Wayzata City Council Workshop Meeting Agenda
Wayzata City Hall Community Room, 600 Rice Street
Tuesday, June 5, 2018

WORKSHOP TOPICS FOR DISCUSSION:

1. Review Water and Sewer Rate Study (5:15 p.m.) Page 3

2. Discuss Lake Effect Design Validation Alternatives (6:00 p.m. or immediately following) Page 28

City Council
Mayor Ken Willcox
Dan Koch
Johanna McCarthy
Alex Plechash
Steven Tyacke

City Manager
Jeffrey Dahl

Date:	**May 31, 2018**
To:	**The Honorable Mayor and Members of the City Council**
From:	**Jeffrey Dahl, City Manager**
Workshop:	**Review Water and Sewer Rate Study**

Update

The City recently updated its Capital Improvements Plan. As noted, the Water and Sewer Funds show decreasing fund balances as the cost of future projects outweigh operational revenues coming in. The objective of this agenda item will be to review the report, ask questions, and provide direction on a preferred recommendation.

Background

On September 5, 2017, the City approved a contract with AEM to perform a Water and Sewer Rate Study to come up with a recommendation on rates in order to ensure financial sustainability with each of the respected enterprise fund. Over the last several months, AEM has engaged with staff in order to get the most accurate information from the City in order to come up with scenarios that will get both of the funds back in the black---long term. Attached is the Water and Sewer Report for your review.

Conclusion

Staff recommends adjusting the water and sewer rates per the 5-year plan in Scenario 2. The actual increases would be inserted in the 2019 Fee Schedule, which would be considered for approval later this year.

Attachments

1. Water and Sewer Rate Study Report by AEM, dated May 31, 2018

Water and Sewer Rate Study

City of Wayzata
Wayzata, Minnesota

May 31, 2018

ABDO EICK & MEYERS LLP
Certified Public Accountants & Consultants

City of Wayzata, Minnesota
Water and Sewer Rate Study
Table of Contents
May 31, 2018

INTRODUCTORY SECTION

CITY OF WAYZATA
WAYZATA, MINNESOTA

I. Introduction

The City of Wayzata, Minnesota (the City) owns and operates Water and Sewer utilities. The table below summarizes the services provided and average usage by the different customer classes.

Number of Accounts	
Residential	1,205
Multi Residential (Single Unit)	47
Multi Residential (Multi Unit)	1,037
Commercial	142
Institutional	11

AVERAGE USAGE (Gallons)

	High Usage Month	Low Usage Month	Moderate Usage Month 1	Moderate Usage Month 2
	July	February	May	November
WATER				
Residential	7,790	3,631	5,253	4,535
Multi Residential (Single Unit)	10,426	5,928	9,094	6,996
Multi Residential (Multi Unit)	3,828	2,520	2,996	3,331
Commercial	39,260	23,849	30,892	25,908
Institutional	58,927	31,655	47,773	38,836
SPRINKLING				
Residential	25,574	37	7,256	213
Multi Residential (Single & Multi Unit)	64,720	-	20,520	1,960
Commercial	38,378	53	8,375	1,114
Institutional	110,100	-	27,943	14

This rate study analyzes the cash flows of the Water and Sewer utilities of the City. Sources and uses of cash are projected for the years ending December 31, 2018 to December 31, 2027. The study uses the current number and type of accounts to project future revenue at a suggested rate for each of the utility funds, each year.

Annual capital costs are projected separately for each of the funds for the projection period. The City has an updated capital improvement plan that goes from 2018 to 2027.

The financial projection is based on billings at the current rate in Scenario 1 and increased gradually over a number of periods in Scenario 2. Expense assumptions are outlined in the assumptions section on the following page and present, to the best of management’s knowledge and belief, the City’s expected results of cash flows for the projection period if such uses of cash occur. Accordingly, the projection reflects management’s judgment, as of the date of this projection, of the expected conditions and the City’s expected course of action if such usage and expense totals were attained. The presentation is designed to provide information to the City Council concerning recovery of expenses that might be achieved if rates were adjusted and should not be considered to be a presentation of expected future results. Accordingly, this projection may not be useful for other purposes. The assumptions disclosed herein are those that management believes are significant to the projection. Furthermore, there will usually be differences between projected and actual results, because events and circumstances frequently do not occur as expected and those differences may be material.

II. Assumptions

Water Fund

- Both scenarios assume fees are inflated at least 3% annually. Scenario 2 assumes additional increases to the rates are applied over a 5 year period.

- Operating expense inflation is assumed to be 3%.

- Planned acquisition of capital assets is taken from the City CIP plan.

- There is no assumed debt issuance during the life of the projection.

- **Target cash reserve will be set at 100% of following year's debt service and 50% of following years operating expenses. Based on the current state, the cash balance will not be sufficient to meet the target and operating cash will not generate enough surplus to cover the following year's debt service and operating expenses. Scenario 2 creates positive cash flow sufficient to hit the targeted cash balance.**

Sewer Fund

- Both scenarios assume fees are inflated at least 3% annually. Scenario 2 assumes additional increases to the rates are applied over a 5 year period.

- Operating expense inflation is assumed to be 3%.

- Planned acquisition of capital assets is taken from the City CIP plan.

- There is no assumed debt issuance during the life of the projection.

- **Target cash reserve will be set at 100% of following year's debt service and 50% of following years operating expenses. Based on the assumptions above, the cash balance will exceed the target and operating cash will generate enough surplus to cover the following year's debt service and operating expenses.**

II. Assumptions (Continued)

A schedule of the planned capital projects are listed below.

The assumption is that the City will be doing these projects at some point during the projection period.

Water	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
RENOVATE #4 WELL & MOTOR	$ 44,400	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
REPAINT EXISTING WATER TOWER	646,700	-	-	-	-	-	-	-	-	-	-
UPDATE WATER SYSTEM PLAN FOR COMP PLAN	30,600	-	-	-	-	-	-	-	-	-	-
Ground Monitoring Well Required by DNR	-	30,800	-	-	-	-	-	-	-	-	-
Lake St Watermain Replacement: Broadway to Manitoba	-	345,600	-	-	-	-	-	-	-	-	-
Water Meters Head Replacement-50% Water	-	-	-	-	298,600	-	-	-	-	-	-
Well #4 Motor & Pump Purchase	-	-	-	-	-	-	-	30,900	-	-	-
Total Water Fund Capital	$ 721,700	$ 376,400	$ -	$ -	$ 298,600	$ -	$ -	$ 30,900	$ -	$ -	$ -
Average Annual Cost Over a 5 Year Period	$ 279,340										

Sewer	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Repair / Upgrade of Sewer Lines-2018	$ 16,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Update Sewer System Plan for Comp Plan	36,600	-	-	-	-	-	-	-	-	-	-
Repair / Upgrade of Sewer Lines-2020	-	-	16,900	-	-	-	-	-	-	-	-
UPGRADE #10 LIFTSTATION-PILLSBURY ADDITION	-	-	35,300	-	-	-	-	-	-	-	-
UPGRADE #6 LIFTSTATION-PEAVEY BRIDGE	-	-	40,100	-	-	-	-	-	-	-	-
UPGRADE #15 LIFTSTATION-NORTH OF BOVEY RD ON FIRE LANE	-	-	-	39,600	-	-	-	-	-	-	-
UPGRADE #16 LIFTSTATION-FAR HILL RD	-	-	-	18,200	-	-	-	-	-	-	-
INFLOW & INFILTRATION INVESTIGATION - PHASE 1 (East Side of City)	-	-	-	-	39,100	-	-	-	-	-	-
Repair / Upgrade of Sewer Lines-2022	-	-	-	-	18,000	-	-	-	-	-	-
UPGRADE #2 LIFTSTATION-GLEASON LAKE RD	-	-	-	-	44,200	-	-	-	-	-	-
Water Meters Head Replacement-50% Sewer	-	-	-	-	298,600	-	-	-	-	-	-
UPGRADE #17 LIFTSTATION-WEST OF HARRINGTON RD	-	-	-	-	-	12,000	-	-	-	-	-
UPGRADE #8 LIFTSTATION-MARGARET CIR	-	-	-	-	-	45,500	-	-	-	-	-
Repair / Upgrade of Sewer Lines-2024	-	-	-	-	-	-	19,100	-	-	-	-
UPGRADE #20 LIFTSTATION-PUBLIC WORKS FACILITY	-	-	-	-	-	-	-	50,900	-	-	-
Repair / Upgrade of Sewer Lines-2026	-	-	-	-	-	-	-	-	20,200	-	-
UPGRADE #13 LIFTSTATION - RENO ST	-	-	-	-	-	-	-	-	58,800	-	-
UPGRADE #18 LIFTSTATION-REDEEMER CHURCH	-	-	-	-	-	-	-	-	50,700	-	-
UPGRADE #21 LIFTSTATION-SOUTH FRONTAGE RD EAST OF HOLD. TERRACE	-	-	-	-	-	-	-	-	48,700	-	-
UPGRADE #24 LIFTSTATION-(WAS MILL ST LIFT)	-	-	-	-	-	-	-	-	122,600	-	-
UPGRADE #22 LIFTSTATION-Locust Hills	-	-	-	-	-	-	-	-	-	47,300	-
REPAIR/UPGRDE OF SEWER LINES-2028	-	-	-	-	-	-	-	-	-	-	21,400
UPGRADE #23 LIFTSTATION-Locust Hills @ South End	-	-	-	-	-	-	-	-	-	-	48,800
UPGRADE #3 LIFT STATION-GLEASON LK RD	-	-	-	-	-	-	-	-	-	-	48,800
Sewer Lining:2017	60,000	-	-	-	-	-	-	-	-	-	-
Sewer Lining:20	-	-	213,900	-	-	-	-	-	-	-	-
Sewer Lining:23	-	-	-	-	-	356,700	-	-	-	-	-
Sewer Lining:26	-	-	-	-	-	-	-	-	383,100	-	-
Total Sewer Fund Capital	$ 112,600	$ -	$ 306,200	$ 57,800	$ 399,900	$ 414,200	$ 19,100	$ 50,900	$ 684,100	$ 47,300	$ 119,000
Average annual cost over a 5 year period	$ 175,300										

III. Water and Sewer Rate Study

Water Utilities Operating Fund

Goal

- The Water fund will maintain a targeted cash balance sufficient to cover operations, capital and debt service. Targeted cash balance for the fund refers to the following years' debt service obligations well as 50 percent of estimated operating costs.

Rates

A summary of the current rates and proposed rates are listed below. Allowing for annual inflationary increase in rates will result in cash flows that will achieve the annual targets in Scenario 2.

Scenario 2 - Increase Rates Over a 5 Year Period

			Proposed Rates									
Water - Residential		**Current**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**
Proposed increase on fixed rates			7%	7%	7%	7%	3%	3%	3%	3%	3%	3%
Proposed increase on usage rates			7%	7%	7%	7%	3%	3%	3%	3%	3%	3%
Monthly bill based on 4,500 gallons		$ 17.90	$ 19.15	$ 20.49	$ 21.93	$ 23.46	$ 24.17	$ 24.89	$ 25.64	$ 26.41	$ 27.20	$ 28.02
Monthly $ increase for a 4,500 gallon user			1.25	1.34	1.43	1.53	0.70	0.73	0.75	0.77	0.79	0.82
Annual $ increase for an average 4,500 gallon user			15.04	16.09	17.21	18.42	8.45	8.70	8.96	9.23	9.51	9.79
Base Fee		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Meter Fee		$ 9.35	$ 10.00	$ 10.70	$ 11.45	$ 12.26	$ 12.62	$ 13.00	$ 13.39	$ 13.79	$ 14.21	$ 14.63
Usage Fee - Per 1,000 gallons												
0	6,000	$ 1.90	$ 2.03	$ 2.18	$ 2.33	$ 2.49	$ 2.57	$ 2.64	$ 2.72	$ 2.80	$ 2.89	$ 2.97
6,001	999,999,999	$ 2.35	$ 2.51	$ 2.69	$ 2.88	$ 3.08	$ 3.17	$ 3.27	$ 3.37	$ 3.47	$ 3.57	$ 3.68

Scenario 2 - Increase Rates Over a 5 Year Period

			Proposed Rates									
Water - Multi-Residential (Single Unit)		**Current**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**
Proposed increase on fixed rates			7%	7%	7%	7%	3%	3%	3%	3%	3%	3%
Proposed increase on usage rates			7%	7%	7%	7%	3%	3%	3%	3%	3%	3%
Monthly bill based on 3,500 gallons		$ 16.00	$ 17.12	$ 18.32	$ 19.60	$ 20.97	$ 21.60	$ 22.25	$ 22.92	$ 23.60	$ 24.31	$ 25.04
Monthly $ increase for a 3,500 gallon user			1.12	1.20	1.28	1.37	0.63	0.65	0.67	0.69	0.71	0.73
Annual $ increase for an average 3,500 gallon user			13.44	14.38	15.39	16.46	7.55	7.78	8.01	8.25	8.50	8.75
Base Fee		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Meter Fee		$ 9.35	$ 10.00	$ 10.70	$ 11.45	$ 12.26	$ 12.62	$ 13.00	$ 13.39	$ 13.79	$ 14.21	$ 14.63
Usage Fee - Per 1,000 gallons												
0	6,000	$ 1.90	$ 2.03	$ 2.18	$ 2.33	$ 2.49	$ 2.57	$ 2.64	$ 2.72	$ 2.80	$ 2.89	$ 2.97
6,001	999,999,999	$ 2.35	$ 2.51	$ 2.69	$ 2.88	$ 3.08	$ 3.17	$ 3.27	$ 3.37	$ 3.47	$ 3.57	$ 3.68

III. Water and Sewer Rate Study (Continued)

Scenario 2 - Increase Rates Over a 5 Year Period

			Proposed Rates									
Water - Multi-Residential (Multi Unit)		**Current**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**
Proposed increase on fixed rates			7%	7%	7%	7%	3%	3%	3%	3%	3%	3%
Proposed increase on usage rates			7%	7%	7%	7%	3%	3%	3%	3%	3%	3%
Monthly bill based on 2,500 gallons		$ 14.10	$ 15.09	$ 16.14	$ 17.27	$ 18.48	$ 19.04	$ 19.61	$ 20.20	$ 20.80	$ 21.43	$ 22.07
Monthly $ increase for a 2,500 gallon user			0.99	1.06	1.13	1.21	0.55	0.57	0.59	0.61	0.62	0.64
Annual $ increase for an average 2,500 gallon user			11.84	12.67	13.56	14.51	6.65	6.85	7.06	7.27	7.49	7.71
Base Fee		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Meter Fee		$ 9.35	$ 10.00	$ 10.70	$ 11.45	$ 12.26	$ 12.62	$ 13.00	$ 13.39	$ 13.79	$ 14.21	$ 14.63
Usage Fee - Per 1,000 gallons												
0	6,000	$ 1.90	$ 2.03	$ 2.18	$ 2.33	$ 2.49	$ 2.57	$ 2.64	$ 2.72	$ 2.80	$ 2.89	$ 2.97
6,001	999,999,999	$ 2.35	$ 2.51	$ 2.69	$ 2.88	$ 3.08	$ 3.17	$ 3.27	$ 3.37	$ 3.47	$ 3.57	$ 3.68

