.	
35.	Brewpub	One (1) space for each 1,000 sq. ft. of Micro-brewing production floor area; one (1) space for each forty (40) sq. ft. of floor area of dining and bar area; and one (1) space for each eighty (80) sq. ft. of floor area of kitchen area.	

C. Non-Specified Uses. For uses not specifically listed above, off-street parking and loading requirements shall be computed by the Zoning Administrator on the same basis as required for the most similar listed uses. (N.A. = Not Applicable).

801.20.12: C-4, C-4A AND C-4B PARKING REQUIREMENTS:

- A. Within the C-4, C-4A and C-4B Zoning Districts, the City may approve development and uses which do not comply with the required number of parking spaces as a conditional use permit, provided that:
1. A development agreement running with the land is completed in which it is agreed that the property in question is financially responsible for its proportionate share of the City sponsored and provided parking space construction, maintenance, and parking site acquisition for new on-street, lot and/or ramp parking. Said responsibility shall be determined on the basis of the property's parking space shortage based upon ordinance requirements, in relationship to the total parking space shortage, as defined by Section 801.20 for a defined service and benefit area. The "service and benefit area" shall include all properties which benefit from the available public parking serving a particular retail and commercial neighborhood or district.
 2. The amount of parking provided on the property in question is the maximum amount possible, taking into account the use and design objectives of the C-4, C-4A and C-4B Districts as outlined by this Ordinance and the Comprehensive Plan.
 3. The parking shortages created by the development are not premature or in excess of the supply which can be provided by the City through a public parking system on a long term basis.
 4. The provisions of Section 801.04.2.F of this Ordinance are considered and satisfactorily met.

801.20.13: SPACE REDUCTIONS.

- A. If warranted by unique characteristics or documented parking demand, the City may allow reductions in the number of parking spaces actually constructed at the time of site development or occupancy of a building, as long as the property owner provides a proof of parking plan. The proof of parking plan must provide the location for all minimum required parking spaces in conformance with this Ordinance. The City may require installation of the additional parking spaces in the proof of parking plan whenever the need arises.
- B. Subject to the review and processing of a variance as regulated by Section 801.05 of this Ordinance, the City may reduce the number of required off-street parking spaces and/or loading spaces when the use can demonstrate in documented form a need which is less than required. In such situations, the City may require land to be reserved for parking development should use or needs change.



WAYZATA PLANNING COMMISSION

March 21, 2016

REPORT AND RECOMMENDATION ON AN ORDINANCE AMENDING SECTION 20 (PARKING) OF THE WAYZATA ZONING ORDINANCE (CHAPTER 801) RELATING TO OFF-STREET PARKING AND LOADING

RECOMMENDATION

APPROVE

REPORT

Section 1. BACKGROUND

- 1.1 General. On December 15, 2015 the City Council accepted the Downtown Parking Study, and directed City Staff to move forward with the parking ordinance amendments and the establishment of the downtown parking and mobility district. The Downtown Parking Project Study recommendations included updating the City's Off-Street Parking and Loading Ordinance, (City Code Section 801.20) based on a review and analysis of the City's parking regulations and case studies. Staff and the Planning Commission were directed to prepare and review a draft ordinance, which is attached to this Report as Attachment A, which which would be an amendment to the City's existing Zoning Ordinance (the "Proposed Amendment").
- 1.2 Public Hearing. The Planning Commission held a public hearing on the Proposed Amendment on March 10, 2010. The Notice of Public Hearing was published in the *Sun Sailor* on February 25, 2016.

Section 2. LEGAL AUTHORITY AND STANDARDS

- 2.1 City Council has the discretion and authority under state law and City Code to amend the City's Zoning Ordinance. Minn. Stat. Sec. 462.357; Wayzata City Code Section 801.03. A zoning ordinance amendment may be initiated by the governing body, the planning agency or by a property owner. Minn. Stat. Sec. 462.357, Subd. 4; City Code Section 801.03.
- 2.2 Under the City's Zoning Ordinance, the City Council acts on any proposed amendment upon receiving the report and recommendation of the Planning Commission. Sec. 801.03.2. In considering a proposed amendment to the Zoning Ordinance, the Planning Commission shall consider the possible adverse effects of the proposed amendment. Its judgment shall be based upon (but not limited to) the following factors:
1. The proposed action in relation to the specific policies and provisions of the official City Comprehensive Plan.
 2. The proposed use's conformity with present and future land uses of the area.
 3. The proposed use's conformity with all performance standards contained herein (i.e., parking, loading, noise, etc.).
 4. The proposed use's effect on the area in which it is proposed.
 5. The proposed use's impact upon property value in the area in which it is proposed.
 6. Traffic generation by the proposed use in relation to capabilities of streets serving the property.
 7. The proposed use's impact upon existing public services and facilities including parks, schools, streets, and utilities, and the City's service capacity.

Wayzata City Code Section 801.03.2.F.

Section 3. Findings

- 3.1 Based on the studies and reports of City Staff, including the Downtown Parking Project Study, and the comments and information presented at the meetings and Public Hearing on the Application, and the information provided by the City's consultants and service providers, the Planning Commission of the City of Wayzata makes the following findings with respect to the Proposed Amendment:

1. The Proposed Amendment would not allow a use that would contravene any specific policies and provisions of the official City Comprehensive Plan.
2. The Proposed Amendment would only allow uses that conform to present and future land uses in the City's business and commercial districts, in that it would update present parking regulations to better reflect current and future uses within the City.
3. The Proposed Amendment would not allow uses that do not conform with the performance standards contained in the Zoning Ordinance, as amended hereby.
4. The Proposed Amendment would not allow uses that would have a negative impact on the areas in which they are proposed in that the Proposed Amendment would reasonably regulate the use and location of parking according to recent data and the City's present and future parking needs.
5. The Proposed Amendment will not have any direct impact upon property values in the City.
6. The Proposed Amendment will not allow any use that would have a negative impact traffic generation in the City.
7. The Proposed Amendment will not allow a use that would negatively impact existing public services and facilities and would provide a framework for needed parking in the City.

Section 4. Recommendation

- 4.1 Proposed Amendment. Based on the Findings of this Report, the Planning Commission recommends approval of the Proposed Amendment, as set forth in Attachment A.

Adopted by the Wayzata Planning Commission this 21st day of March, 2016.

Chair, Planning Commission

Attachment A

Proposed Amendment (Draft Ordinance _____)