Scenario 2 - Increase Rates Over a 5 Year Period

			Proposed Rates									
Water - Commercial		**Current**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**
Proposed increase on fixed rates			7%	7%	7%	7%	3%	3%	3%	3%	3%	3%
Proposed increase on usage rates			7%	7%	7%	7%	3%	3%	3%	3%	3%	3%
Monthly bill based on 86,600 gallons		$ 183.13	$ 195.95	$ 209.67	$ 224.34	$ 240.05	$ 247.25	$ 254.66	$ 262.30	$ 270.17	$ 278.28	$ 286.63
Monthly $ increase for a 86,600 gallon user			12.82	13.72	14.68	15.70	7.20	7.42	7.64	7.87	8.11	8.35
Annual $ increase for an average 86,600 gallon user			153.83	164.60	176.12	188.45	86.42	89.01	91.68	94.43	97.26	100.18
Base Fee		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Meter Fee		$ 9.35	$ 10.00	$ 10.70	$ 11.45	$ 12.26	$ 12.62	$ 13.00	$ 13.39	$ 13.79	$ 14.21	$ 14.63
Usage Fee - Per 1,000 gallons												
0	25,000	$ 1.90	$ 2.03	$ 2.18	$ 2.33	$ 2.49	$ 2.57	$ 2.64	$ 2.72	$ 2.80	$ 2.89	$ 2.97
25,001	999,999,999	$ 2.05	$ 2.19	$ 2.35	$ 2.51	$ 2.69	$ 2.77	$ 2.85	$ 2.94	$ 3.02	$ 3.12	$ 3.21

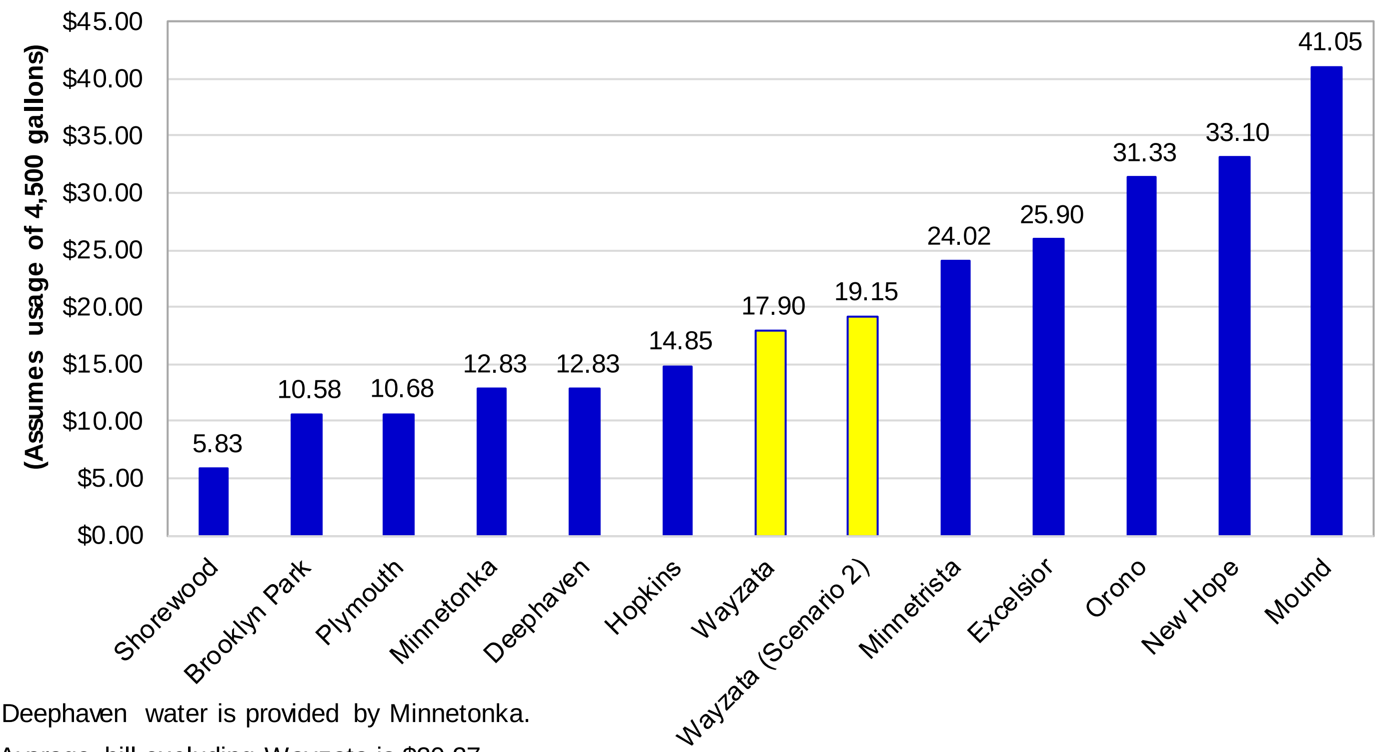
III. Water and Sewer Rate Study (Continued)

The table below summarizes comparable communities. Currently Wayzata has water rates in the middle of the comparable communities and the rate structure change will still allow Wayzata's rates to be below average.

WATER

City	Monthly Bill ($)
Shorewood	5.83
Brooklyn Park	10.58
Plymouth	10.68
Minnetonka	12.83
Deephaven	12.83
Hopkins	14.85
Wayzata	17.90
Wayzata (Scenario 2)	19.15
Minnetrista	24.02
Excelsior	25.90
Orono	31.33
New Hope	33.10
Mound	41.05
Average (w/o Wayzata)	20.27

COMPARISON OF MONTHLY WATER BILLINGS



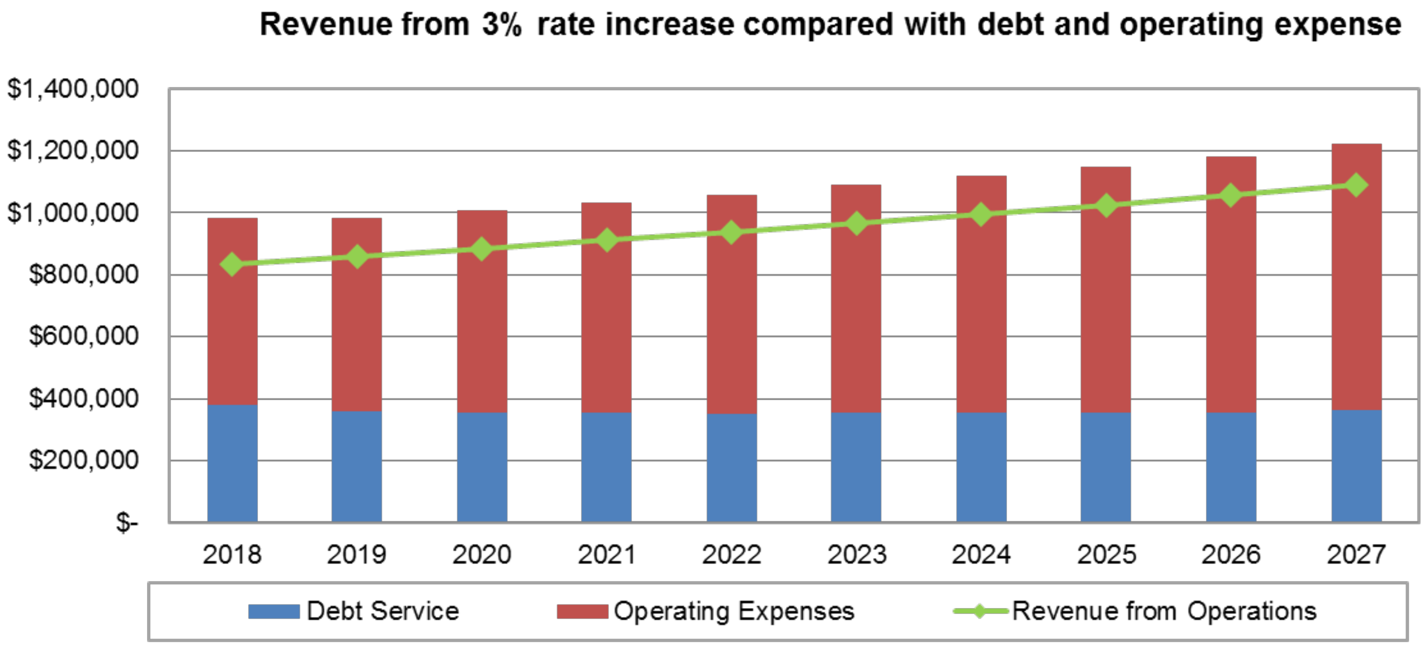
Deephaven water is provided by Minnetonka.

Average bill excluding Wayzata is $20.27

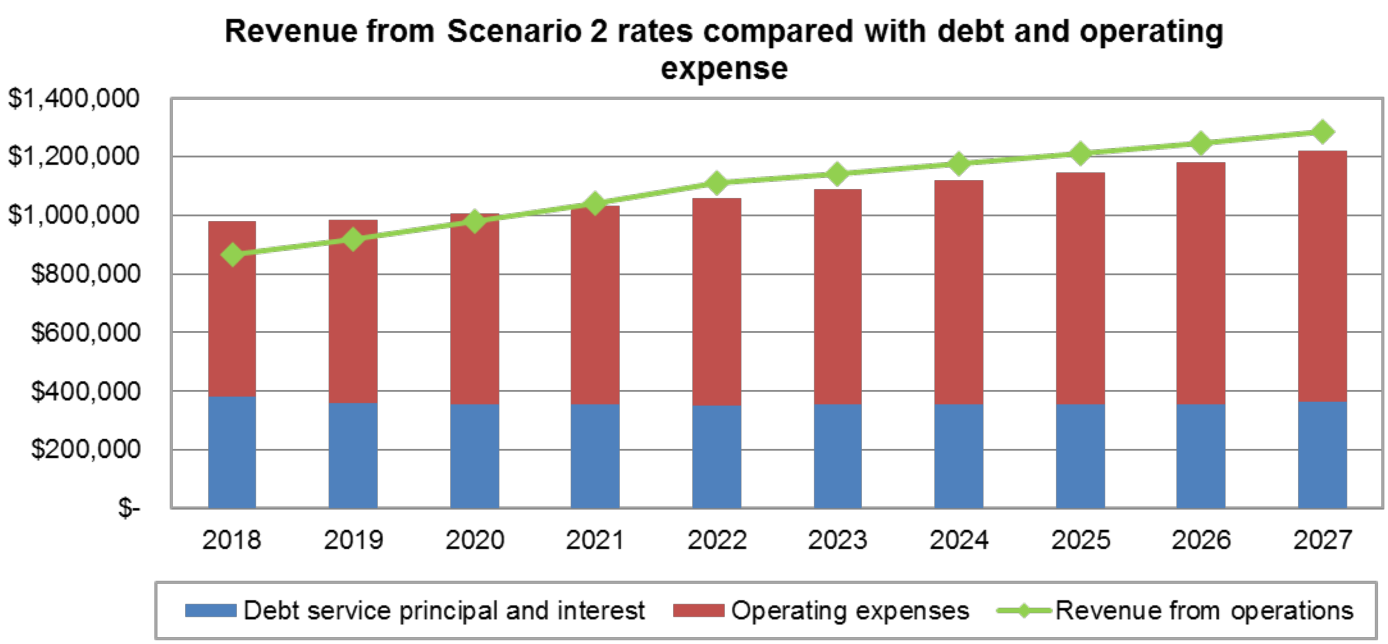
III. Water and Sewer Rate Study (Continued)

Water Utilities Operating Fund (Continued)

Current Rates Inflated at 3% Annually



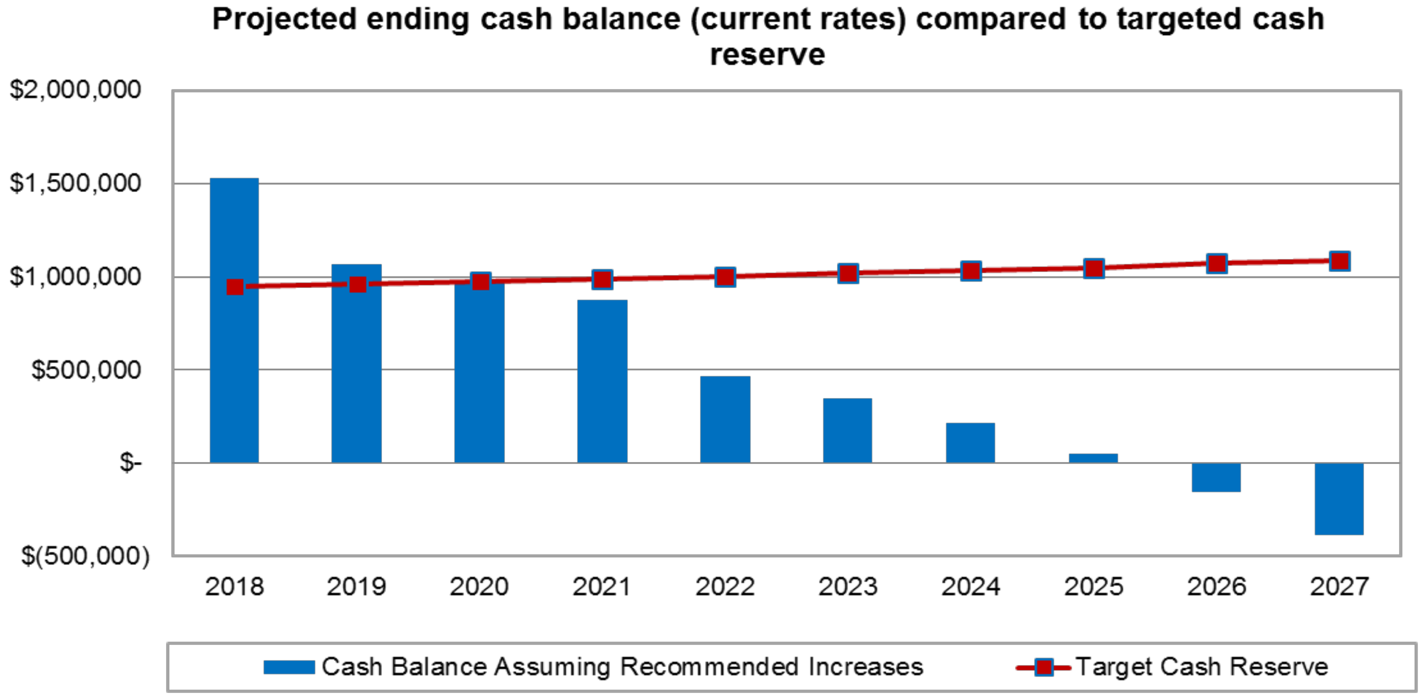
Scenario 2 - Change in Rates over a 5 year period



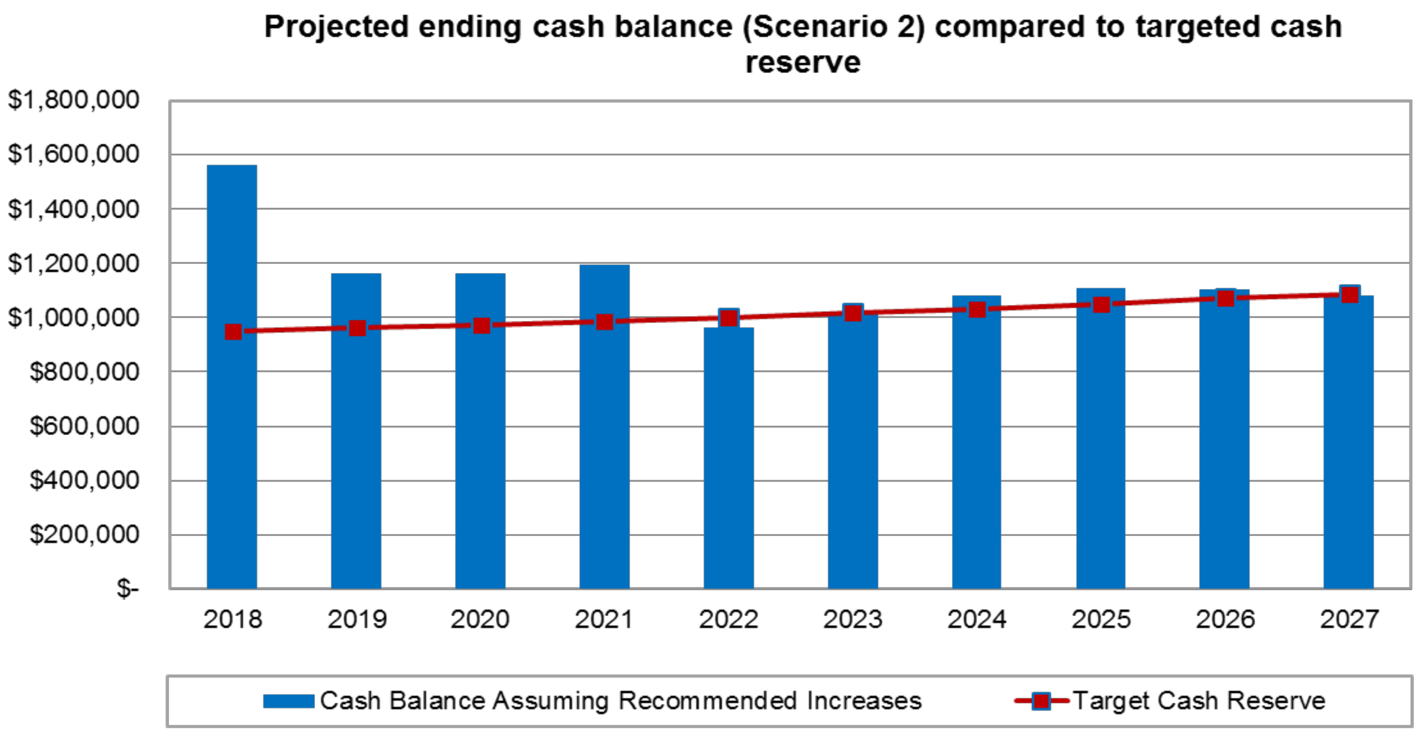
III. Water and Sewer Rate Study (Continued)

Water Utilities Operating Fund (Continued)

Current Rates Inflated at 3% Annually



Scenario 2 - Change in Usage Rates over a 5 year period



III. Water and Sewer Rate Study (Continued)

Water utilities Operating Fund (Continued)

As evidenced by the graphs above, the City's rates are not sufficient to sustain the existing cash balance. Revenues are not sufficient to cover operating expenses, debt and capital. Scenario 2 rates achieve sufficient cash reserves over the life of the projection.

III. Water and Sewer Rate Study (Continued)

Sewer Utilities Operating Fund

Goal

- The Sewer Operating fund will maintain a sufficient working capital balance. Targeted cash balance for the fund refers to the following years' debt service obligations well as 50 percent of estimated operating costs.

Rates

A summary of the current rates and proposed rates are listed below. Allowing for annual inflationary increase in rates will result in cash flows that will achieve the annual targets in both Scenario 2.

Scenario 2 - Increase Rates Over a 5 Year Period

			Proposed Rates									
Sewer - Residential		**Current**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**
Proposed increase on fixed rates			14%	13%	12%	10%	10%	3%	3%	3%	3%	3%
Proposed increase on usage rates			14%	13%	12%	10%	10%	3%	3%	3%	3%	3%
Monthly bill based on 4,500 gallons		$ 30.43	$ 34.68	$ 39.19	$ 43.90	$ 48.29	$ 53.12	$ 54.71	$ 56.35	$ 58.04	$ 59.78	$ 61.57
Monthly $ increase for a 4,500 gallon user			4.26	4.51	4.70	4.39	4.83	1.59	1.64	1.69	1.74	1.79
Annual $ increase for an average 4,500 gallon user			51.11	54.11	56.44	52.68	57.94	19.12	19.70	20.29	20.89	21.52
Base Fee		$ 10.85	$ 12.37	$ 13.98	$ 15.65	$ 17.22	$ 18.94	$ 19.51	$ 20.10	$ 20.70	$ 21.32	$ 21.96
Meter Fee		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Usage Fee - Per 1,000 gallons												
0	999,999,999	$ 4.35	$ 4.96	$ 5.60	$ 6.28	$ 6.90	$ 7.59	$ 7.82	$ 8.06	$ 8.30	$ 8.55	$ 8.80

Scenario 2 - Increase Rates Over a 5 Year Period

			Proposed Rates									
Sewer - Multi-Residential (Single Unit)		**Current**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**
Proposed increase on fixed rates			14%	13%	12%	10%	10%	3%	3%	3%	3%	3%
Proposed increase on usage rates			14%	13%	12%	10%	10%	3%	3%	3%	3%	3%
Monthly bill based on 3,500 gallons		$ 26.08	$ 29.73	$ 33.59	$ 37.62	$ 41.38	$ 45.52	$ 46.89	$ 48.29	$ 49.74	$ 51.23	$ 52.77
Monthly $ increase for a 3,500 gallon user			3.65	3.86	4.03	3.76	4.14	1.37	1.41	1.45	1.49	1.54
Annual $ increase for an average 3,500 gallon user			43.81	46.37	48.37	45.14	49.66	16.39	16.88	17.39	17.91	18.44
Base Fee		$ 10.85	$ 12.37	$ 13.98	$ 15.65	$ 17.22	$ 18.94	$ 19.51	$ 20.10	$ 20.70	$ 21.32	$ 21.96
Meter Fee		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Usage Fee - Per 1,000 gallons												
0	999,999,999	$ 4.35	$ 4.96	$ 5.60	$ 6.28	$ 6.90	$ 7.59	$ 7.82	$ 8.06	$ 8.30	$ 8.55	$ 8.80

III. Water and Sewer Rate Study (Continued)

Sewer Utilities Operating Fund (Continued)

Scenario 2 - Increase Rates Over a 5 Year Period

Sewer - Multi-Residential (Multi Unit)		Current	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
			Proposed Rates									
Proposed increase on fixed rates			14%	13%	12%	10%	10%	3%	3%	3%	3%	3%
Proposed increase on usage rates			14%	13%	12%	10%	10%	3%	3%	3%	3%	3%
Monthly bill based on 2,500 gallons		$ 21.73	$ 24.77	$ 27.99	$ 31.34	$ 34.48	$ 37.93	$ 39.06	$ 40.24	$ 41.44	$ 42.69	$ 43.97
Monthly $ increase for a 2,500 gallon user			3.04	3.22	3.36	3.13	3.45	1.14	1.17	1.21	1.24	1.28
Annual $ increase for an average 2,500 gallon user			36.50	38.64	40.30	37.61	41.37	13.65	14.06	14.49	14.92	15.37
Base Fee		$ 10.85	$ 12.37	$ 13.98	$ 15.65	$ 17.22	$ 18.94	$ 19.51	$ 20.10	$ 20.70	$ 21.32	$ 21.96
Meter Fee		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Usage Fee - Per 1,000 gallons												
0	999,999,999	$ 4.35	$ 4.96	$ 5.60	$ 6.28	$ 6.90	$ 7.59	$ 7.82	$ 8.06	$ 8.30	$ 8.55	$ 8.80

Scenario 2 - Increase Rates Over a 5 Year Period

Sewer - Commercial		Current	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
			Proposed Rates									
Proposed increase on fixed rates			14%	13%	12%	10%	10%	3%	3%	3%	3%	3%
Proposed increase on usage rates			14%	13%	12%	10%	10%	3%	3%	3%	3%	3%
Monthly bill based on 86,600 gallons		$ 387.56	$ 441.82	$ 499.25	$ 559.17	$ 615.08	$ 676.59	$ 696.89	$ 717.79	$ 739.33	$ 761.51	$ 784.35
Monthly $ increase for a 86,600 gallon user			54.26	57.44	59.91	55.92	61.51	20.30	20.91	21.53	22.18	22.85
Annual $ increase for an average 86,600 gallon user			651.10	689.24	718.93	671.00	738.10	243.57	250.88	258.41	266.16	274.14
Base Fee		$ 10.85	$ 12.37	$ 13.98	$ 15.65	$ 17.22	$ 18.94	$ 19.51	$ 20.10	$ 20.70	$ 21.32	$ 21.96
Meter Fee		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Usage Fee - Per 1,000 gallons												
0	999,999,999	$ 4.35	$ 4.96	$ 5.60	$ 6.28	$ 6.90	$ 7.59	$ 7.82	$ 8.06	$ 8.30	$ 8.55	$ 8.80

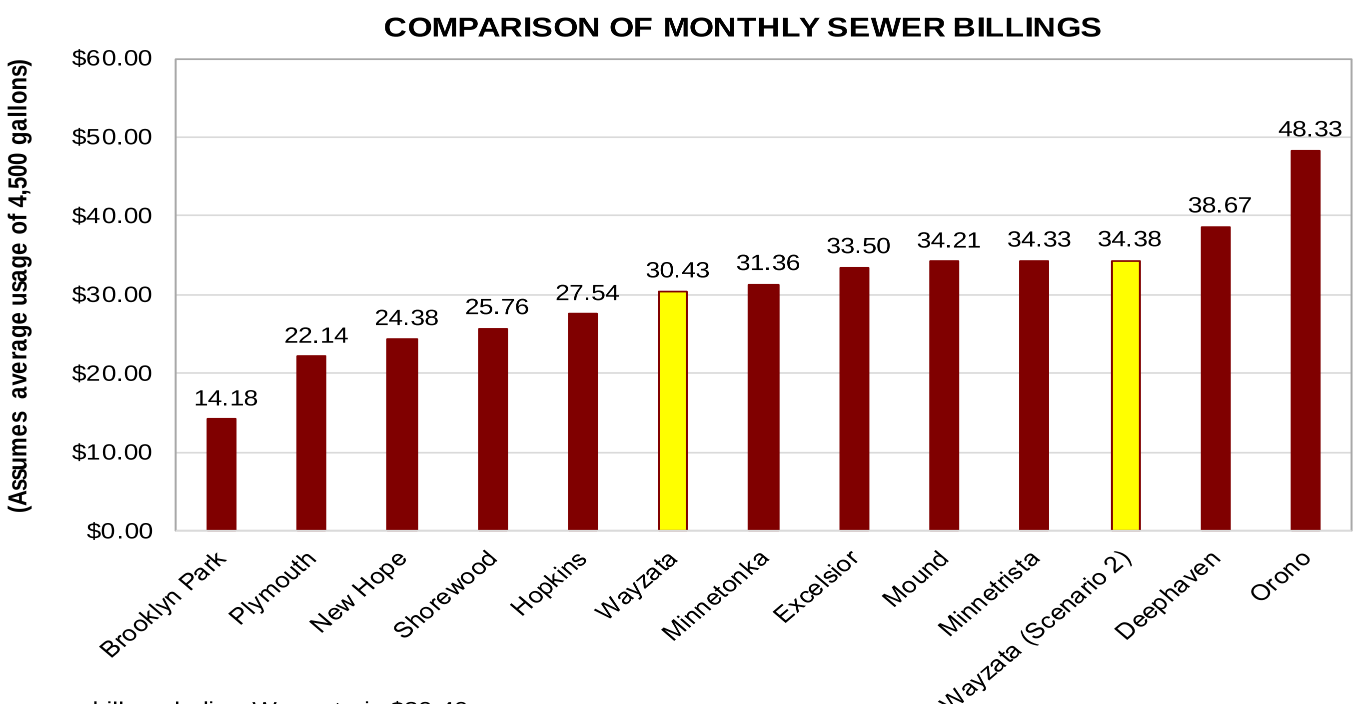
III. Water and Sewer Rate Study (Continued)

Sewer Utilities Operating Fund (Continued)

The table below summarizes comparable communities. Currently Wayzata has sewer rates are very close to average in comparison to the cities below. The minor inflationary rate increases will not result in Wayzata's rate exceeding the average. In Scenarios 2 and 3 Wayzata's rates are on the higher end in comparison to the cities below.

SEWER

City	Monthly Bill ($)
Brooklyn Park	14.18
Plymouth	22.14
New Hope	24.38
Shorewood	25.76
Hopkins	27.54
Wayzata	30.43
Minnetonka	31.36
Excelsior	33.50
Mound	34.21
Minnetrista	34.33
Wayzata (Scenario 2)	34.38
Deephaven	38.67
Orono	48.33
Average (w/o Wayzata)	30.48

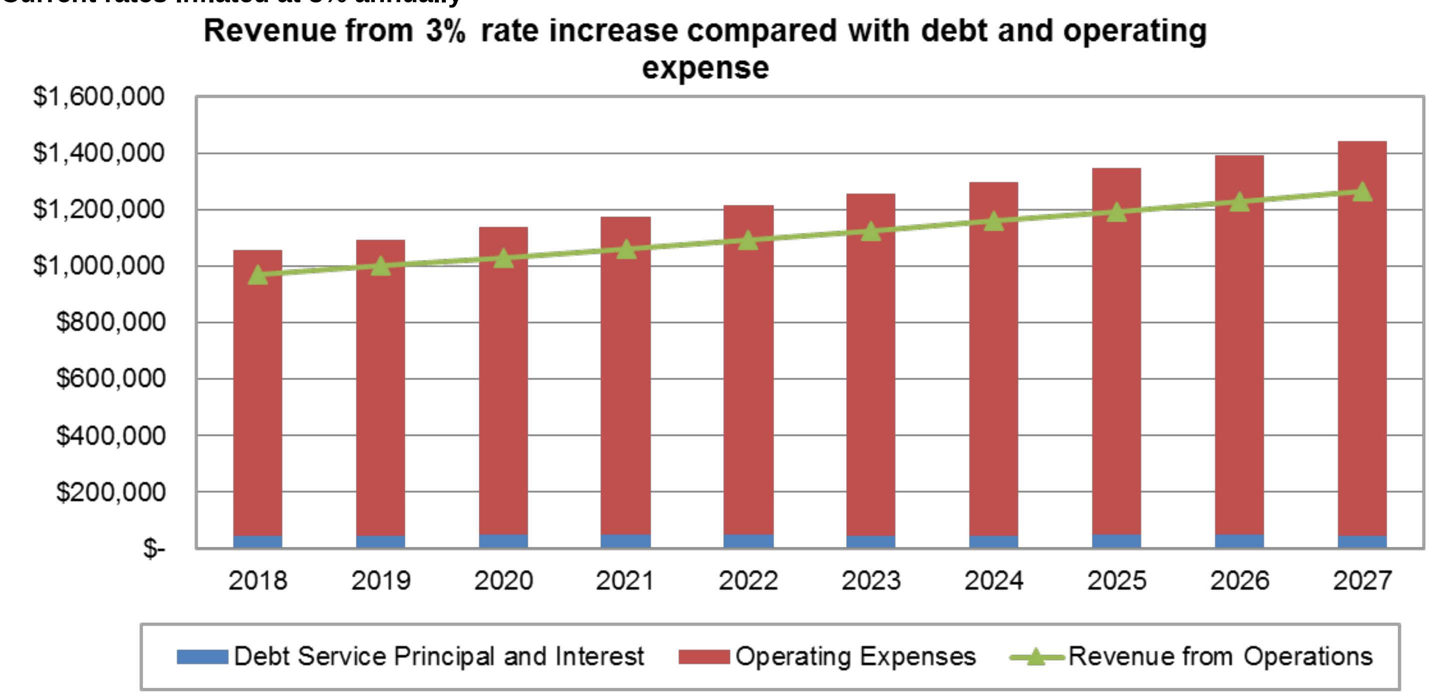


Average bill excluding Wayzata is $30.40

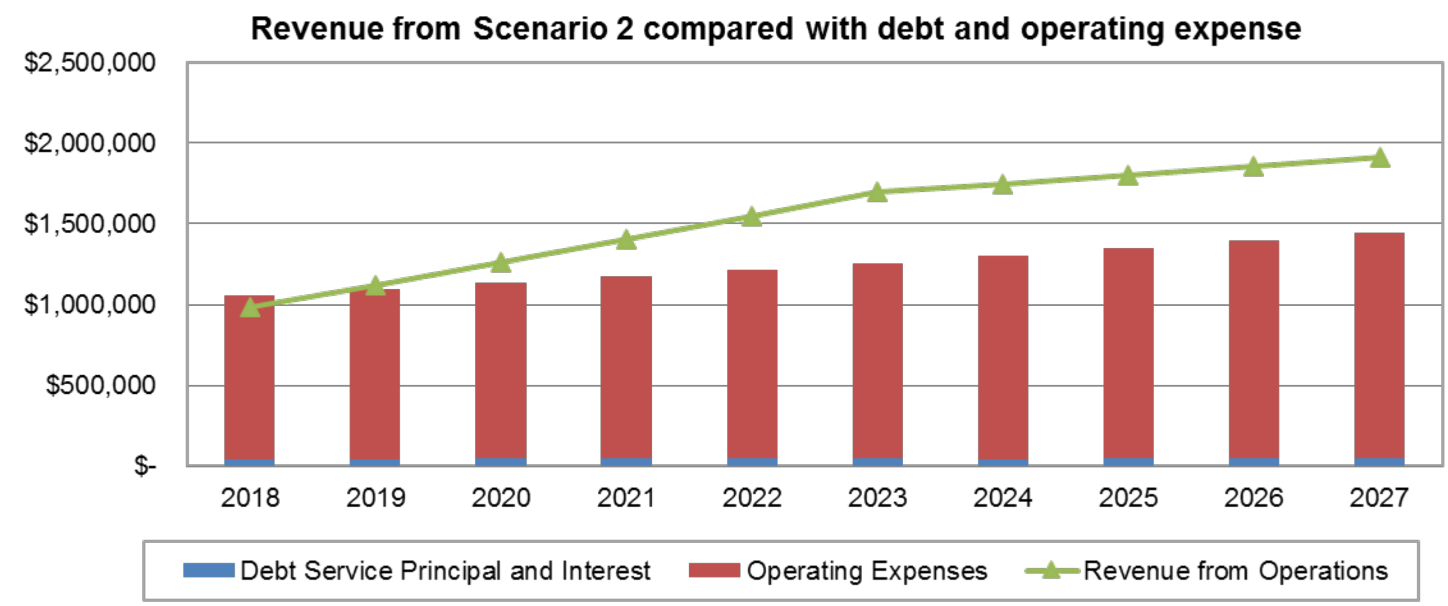
III. Water and Sewer Rate Study (Continued)

Sewer Utilities Operating Fund (Continued)

Current rates Inflated at 3% annually



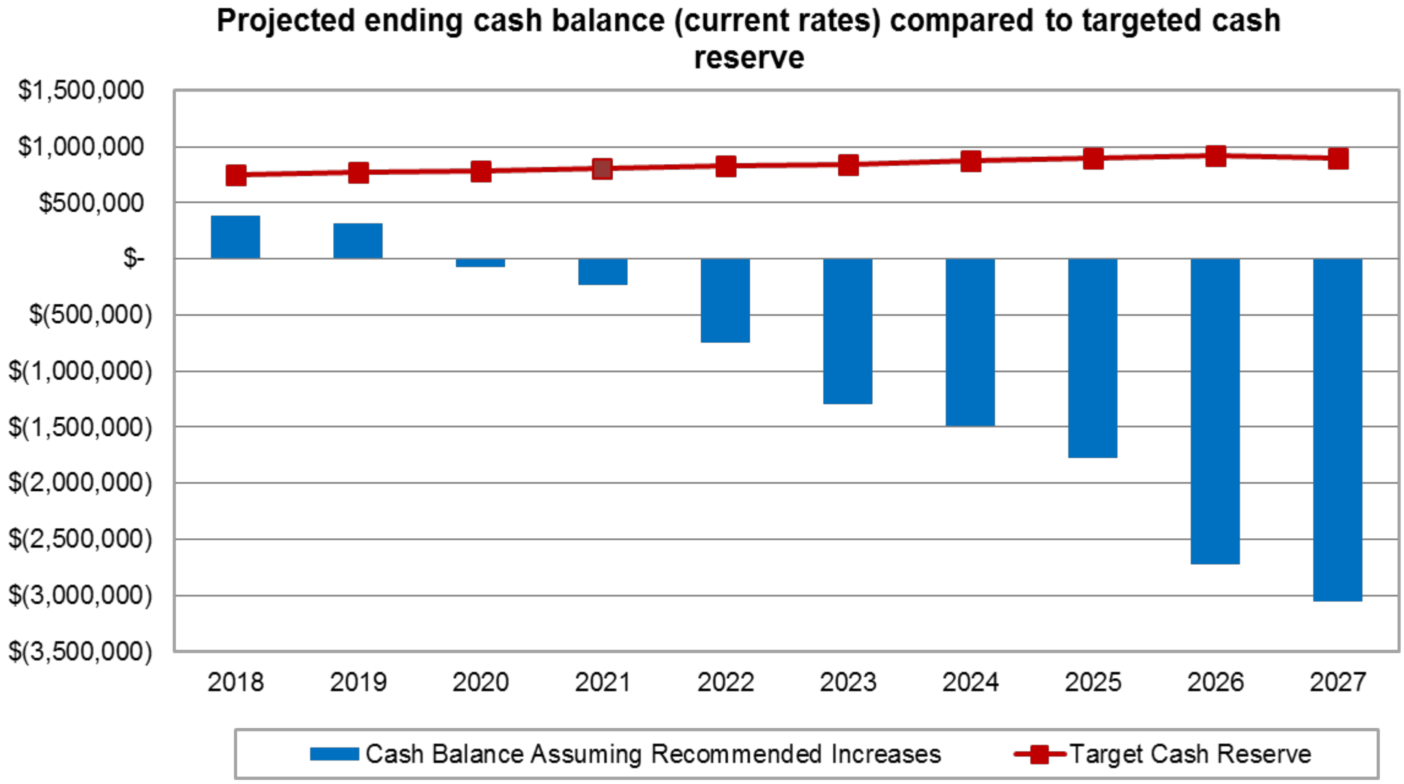
Scenario 2 – Change in Usage Rates over a 5 year period



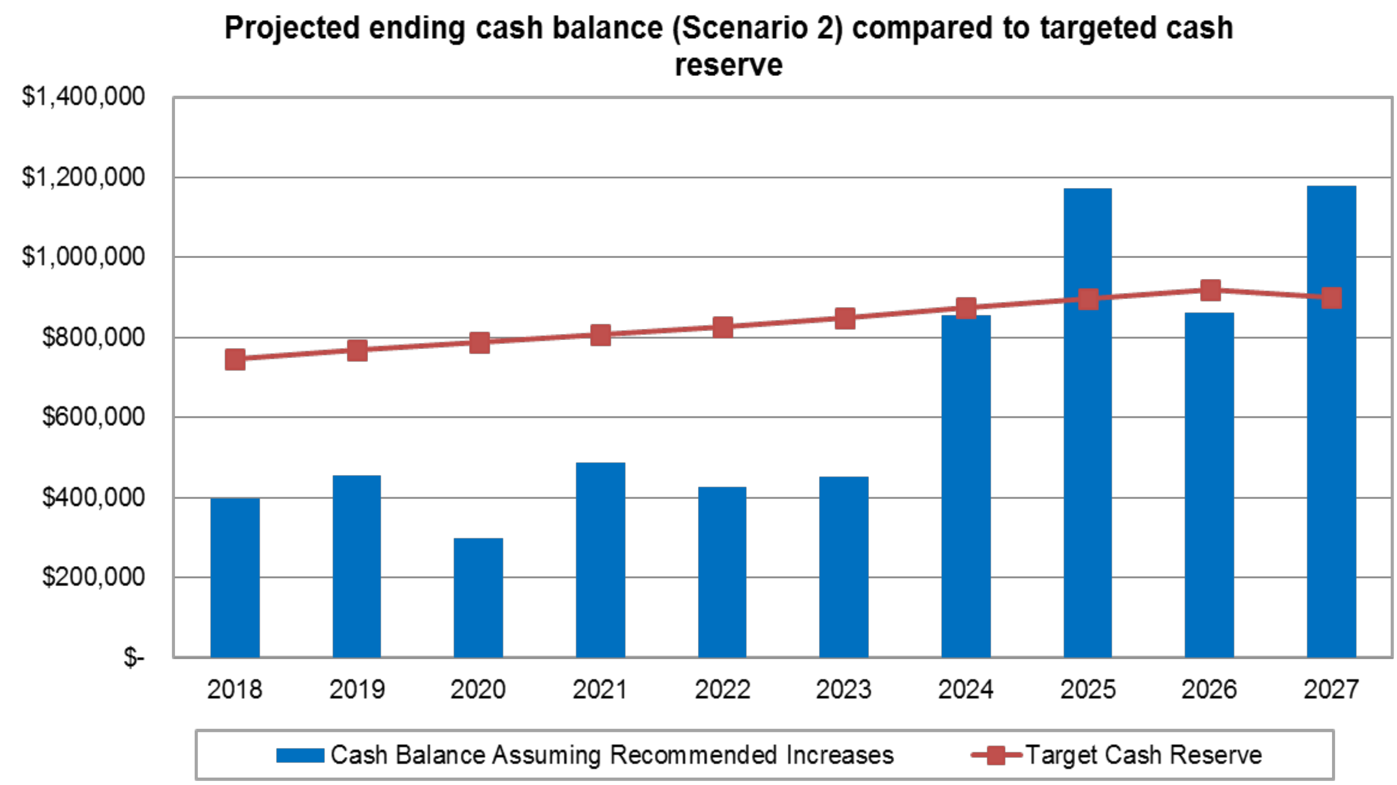
III. Water and Sewer Rate Study (Continued)

Sewer Utilities Operating Fund (Continued)

Current Rates Inflated at 3% Annually



Scenario 2 – Change in Usage Rates over a 5 year period



III. Water and Sewer Rate Study (Continued)

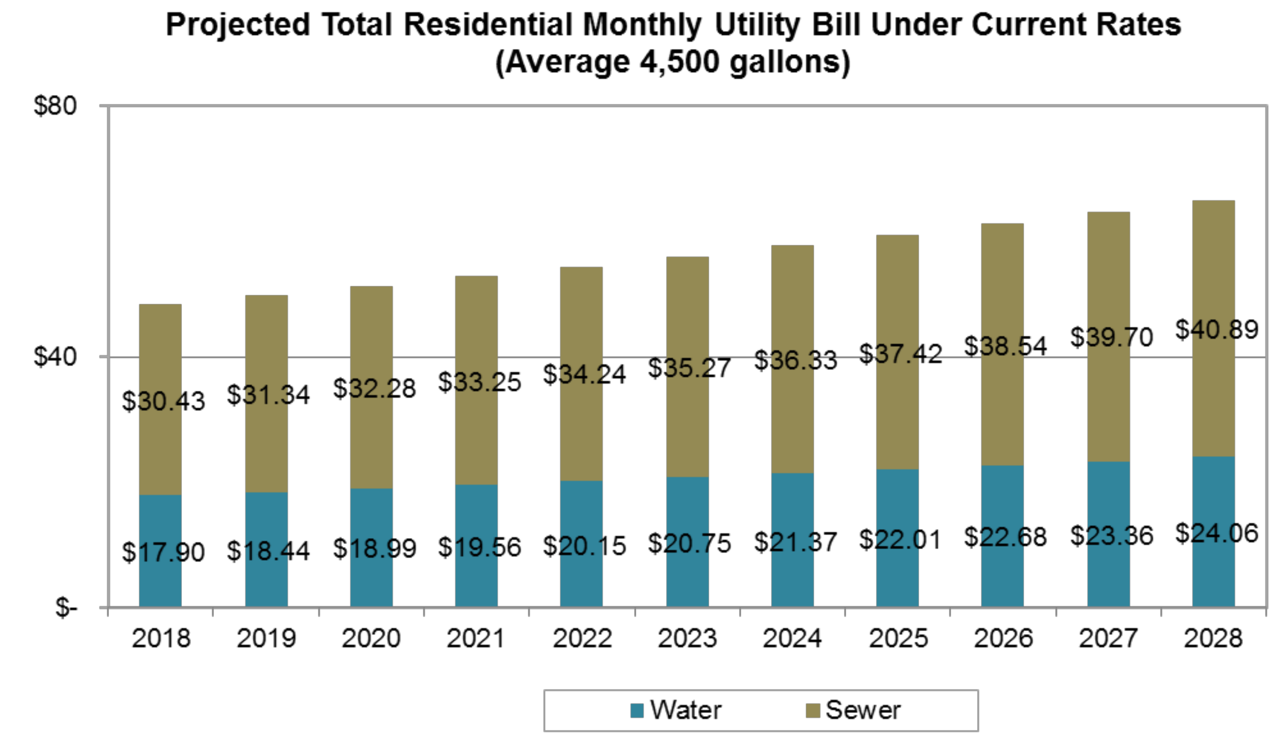
Sewer Utilities Operating Fund (Continued)

As evidenced by the graphs above, the City's rates are insufficient to sustain the existing cash balance. Revenues do not cover operating expenses and debt service and planned capital. Scenario 2 rates achieve sufficient cash reserves over the life of the projection.

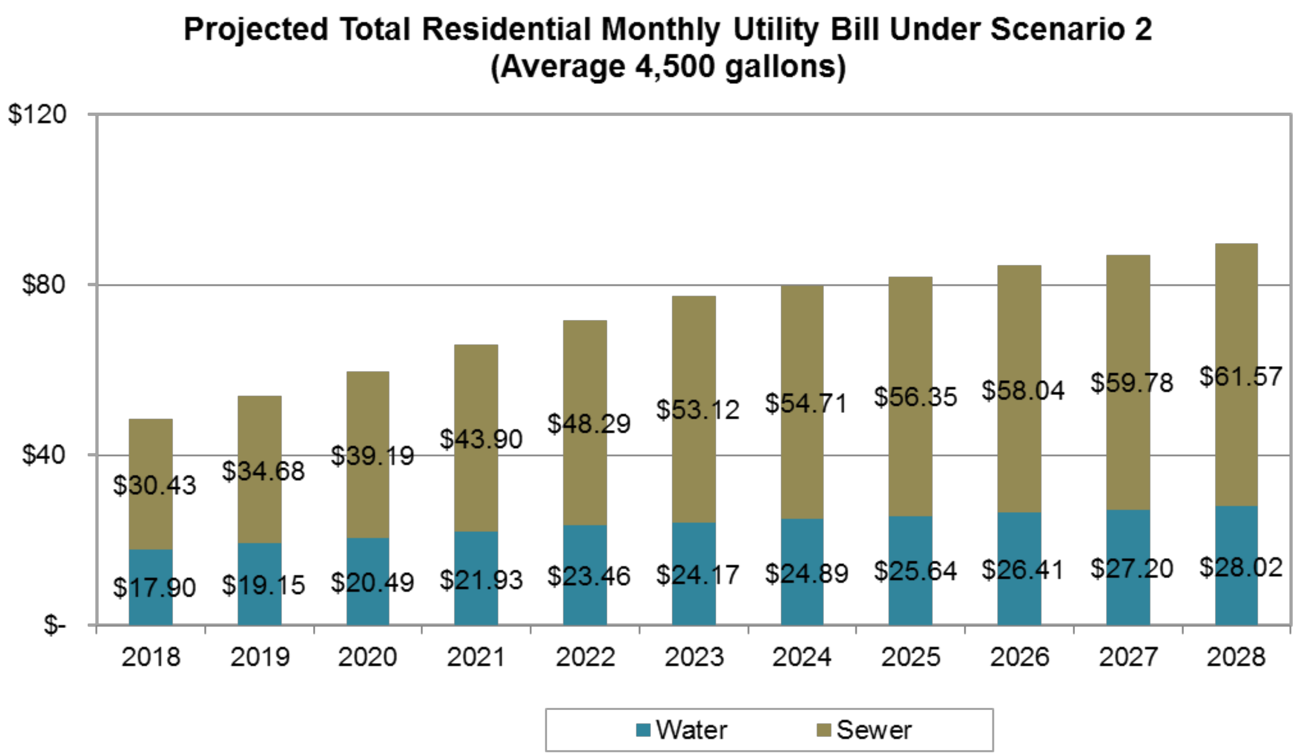
Summary

As evidenced in the discussion above, it appears the City's utility rates are competitive with similar communities and an increase in rates along with inflationary increases will provide cash flows sufficient to meet the targets.

Current rates Inflated at 3% annually



Scenario 2 – Change in Usage Rates over a 5 year period



SUPPLEMENTARY INFORMATION

CITY OF WAYZATA
WAYZATA, MINNESOTA

City of Wayzata, Minnesota
Water Fund
Cash Flow Projections - Scenario 1 - Current State
For the Years Ending December 31, 2015 Through 2027

	Actual results			RATE STUDY PROJECTIONS									
				Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Projected Rate Increase					**3%**	**3%**	**3%**	**3%**	**3%**	**3%**	**3%**	**3%**	**3%**
Usage Rates					**3%**	**3%**	**3%**	**3%**	**3%**	**3%**	**3%**	**3%**	**3%**
Fixed					**3%**	**3%**	**3%**	**3%**	**3%**	**3%**	**3%**	**3%**	**3%**
Cash Flows from Operating Activities													
Overall % Increase		3.15%	3.87%	3.76%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
Receipts from customers and users	$ 687,478	$ 709,161	$ 736,589	$ 764,282	$ 787,210	$ 810,826	$ 835,151	$ 860,206	$ 886,012	$ 912,592	$ 939,970	$ 968,169	$ 997,214
Other operating receipts	40,662	79,863	374,151	69,651	71,740	73,892	76,109	78,392	80,744	83,167	85,662	88,231	90,878
Receipts from (payments to) customer deposits	(4,631)	(599)	639	-	-	-	-	-	-	-	-	-	-
Payments to suppliers	(259,100)	(277,431)	(208,621)	(303,244)	(312,341)	(321,711)	(331,363)	(341,303)	(351,543)	(362,089)	(372,951)	(384,140)	(395,664)
Payments to employees	(257,884)	(258,842)	(268,645)	(299,376)	(314,345)	(330,062)	(346,565)	(363,893)	(382,088)	(401,192)	(421,252)	(442,315)	(464,430)
Net Cash from Operating Activities	206,525	252,152	634,113	231,313	232,264	232,946	233,333	233,401	233,126	232,478	231,428	229,946	227,998
Cash Flows from Noncapital Financing Activities													
Transfers from other funds	-	-	(260,826)	-	-	-	-	-	-	-	-	-	-
Rent received	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfers to other funds	(47,400)	(357,900)	(59,300)	(65,800)	(69,090)	(72,545)	(76,172)	(79,980)	(83,979)	(88,178)	(92,587)	(97,217)	(102,077)
Net Cash from Noncapital Financing Activities	(47,400)	(357,900)	(320,126)	(65,800)	(69,090)	(72,545)	(76,172)	(79,980)	(83,979)	(88,178)	(92,587)	(97,217)	(102,077)
Cash Flows from Capital and Related Financing Activities													
Acquisition of capital assets	(279,415)	(1,342,987)	(174,416)	(721,700)	(376,400)	-	-	(298,600)	-	-	(30,900)	-	-
Special assessments	142,174	135,467	76,570	27,820	91,171	87,973	84,776	81,578	78,380	75,182	71,984	16,029	31
Connection fees	104,728	225,568	17,316	2,092	2,155	2,219	2,286	2,355	2,425	2,498	2,573	2,650	2,730
Contribution of capital assets	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest paid on long-term debt	(165,519)	(162,136)	(155,168)	(114,381)	(112,775)	(106,125)	(99,325)	(92,200)	(84,963)	(77,050)	(68,838)	(60,488)	(51,838)
Principal paid on long-term debt	(215,000)	(220,000)	(220,000)	(265,000)	(245,000)	(250,000)	(255,000)	(260,000)	(270,000)	(280,000)	(285,000)	(295,000)	(310,000)
Proceeds from bonds issued	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Cash from Capital and Related Financing Activities	(413,032)	(1,364,088)	(455,698)	(1,071,169)	(640,849)	(265,932)	(267,263)	(566,868)	(274,157)	(279,370)	(310,180)	(336,808)	(359,077)
Cash Flows from Investing Activities													
Investment earnings	35,682	28,837	54,689	24,118	15,303	10,679	9,731	8,727	4,680	3,477	2,161	469	-
Net Increase (Decrease) in Cash and Cash Equivalents	(218,225)	(1,440,999)	(87,022)	(881,538)	(462,371)	(94,852)	(100,372)	(404,719)	(120,331)	(131,594)	(169,179)	(203,610)	(233,156)
Cash and Cash Equivalents, January 1	4,158,092	3,939,867	2,498,868	2,411,846	1,530,308	1,067,936	973,085	872,713	467,994	347,663	216,069	46,890	(156,720)
Cash and Cash Equivalents, December 31	**$ 3,939,867**	**$ 2,498,868**	**$ 2,411,846**	**$ 1,530,308**	**$ 1,067,936**	**$ 973,085**	**$ 872,713**	**$ 467,994**	**$ 347,663**	**$ 216,069**	**$ 46,890**	**$ (156,720)**	**$ (389,877)**
Target Cash Reserve	$ 650,273	$ 613,801	$ 680,691	$ 950,458	$ 961,352	$ 972,629	$ 984,138	$ 1,001,118	$ 1,018,031	$ 1,030,279	$ 1,048,055	$ 1,071,225	$ 1,084,683
Cash in Excess of Reserve	$ 3,289,595	$ 1,885,067	$ 1,731,155	$ 579,850	$ 106,585	$ 456	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Average monthly bill (4,500 gallons)			***$ 16.99***	***$ 17.90***	***$ 18.44***	***$ 18.99***	***$ 19.56***	***$ 20.15***	***$ 20.75***	***$ 21.37***	***$ 22.01***	***$ 22.68***	***$ 23.36***
Average percentage increase				***5%***	***3%***	***3%***	***3%***	***3%***	***3%***	***3%***	***3%***	***3%***	***3%***
Average monthly dollar increase				***$ 0.91***	***$ 0.54***	***$ 0.55***	***$ 0.57***	***$ 0.59***	***$ 0.60***	***$ 0.62***	***$ 0.64***	***$ 0.66***	***$ 0.68***
Average annual dollar increase				***$ 10.92***	***$ 6.44***	***$ 6.64***	***$ 6.84***	***$ 7.04***	***$ 7.25***	***$ 7.47***	***$ 7.69***	***$ 7.93***	***$ 8.16***

City of Wayzata, Minnesota
Water Fund
Cash Flow Projections - Scenario 2 - Increase Spread over 5 Year Period to Achieve Target
For the Years Ending December 31, 2015 Through 2027

	Actual results			RATE STUDY PROJECTIONS									
				Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Projected Rate Increase					**7%**	**7%**	**7%**	**7%**	**3%**	**3%**	**3%**	**3%**	**3%**
Usage Rates					**7%**	**7%**	**7%**	**7%**	**3%**	**3%**	**3%**	**3%**	**3%**
Fixed					**7%**	**7%**	**7%**	**7%**	**3%**	**3%**	**3%**	**3%**	**3%**
Cash Flows from Operating Activities													
Overall % Increase		3.15%	3.87%	8.04%	6.67%	6.68%	6.69%	6.70%	3.00%	3.00%	3.00%	3.00%	3.00%
Receipts from customers and users	$ 687,478	$ 709,161	$ 736,589	$ 795,802	$ 848,867	$ 905,567	$ 966,154	$ 1,030,898	$ 1,061,825	$ 1,093,680	$ 1,126,491	$ 1,160,285	$ 1,195,094
Other operating receipts	40,662	79,863	374,151	69,651	71,740	73,892	76,109	78,392	80,744	83,167	85,662	88,231	90,878
Receipts from (payments to) customer deposits	(4,631)	(599)	639	-	-	-	-	-	-	-	-	-	-
Payments to suppliers	(259,100)	(277,431)	(208,621)	(303,244)	(312,341)	(321,711)	(331,363)	(341,303)	(351,543)	(362,089)	(372,951)	(384,140)	(395,664)
Payments to employees	(257,884)	(258,842)	(268,645)	(299,376)	(314,345)	(330,062)	(346,565)	(363,893)	(382,088)	(401,192)	(421,252)	(442,315)	(464,430)
Net Cash from Operating Activities	206,525	252,152	634,113	262,833	293,921	327,686	364,336	404,094	408,939	413,565	417,949	422,062	425,878
Cash Flows from Noncapital Financing Activities													
Transfers from other funds	-	-	(260,826)	-	-	-	-	-	-	-	-	-	-
Rent received	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfers to other funds	(47,400)	(357,900)	(59,300)	(65,800)	(69,090)	(72,545)	(76,172)	(79,980)	(83,979)	(88,178)	(92,587)	(97,217)	(102,077)
Net Cash from Noncapital Financing Activities	(47,400)	(357,900)	(320,126)	(65,800)	(69,090)	(72,545)	(76,172)	(79,980)	(83,979)	(88,178)	(92,587)	(97,217)	(102,077)
Cash Flows from Capital and Related Financing Activities													
Acquisition of capital assets	(279,415)	(1,342,987)	(174,416)	(721,700)	(376,400)	-	-	(298,600)	-	-	(30,900)	-	-
Special assessments	142,174	135,467	76,570	27,820	91,171	87,973	84,776	81,578	78,380	75,182	71,984	16,029	31
Connection fees	104,728	225,568	17,316	2,092	2,155	2,219	2,286	2,355	2,425	2,498	2,573	2,650	2,730
Contribution of capital assets	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest paid on long-term debt	(165,519)	(162,136)	(155,168)	(114,381)	(112,775)	(106,125)	(99,325)	(92,200)	(84,963)	(77,050)	(68,838)	(60,488)	(51,838)
Principal paid on long-term debt	(215,000)	(220,000)	(220,000)	(265,000)	(245,000)	(250,000)	(255,000)	(260,000)	(270,000)	(280,000)	(285,000)	(295,000)	(310,000)
Proceeds from bonds issued	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Cash from Capital and Related Financing Activities	(413,032)	(1,364,088)	(455,698)	(1,071,169)	(640,849)	(265,932)	(267,263)	(566,868)	(274,157)	(279,370)	(310,180)	(336,808)	(359,077)
Cash Flows from Investing Activities													
Investment earnings	35,682	28,837	54,689	24,118	15,618	11,614	11,623	11,948	9,640	10,244	10,807	11,067	11,058
Net Increase (Decrease) in Cash and Cash Equivalents	(218,225)	(1,440,999)	(87,022)	(850,018)	(400,399)	824	32,523	(230,806)	60,442	56,262	25,988	(896)	(24,219)
Cash and Cash Equivalents, January 1	4,158,092	3,939,867	2,498,868	2,411,846	1,561,828	1,161,429	1,162,252	1,194,775	963,969	1,024,412	1,080,673	1,106,661	1,105,765
Cash and Cash Equivalents, December 31	**$ 3,939,867**	**$ 2,498,868**	**$ 2,411,846**	**$ 1,561,828**	**$ 1,161,429**	**$ 1,162,252**	**$ 1,194,775**	**$ 963,969**	**$ 1,024,412**	**$ 1,080,673**	**$ 1,106,661**	**$ 1,105,765**	**$ 1,081,546**
Target Cash Reserve	$ 650,273	$ 613,801	$ 680,691	$ 950,458	$ 961,352	$ 972,629	$ 984,138	$ 1,001,118	$ 1,018,031	$ 1,030,279	$ 1,048,055	$ 1,071,225	$ 1,084,683
Cash in Excess of Reserve	$ 3,289,595	$ 1,885,067	$ 1,731,155	$ 611,370	$ 200,077	$ 189,624	$ 210,637	$ -	$ 6,381	$ 50,394	$ 58,606	$ 34,540	$ -
Average monthly bill (4,500 gallons)			***$ 16.99***	***$ 17.90***	***$ 19.15***	***$ 20.49***	***$ 21.93***	***$ 23.46***	***$ 24.17***	***$ 24.89***	***$ 25.64***	***$ 26.41***	***$ 27.20***
Average percentage increase				***5%***	***7%***	***7%***	***7%***	***7%***	***3%***	***3%***	***3%***	***3%***	***3%***
Average monthly dollar increase				***$ 0.91***	***$ 1.25***	***$ 1.34***	***$ 1.43***	***$ 1.53***	***$ 0.70***	***$ 0.73***	***$ 0.75***	***$ 0.77***	***$ 0.79***
Average annual dollar increase				***$ 10.92***	***$ 15.04***	***$ 16.09***	***$ 17.21***	***$ 18.42***	***$ 8.45***	***$ 8.70***	***$ 8.96***	***$ 9.23***	***$ 9.51***

City of Wayzata, Minnesota
Sewer Fund
Cash Flow Projections - Scenario 1 - Current State
For the Years Ending December 31, 2015 Through 2027

	Actual results			Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Projected Rate Increase					**3%**	**3%**	**3%**	**3%**	**3%**	**3%**	**3%**	**3%**	**3%**
Usage Rates					**3%**	**3%**	**3%**	**3%**	**3%**	**3%**	**3%**	**3%**	**3%**
Fixed					**3%**	**3%**	**3%**	**3%**	**3%**	**3%**	**3%**	**3%**	**3%**
Cash Flows from Operating Activities													
Overall % Increase		-0.09%	3.68%	2.61%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
Receipts from customers and users	$ 909,287	$ 908,499	$ 941,916	$ 966,541	$ 995,537	$ 1,025,403	$ 1,056,165	$ 1,087,850	$ 1,120,486	$ 1,154,100	$ 1,188,723	$ 1,224,385	$ 1,261,116
Other operating receipts	-	-	70	5,074	5,226	5,383	5,544	5,711	5,882	6,059	6,240	6,428	6,620
Payments to suppliers	(642,306)	(623,520)	(581,990)	(713,635)	(735,044)	(757,095)	(779,808)	(803,202)	(827,298)	(852,117)	(877,681)	(904,011)	(931,131)
Payments to employees	(257,880)	(258,840)	(268,642)	(299,376)	(314,345)	(330,062)	(346,565)	(363,893)	(382,088)	(401,192)	(421,252)	(442,315)	(464,430)
Net Cash from Operating Activities	9,101	26,139	91,354	(41,396)	(48,625)	(56,371)	(64,663)	(73,535)	(83,019)	(93,151)	(103,969)	(115,513)	(127,825)
Cash Flows from Noncapital Financing Activities													
Transfers from other funds	-	-	-	-	-	-	-	-	-	-	-	-	-
Rent received	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfers to other funds	(58,300)	(69,100)	(71,000)	(77,900)	(81,795)	(85,885)	(90,179)	(94,688)	(99,422)	(104,393)	(109,613)	(115,094)	(120,848)
Net Cash from Noncapital Financing Activities	(58,300)	(69,100)	(71,000)	(77,900)	(81,795)	(85,885)	(90,179)	(94,688)	(99,422)	(104,393)	(109,613)	(115,094)	(120,848)
Cash Flows from Capital and Related Financing Activities													
Acquisition of capital assets	(434,740)	(172,051)	(141,337)	(112,600)	-	(306,200)	(57,800)	(399,900)	(414,200)	(19,100)	(50,900)	(684,100)	(47,300)
Special assessments	59,514	73,495	71,572	25,602	101,087	97,538	93,989	90,440	86,891	63,959	9,780	9,780	32
Connection fees	31,304	66,822	8,242	7,261	7,479	7,703	7,934	8,172	8,417	8,670	8,930	9,198	9,474
Contribution of capital assets	5,750	48,611	371	-	-	-	-	-	-	-	-	-	-
Intergovernmental	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest paid on long-term debt	(13,600)	(13,812)	(13,112)	(11,050)	(10,350)	(9,650)	(8,850)	(7,650)	(6,450)	(5,250)	(4,050)	(2,700)	(1,350)
Principal paid on long-term debt	(35,000)	(35,000)	(35,000)	(35,000)	(35,000)	(40,000)	(40,000)	(40,000)	(40,000)	(40,000)	(45,000)	(45,000)	(45,000)
Proceeds from bonds issued	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Cash from Capital and Related Financing Activities	(386,772)	(31,935)	(109,264)	(125,787)	63,216	(250,609)	(4,727)	(348,938)	(365,342)	8,278	(81,241)	(712,823)	(84,144)
Cash Flows from Investing Activities													
Investment earnings	9,610	5,543	7,950	6,202	3,813	3,179	-	-	-	-	-	-	-
Net Increase (Decrease)													
in Cash and Cash Equivalents	(426,361)	(69,353)	(80,960)	(238,881)	(63,392)	(389,686)	(159,570)	(517,161)	(547,783)	(189,266)	(294,823)	(943,430)	(332,818)
Cash and Cash Equivalents, January 1	1,196,867	770,506	701,153	620,193	381,312	317,920	(71,766)	(231,335)	(748,496)	(1,296,279)	(1,485,545)	(1,780,368)	(2,723,798)
Cash and Cash Equivalents, December 31	**$ 770,506**	**$ 701,153**	**$ 620,193**	**$ 381,312**	**$ 317,920**	**$ (71,766)**	**$ (231,335)**	**$ (748,496)**	**$ (1,296,279)**	**$ (1,485,545)**	**$ (1,780,368)**	**$ (2,723,798)**	**$ (3,056,616)**
Target Cash Reserve	$ 489,992	$ 473,428	$ 552,555	$ 745,344	$ 768,529	$ 787,337	$ 806,498	$ 826,443	$ 847,205	$ 873,816	$ 896,163	$ 919,431	$ 898,659
Cash in Excess of Reserve	$ 280,514	$ 227,725	$ 67,638	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Average monthly bill (4,500 gallons)			***$ 29.05***	***$ 30.43***	***$ 31.34***	***$ 32.28***	***$ 33.25***	***$ 34.24***	***$ 35.27***	***$ 36.33***	***$ 37.42***	***$ 38.54***	***$ 39.70***
Average percentage increase				***5%***	***3%***	***3%***	***3%***	***3%***	***3%***	***3%***	***3%***	***3%***	***3%***
Average monthly dollar increase				***$ 1.38***	***$ 0.91***	***$ 0.94***	***$ 0.97***	***$ 1.00***	***$ 1.03***	***$ 1.06***	***$ 1.09***	***$ 1.12***	***$ 1.16***
Average annual dollar increase				***$ 16.50***	***$ 10.95***	***$ 11.28***	***$ 11.62***	***$ 11.97***	***$ 12.33***	***$ 12.70***	***$ 13.08***	***$ 13.47***	***$ 13.87***

City of Wayzata, Minnesota
Sewer Fund
Cash Flow Projections - Scenario 2 - Increase Spread over 5 Year Period to Achieve Target
For the Years Ending December 31, 2015 Through 2027

	Actual results			RATE STUDY PROJECTIONS									
				Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Projected Rate Increase					**14%**	**13%**	**12%**	**10%**	**10%**	**3%**	**3%**	**3%**	**3%**
Usage Rates					**14%**	**13%**	**12%**	**10%**	**10%**	**3%**	**3%**	**3%**	**3%**
Fixed					**14%**	**13%**	**12%**	**10%**	**10%**	**3%**	**3%**	**3%**	**3%**
Cash Flows from Operating Activities													
Overall % Increase		-0.09%	3.68%	4.42%	13.47%	12.57%	11.64%	9.74%	9.76%	3.00%	3.00%	3.00%	3.00%
Receipts from customers and users	$ 909,287	$ 908,499	$ 941,916	$ 983,505	$ 1,116,028	$ 1,256,273	$ 1,402,540	$ 1,539,201	$ 1,689,419	$ 1,740,102	$ 1,792,305	$ 1,846,074	$1,901,456
Other operating receipts	-	-	70	5,074	5,226	5,383	5,544	5,711	5,882	6,059	6,240	6,428	6,620
Payments to suppliers	(642,306)	(623,520)	(581,990)	(713,635)	(735,044)	(757,095)	(779,808)	(803,202)	(827,298)	(852,117)	(877,681)	(904,011)	(931,131)
Payments to employees	(257,880)	(258,840)	(268,642)	(299,376)	(314,345)	(330,062)	(346,565)	(363,893)	(382,088)	(401,192)	(421,252)	(442,315)	(464,430)
Net Cash from Operating Activities	9,101	26,139	91,354	(24,432)	71,866	174,499	281,711	377,816	485,915	492,851	499,613	506,176	512,515
Cash Flows from Noncapital Financing Activities													
Transfers from other funds	-	-	-	-	-	-	-	-	-	-	-	-	-
Rent received	-	-	-	-	-	-	-	-	-	-	-	-	-
Transfers to other funds	(58,300)	(69,100)	(71,000)	(77,900)	(81,795)	(85,885)	(90,179)	(94,688)	(99,422)	(104,393)	(109,613)	(115,094)	(120,848)
Net Cash from Noncapital Financing Activities	(58,300)	(69,100)	(71,000)	(77,900)	(81,795)	(85,885)	(90,179)	(94,688)	(99,422)	(104,393)	(109,613)	(115,094)	(120,848)
Cash Flows from Capital and Related Financing Activities													
Acquisition of capital assets	(434,740)	(172,051)	(141,337)	(112,600)	-	(306,200)	(57,800)	(399,900)	(414,200)	(19,100)	(50,900)	(684,100)	(47,300)
Special assessments	59,514	73,495	71,572	25,602	101,087	97,538	93,989	90,440	86,891	63,959	9,780	9,780	32
Connection fees	31,304	66,822	8,242	7,261	7,479	7,703	7,934	8,172	8,417	8,670	8,930	9,198	9,474
Contribution of capital assets	5,750	48,611	371	-	-	-	-	-	-	-	-	-	-
Intergovernmental	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest paid on long-term debt	(13,600)	(13,812)	(13,112)	(11,050)	(10,350)	(9,650)	(8,850)	(7,650)	(6,450)	(5,250)	(4,050)	(2,700)	(1,350)
Principal paid on long-term debt	(35,000)	(35,000)	(35,000)	(35,000)	(35,000)	(40,000)	(40,000)	(40,000)	(40,000)	(40,000)	(45,000)	(45,000)	(45,000)
Proceeds from bonds issued	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Cash from Capital and Related Financing Activities	(386,772)	(31,935)	(109,264)	(125,787)	63,216	(250,609)	(4,727)	(348,938)	(365,342)	8,278	(81,241)	(712,823)	(84,144)
Cash Flows From Investing Activities													
Investment earnings	9,610	5,543	7,950	6,202	3,983	4,555	2,981	4,879	4,270	4,524	8,536	11,709	8,609
Net Increase (Decrease)													
in Cash and Cash Equivalents	(426,361)	(69,353)	(80,960)	(221,917)	57,269	(157,440)	189,786	(60,931)	25,420	401,260	317,295	(310,031)	316,131
Cash and Cash Equivalents, January 1	1,196,867	770,506	701,153	620,193	398,276	455,545	298,105	487,892	426,960	452,381	853,640	1,170,936	860,905
Cash and Cash Equivalents, December 31	**$ 770,506**	**$ 701,153**	**$ 620,193**	**$ 398,276**	**$ 455,545**	**$ 298,105**	**$ 487,892**	**$ 426,960**	**$ 452,381**	**$ 853,640**	**$ 1,170,936**	**$ 860,905**	**$1,177,036**
Target Cash Reserve	$ 489,992	$ 473,428	$ 552,555	$ 745,344	$ 768,529	$ 787,337	$ 806,498	$ 826,443	$ 847,205	$ 873,816	$ 896,163	$ 919,431	$ 898,659
Cash in Excess of Reserve	$ 280,514	$ 227,725	$ 67,638	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 274,773	$ -	$ 278,377
Average monthly bill (4,500 gallons)			***$ 29.05***	***$ 30.43***	***$ 34.68***	***$ 39.19***	***$ 43.90***	***$ 48.29***	***$ 53.12***	***$ 54.71***	***$ 56.35***	***$ 58.04***	***$ 59.78***
Average percentage increase				***5%***	***14%***	***13%***	***12%***	***10%***	***10%***	***3%***	***3%***	***3%***	***3%***
Average monthly dollar increase				***$ 1.38***	***$ 4.26***	***$ 4.51***	***$ 4.70***	***$ 4.39***	***$ 4.83***	***$ 1.59***	***$ 1.64***	***$ 1.69***	***$ 1.74***
Average annual dollar increase				***$ 16.50***	***$ 51.11***	***$ 54.11***	***$ 56.44***	***$ 52.68***	***$ 57.94***	***$ 19.12***	***$ 19.70***	***$ 20.29***	***$ 20.89***

City Council
Mayor Ken Willcox
Dan Koch
Johanna McCarthy
Alex Plechash
Steven Tyacke

City Manager
Jeffrey Dahl

Date: May 31, 2018

To: The Honorable Mayor and Members of the City Council

From: Jeffrey Dahl, City Manager

Workshop: Discuss Lake Effect Design Validation Alternatives

Update

Scott Jordan and Sarah Maas from Civitas will be in attendance to go over feedback from the design validation engagement process (open house, surveys, and stakeholder feedback). In addition, they will be discussing preferred alternatives, going over next steps, and providing insight on a recommended process for the group representing the Minnehaha Streetcar Boat facility,

Background

Earlier this year, the City approved a contract with Civitas to lead the design of the Lake Effect Project. The first phase of the design process was to validate three key components of the Lake Effect Project:

- Lake Street;
- Lake Street Plaza; and
- Depot Park.

Conclusion

Discussion and direction will be needed on both the next steps of the design validation phase and the Minnehaha Streetcar Boat process.

Attachments

1. Civitas Workshop Memo, dated May 30, 2018
2. Civitas Memo on Minnehaha Streetcar Boat Process, dated May 21, 2018
3. Civitas Open House Feedback
4. Civitas Design Alternatives

June 5th City Council Work Session

CIVITAS

>Urban Designers
>Landscape Architects
>Planners

Project Name: Wayzata Lake Effect

Project No.: 2-15-0032

Goal for the Work Session:

The City Council Workshop is an opportunity for City Council to provide direct input on the design validation studies, and the recommended Minnehaha Streetcar Boat process as completed/recommended by the design team. This work session will also provide the design team and City Council an opportunity to outline the recommendations for the upcoming July 19th Council presentation. The process for the work session will be:

1. Discuss Minnehaha Streetcar Boat process.
2. Review design studies presented at the May 17th community open house.
3. Review community responses from public open house.
4. Review new design studies and additional material prepared as a result of the comment received at the community open house.
5. Discuss Council thoughts and recommended changes to the current design studies.
6. Discuss intended direction for June 19th Council Meeting.

Next Steps for Design Validation:

- June 5th City Council workshop
- Revise concepts based on council workshop comments
- Present to Council on June 19th.
- If Council approves revised design concepts for Lake St., Lake St. Plaza, and Depot Park. This will conclude the Design Validation phase and the team will move forward into Design Development.

1200 Bannock Street
Denver, CO 80204
T: 303.571.0053
F: 303.825.0438
www.civitasinc.com

May 21, 2018

CIVITAS

>Urban Designers
>Landscape Architects
>Planners

Minnehaha Streetcar Boat – Next Steps

As outlined in the pamphlet "A Home for the Minnehaha Streetcar Boat" a group of community members have proposed a permanent home for the Streetcar Boat in-between the Historic Depot Building and the existing boat ramp to the east of the Boatworks Building. While preliminary in nature, the pamphlet outlines a broad spectrum of existing issues that the proposed facility could resolve, while also providing a long-discussed home for this community resource.

Per a request from City staff, Civitas has prepared this memo to outline a potential approach for advancing the proposal, to determine the overall viability of the project, and to outline the opportunities and constraints the proposed structure creates for the City, adjacent property owners, and the larger Lake Effect Project.

To continue moving the project forward we would recommend that the process be led by an Architect, we do not possess the necessary expertise to continue the process much beyond siting the buildings and ensuring appropriate access and the long-term viability of the Lake Effect plan. We are happy to continue to be a part of the process, assist in working with the team to validate the design and overall feasibility of the project, and to assist in working with the Technical Advisory Committee on the environmental suitability and viability to permit the project.

Prior to commencing the steps outlined below, a determination must be made about who will fund and manage the consultants to complete the tasks below. Whoever ultimately funds and manages this project, it is our recommendation that this project is processed as a separate project from the Lake Effect project. While the two projects should be carefully coordinated, tying the progress of the Lake Effect to this project could create delays in the process.

Step 1 – Feasibility Testing

Following an initial review of the proposed structure as outlined in the pamphlet, the proposed location and functionality of the building makes the most sense

1200 Bannock Street
Denver, CO 80204
T: 303.571.0053
F: 303.825.0438
www.civitasinc.com

from a contextual stand point. However prior to advancing the design there are a series of important issues that require further testing and analysis to determine the feasibility of the proposed location.

1. Land Ownership
    a. As depicted the proposed building appears to occupy pieces of two separate parcels of land, one that is City Owner where the Historic Depot is located, and one that is owned by the BNSF Rail Company where the existing parking lot is located. Prior to advancing the design beyond this initial feasibility study, the railroad must be approached to determine if there is any possibility of acquiring a portion of the property that they own.
    b. The only concern with approaching the railroad about this issue is that there is potential that it could factor into the current on-going communications regarding the Lake Effect project improvements.

2. Environmental Permits
    a. As a landscape architecture firm, we only have minor working knowledge of the permitting procedures necessary for landscape type structures such as board walks, this knowledge does not include the potential permitting requirements for constructing a building on the shoreline that extends out into the lake. Prior to advancing the design beyond this initial feasibility study, it is recommended that a meeting be facilitated with the different permitting agencies to determine if the proposed structure is permittable.
    b. Potential known permitting issues include;
        i. Shading the water body.
            - For structures such as boardwalks the permitting agencies typically only allow a maximum width of 8’. Additional width can be approved via a waiver if the additional width is required to meet ADA requirements.

CIVITAS

ii. Impact to the Lake Bed
    - It appears that the proposed structure includes a wet/dry dock for the Streetcar Boat that would require dredging of the lake bottom to provide the necessary water depths to safely allow the boat into the structure. This dredging would disrupt the existing lake bottom and lake bottom ecology, which would require mitigation on other city owned lakefront property to mitigate this impact.

iii. Impact to Shoreline
    - The proposed building includes extensive construction and an expansion of the lake edge into the existing shoreline, to accommodate docking of the Streetcar Boat. It is unclear if the adjustments to the lakeshore will result in permitting issues or mitigation.

iv. Constructing an inhabitable structure immediately adjacent to and over the water
    - As a landscape architect it is unclear if there are any permitting issues with construction a permanent and inhabitable structure this close and over the lake.

c. The most efficient way to determine the potential Permitting requirements and feasibility would be to work directly with the Permitting agencies. This can be accomplished via one-on-one meetings or be folded into a future Technical Advisory Meeting related to the Lake Effect Project.

3. Relationship to and impact on adjacent property
    a. As depicted in the pamphlet, the proposed ADA route to the west, wraps up around the structure and moves diagonally across the existing boat launch ramp and landing area of the adjacent Boat Works building. As currently understood, the boat launch has cross-slopes of greater than 2% resulting in the need to adjust the existing concrete to facilitate an ADA compliant route. Additionally it is unclear if the proposed

alignment has any impact on the current loading area improvements, or any future planned improvements or changes to this property.

Step 2 – Concept Validation

Once the feasibility has been verified, there are a series of design items that need to be fully understood to ensure the proposed structure provides the benefits it has outlined without creating any long-term issues.

The following opportunities and constraints will need to be tested and validated (the community members who prepared the pamphlet may know the answers to these)

1. Ensure the long-term viability of creating a connected lake edge including Shaver Park, and the Beach Area
   - The current depiction requires lake walk users to walk up and around the proposed structure. While still technically enabling access, forcing community members to walk up and around the structure is not ideal and goes somewhat against the core value of celebrating the waterfront, as we are moving people off of the water to continue their waterfront experience.
2. As outlined in the Feasibility Testing, the proposed ADA route shifts up and behind the proposed structure. Our current understanding of the grades in this area, suggest that the proposed length of the walk may exceed the allowable slope percentages as depicted. The proposed path must be tested and/or reconfigured to accommodate switchbacks.
3. Verify the proposed uses and their required square footages to ensure the building footprint provides the required spaces
4. Verify that the proposed uses do not create a need for additional parking based on the increased total square footage of usable building. If additional parking is required, determining if this parking can be accommodated on the existing land parcels is necessary.
5. If as proposed, the Depot structure is turned over to the Historical society, we need to ensure that they have the capability to modify or occupy the entire structure, including long-term maintenance and care.
6. The long-term ownership and operation of the structure must be understood, particularly the proposed public restroom facilities.

Once the above tasks are fully understood, the City should be able to make a determination if they wish to proceed with the project. If the decision is to proceed, then a discussion should take place to determine the process and community involvement necessary to develop a community-based and approvable project.

Public Open House Meeting Notes

CIVITAS

>Urban Designers
>Landscape Architects
>Planners

Project Name: Wayzata Lake Effect

Project No.: 2-15-0032

Meeting Date: 17 April 2018

Meeting Time: 6:00 pm

Location: Wayzata City Hall

Attendees: Danny McCullough, Three Rivers Parks District
Jeff Thompson and Jeff Dahl, City of Wayzata
Sarah Maas and Scott Jordan, Civitas
Natalya Egon and Trevor Bullen, Snow Kreilich Architects
John Hink, Solution Blue
Matt Hansen, SRF

The design team members who led the interactive table sessions prepared the following notes. While it is not feasible to transcribe all of the discussions that occurred, the design team members have attempted to fairly and accurately outline the discussions that occurred.

Lake St. Plaza

Overall, there was more favorable feedback regarding the Full Park option or the Flexible Parking option (very little love for the hybrid option). More people are leaning towards the full park, but those that are worried about parking are quite vocal about keeping that parking lot. There appears to be two distinct groups within the city, a group that thinks there not enough parking and they can't afford to lose any, and another group that thinks Wayzata has more than enough parking Everyone agreed with greening the area as much as possible.

Common Themes:

- Everyone LOVED the porch swings, water feature, and a play/sculpture park
- Many participants expressed the need for more seating oriented towards the lake, like what currently exists by Ben & Jerry's (and in that location)
- Many participants were really happy to see restrooms added to the area

1200 Bannock Street
Denver, CO 80204
T: 303.571.0053
F: 303.825.0438
www.civitasinc.com

- Several participants were concerned about snow removal without the turning lane
- Several participants were concerned about deliveries to the businesses without the turning lane
- One participant was concerned on how The Cove restaurant would do valet parking
- One participant asked if we could possible phase the removal of parking, so that the end result is the Full Park option, but that it "eases the transition" for those that are opposed to removing parking
- A few people did not respond well to "Community Tables", and would much prefer smaller, more intimate seating

Depot Park

Members of the public, including City Council members, expressed their desire for the Depot
Park to continue to accommodate the activities that currently takes place in the park. These include:

- Gatherings for the "flying pancake breakfast"
- Family and wedding photos
- Dachshund Races during the James J. Hill days
- Live music
- Picnic benches
- Looking at the water show
- Watching fireworks

While the overall discussion focused on preserving the existing uses, there was overall support for an enhanced park area that provides as much usable space as possible.

Common Themes:

The following themes came up with multiple participants, the design team member who lead this table compiled the following tallies of the common themes:

- Rock Beach – not necessary (6)
- Rock Beach – Lake very deep drop-off in that zone (3)
- Additional restroom is a benefit (5)
- Provide electrical service for summer concerts (2)

- Enhanced restroom structure to serve dual purpose for concerts (3)
- Widen boardwalk near bottom of slope to service as concert stage (1)
- Terrace Lawn could be like an amphitheater (2)
- Terraced lawn preferred for accessibility and providing gathering sitting space (4)
- Need more ideas to activate space near Model Train (1)
- Expanded garden difficult to maintain (4)
- Simplify paths in enhanced gardens (5)
- Expanded Garden provide more planting opportunities (2)

Other notes:

- One participant was adamant that a gathering space was most needed at the park. She was concerned that the enhanced garden next to the depot building would take away needed space.
- There was a lot of support for the restrooms. Many participants commented on the poor state of the restrooms in the depot building. An employee of the Chamber of Commerce (which is housed in the depot building) indicated that it was better to have the public restrooms outside the building.
- One participant emphasized the need for a water fountain to be included with the restroom building.
- One participant indicated that there should be a designated space for loading and unloading of charter boat passengers and improve the flow of pedestrians going to/ from the docks.
- One participant mentioned that the Minnehaha Streetboat company had recently made a proposal to erect a building in or near the depot building parking lot to host their operation.
- A number of participants expressed concern about the development, operation and maintenance cost of the proposals and suggested that the improvements might be a financial burden to the City.
- One participant indicated that they would like to have the stepped edge of the park form a "natural" amphitheater.
- A number of participants expressed concerns about the rock beach and noted that the water is quite deep at the proposed beach location.
- Two participants spoke about the need to clean up the water's edge from debris.
- A few participants asked if the terraces could be made accessible from the ADA ramp.

- One participant suggested that the canopy of the restroom building could be expanded to create a bandstand for live music, with the building serving as a backdrop.
- One participant indicated that he thought that the depot park was too "frenetic" and thought that a simple lawn as passive park space would suffice at the depot park.

Lake St. Alignment

Two different schools of thought best characterize the Lake Street Alignment discussion. The first is the feeling that Lake Street functions just fine now, and there is no reason to change it. The second is that Lake Street should functions as the community's main street and the city should do what it can to expand sidewalks in front of the retail on the north side of the street, and do what it can to safely accommodate families and groups of bicyclists who are out for a casual ride and want to come into downtown. Over the course of the discussion the design team would estimate 40% of participants prefer leaving it as is, with the other 60% supportive of a more pedestrian oriented Lake Street.

Common Themes

The following common themes were heard throughout the evening.

- Is there anything that can be done to slow down the large groups of cyclists that race through downtown?
- Can enforcement be increased to limit the speed of cyclists through downtown?
- Is there a way to facilitate turning movements without sacrificing the ability to accommodate bikes and additional retail space on the north?
- With center lane gone, how will snow removal happen?
- The on-street bike lanes will conflict with parked cars opening their doors.
- Can the sidewalk on the south-side shift further to the south to create more room - or more separation from bike trail?
- Concern was expressed with the removal of the center turn lane as it relates to delivery vehicles and providing enough room for deliveries to occur. It was expressed that semi-trucks deliver using Lake Street and will need up to 5 parallel parking spaces to function
- Can delivery trucks use side -streets to park when making deliveries?

- The 10-ft bike lane will provide families/kids on bikes a safe space to bike and help peds using the sidewalk. Today the peds and kids on bikes share the sidewalk and this creates some conflicts.
- The center turn lane provided a buffer that cars used to pass stopped vehicles – removing the center lane will slow traffic.
- Where is bike parking planned?
- Most participants felt that an on-street bike lane would not provide a safe way to access downtown for children and casual bicyclists
- With the on-street bike lanes, will bikes have the right-of-way over vehicles?
- Consider a roundabout at Ferndale/Lake with a separated/protected bike lane.

Comment Card Response From Open House 5/17/18)

Contact Information			Comments	Options			Comments	Options				Comments	Options			Additional Comments
Name	Address	Email	Lake St. Alignment	5'	10'	Vauge	Lake St Plaza	Flexible	Hybrid	Full	Vauge	Depot Park	Sloped	Terraced	Vauge	
JL Morrison	728 Widstern Cir.	morrison@gmail.com	Real Concern about losing middle lane. Traffic will be backed up. What happens to snow removal?			x	Looks good but should be as flexible as possible				x	too complicated with gardens etc. Keep it simple and serene.			x	
Bill & Gloria Hobbard	825 E. Lake St. apt. 214	N/A	Voted for 10' Bike Lane			x	Voted for Full Park Option			x		Voted for enhanced garden and terraced option		x		
Katherine Chute	182 Westwood Ln.	kmchute@gmail.com	Separated bike lane is the only safe design. On street lane would be dangerous to both bikers and passing motorist.		x		In favor of flexible parking lot - ice rink in winter would draw visitors. Less parking would encourage future public transit but with simultaneous expected visitors increase due to boardwalk attraction, more parking needed.	x				In favor of the redesign with more garden space and simplified access. Existing space has dead ends. But keep frequency of benches, they're constantly used! Marshland restoration, environmental education if practically done (not over designed, focus on the water quality, wildlife benefit) are some of the biggest advantages of the plan.		x		Do we need a complete redesign of the public space key and connection the pedestrian route along the lake from depot to rest of lake street?
Brian McCullough	240 Ridgeview Dr.	mcculloughbc@msn.com	10' bike lane seems to be less congested and safer than 2 bike lanes mixed into traffic.		x		Plan with most parking is best. Reduced parking on lake street goes against access for everyone and residents.	x				straighten access from docks, keep existing footprint. Other plan is cluttered and actually takes up park open space. Rock beach and algae zebra mussels is a recipe for disaster.	x			
N/A	N/A	N/A	I think eliminating the center turn lane will create lots of traffic issues when people attempt to parallel park and make deliveries for to businesses.			x	I like the idea of eliminating parking for vehicles and having a park here. I think it would be a better use of the space for people to use vs. cars.			x		N/A				
Christina McCullough	240 Ridgeview Dr.	cwerenicz@gmail.com	If things are changing from the existing roadway, I would prefer a separated bike path away from the road. Having two paths for biking on either side of the road would seem to be a less safe option with people trying to parallel park.		x		Keep the flexible option parking lot. Parking is still needed in that location. It has worked well to close it for use of the farmers market.	x				bigger spaces for larger crowds are more desirable for the park as it is already a small and enclosed space.		x		
Scott Cockerham	205 Barry Ave. S #122	scotxl80@cs.com	expand sidewalk repairs and replacement east, past Starbucks to light. Eliminate the turn lane. Separated bike path. Possible intersections - have a small roundabout with fountain in middle 2 intersections.		x		Suggest water fountain somewhere in parking area.				x	near train area another type of interactive expectance for kids. Sandbox with could animal to sit on, a fun expectance etc. Have a small area for music, summer concern series.			x	
N/A	N/A	N/A	Hmmm... Given that there were only two options to look at - I favor option 2. Try to keep it simple. Make sure the speed of is 20 MPH - slow!! If cars need to go fast fast they wont use.		x		Green, Green, Green! I like no parking. Full Park and Plaza! Great.			x		Keep it simple, yet add deck and trees and leave green space for picnic. Simplified depot access is a good start.		x		
Barry Birkholz	140 Benton Ave.	jbbirkholz24@gmail.com	Like bike on one side		x		Green space. More is better.			x		Reduce hardscape			x	
Dennis Showalter	635 Wayzata Blvd. E	jhowad2223@gmail.com	21' sidewalks for restaurants and business is an a significant improvement. Definitely a separated 10' two way bike land - much more family friendly. Loose the middle turn lane - wasted space.		x		Definitely get rid of the parking lot. Eye sore completely! We spent millions of dollars to build a large ramp 1/2 a block off the street. No reason to waste prime space by the lake so a few people don't have to walk 1/2 a block - and there is valet at restaurants - so much more value to having community park space that would enhance tremendously the Wayzata experience and give everyone the pleasure of this valuable space. it just seems ridiculous that we would even consider keeping any park of this as a concrete slab.			x		I like the second option wit the terraced lawn to the water. Suggest a larger deck at the beach for bands and music - people would face the lake down to the music.		x		
Joann Birkholz	140 Benton Ave.	jbbirkolz4@gmail.com	Favor 10' off street bike lane. Safety with seperation from the street. The road is not safe with cars parking, pulling out and opening doors.		x		strongly favor the full park and plaza option. With the new ramp, this parking is no longer needed. Park space allows people to relax & enjoy the lake. Like the sculpture idea. I also like the idea of winter activates like curling and the wwings facing the lake & water space for kids.			x		either option is good. If I had to pick one I would probably choose the terraced lawn & simplified depot access.		x		
Michelle Von Santen	2148 Sheridan Hills	micvansan10@comcast.net	10' combined option for cyclists would be most friendly for families going to the beach and getting ice cream. More bike parking! Maybe cyclists would stay.		x		I like the full park and plaza. I would intergate covered tables and sheltered swings from the hybrid concept. 10' bike path will be much safer for leisure cyclists with kids going to beach.			x		I like the terrace concept. Gardens are nice and there appears to be visually interesting features.		x		
Like Van Santen	2148 Sheridan Hills	lukevs@gmail.com	Full 10' bike lane, please! And innovatively maybe figure out how to make it into a woonerf!(with not stop signs!) and connect plaza to both Dakota rail and 101 via bike!		x		N/A				x	N/A			x	
cori mueffelmann	N/A	cori@lmgo.com	I like the bike path off street. Not sure about loosing center lane. Do the sidewalks need to be so wide all along the north side? Can parking be tucked in?		x		I like reclaiming the total area for pedestrian use and like a plaza rather from a structure and don't feel a need for art or playthings. I really don't like the giant adirondack chair either. No whimsy!			x		I like the idea of a deck as a welcome off the pier and would like a connection from main dock to new boardwalk rather than up the hill to deck . Keep the overlook. Not sure about the rock beach.			x	
Chris Morrison	728 Widstern Cir.	chris.morrison234@gmail.com	snow and deliveries??? (inadequately considered) bike paths separated from road a good idea		x		favor most convertible design	x				who pays to maintain extensive gardens, which will be trampled at large gatherings? Keep open space for versatility in uses.			x	overall concern about cost of maintenance
Mick Johnson	214 Broadway	N/A	10' Bike Lane		x		full park and plaza			x		terraced lawn		x		
Susan Johnson	214 Broadway Ave. N	N/A	10' Bike lane is best...better for families to bike together, and safer for bikers and car drivers.		x		Full park and plaza is best...offers more green space and interactive areas for children.			x		terraced lawn is best...much more usable soften angles		x		
N/A	N/A	N/A	N/A			x	play area and restrooms good				x	keep train garden and depot garden	x			
N/A	N/A	N/A	serious bikers will stay on the road maybe another 6' path for families - kids to get off the road			x	I read many people state that we need parking. Please consider that lot by COV. I like option 1 - use if for other things when the city needs to.	x				please make sure there is / are places for kids to fish. Wayzata does not offer many location for people.			x	

Survey Response (as of the morning of 5/30/18)

Contact Information			Comments	Options			Comments	Options				Comments	Options			Additional Comments
Name	Address	Email	Lake St. Alignment	5'	10'	Vauge	Lake St Plaza	Flexible	Hybrid	Full	Vauge	Depot Park	Sloped	Terraced	Vauge	
N/A	N/A	N/A	Do not change what we have now. We need the 3rd lane just to move traffic in the downtown. The businesses don't need more frontage for there restaurants. We want the sidewalk for walking on and not having to put up with diners. They			x	Like the model where there was still some parking.	x				what is the recommendation? i d not see anything			x	
	N/A	N/A	Concerned about eliminating center car lane.			x	I prefer option 3. More green space and water feature is a lot of fun. Makes me think of Nice, France or Chicago in front of Navy Pier. People can park in the parking garage or in Folkstone parking, that way they have to walk by all the stores to get to the center of town. Also, that real estate is too good to be spoiled by a parking lot.			x		Like the idea of the shallow beach and an improved rest room would be nice. Otherwise maybe adding some picnic tables would in my mind complete any changes.			x	
	N/A	N/A	Prefer Option 2; two-way bike traffic on lake side eliminates need for bikes to (supposedly) stop at each intersection, safer and better for traffic flow.		x		I prefer Option 3 - Full Park and Plaza			x		I like the terraced option because it allows for more green space and flower beds, yet also gives the elderly a place to sit and relax.		x		
	N/A	N/A	I prefer keeping the bikes off the street. Better for kids and older bikers. Also decreases the likelihood of someone opening their car door into a biker who is speeding by. I like option 2. My second choice would be leaving the street the same as it is now. What will we do with snow removal if there is no center lane?		x		Prefer Option 3; the few parking spaces in the other two options are not necessary with parking ramps across the street--park green space is a much better use of our beautiful lakefront.			x						
	N/A	N/A	I prefer option 2 dedicated bike line remove center lane from street		x							I prefer Option 2 - Terraced Lawn/Simplified Depot Access provides greater access to the space for 8 - 80 baby stroller to walker		x		
	N/A	N/A										Too much. Just do boardwalk, more docks, public restrooms and improve the lawn at The depot park. Keep the center lane on Lake Street PLEASE!			x	

Prepared by CIVITAS 5/30/2018

LAKE STREET ALIGNMENTS

5' On Street Bike Lane

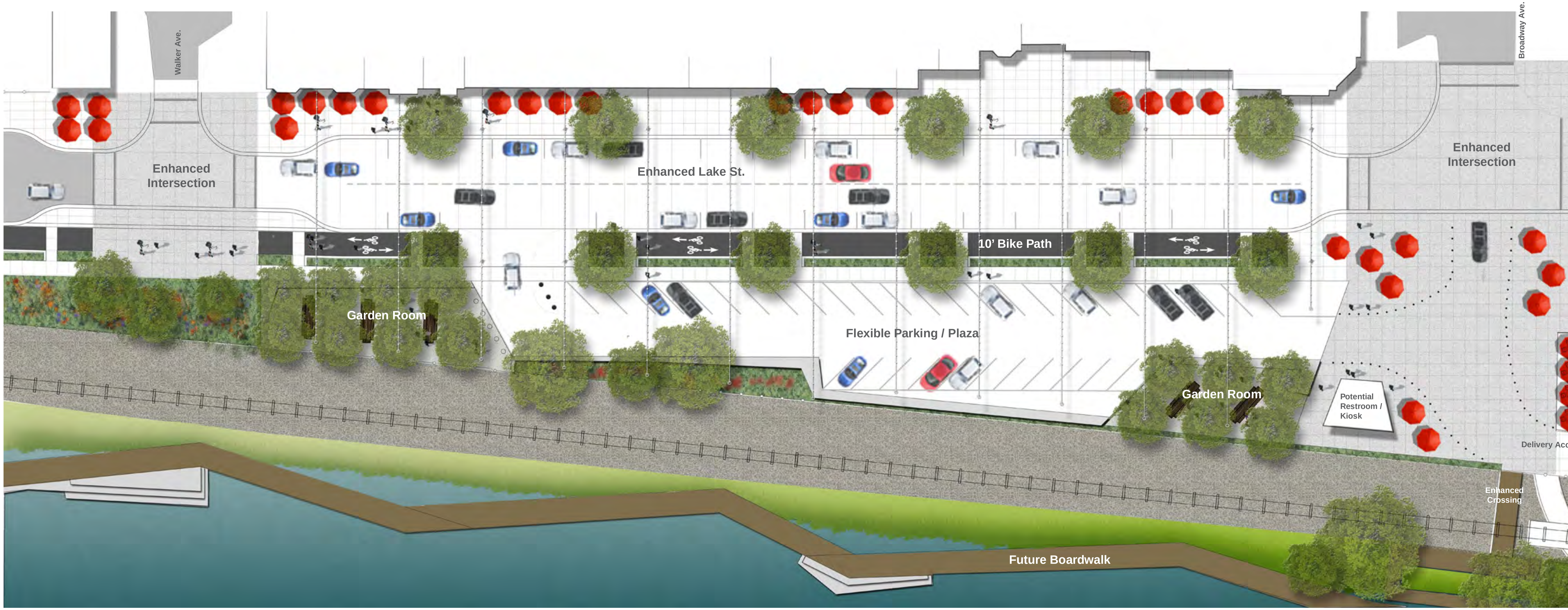
10' Off Street Bike Lane on South

WAYZATA LAKE EFFECT
Public Open House 5.17.2018

LAKE EFFECT WAYZATA
Solution Blue
SNOW KREILICH ARCHITECTS
CIVITAS

LAKE ST. PLAZA

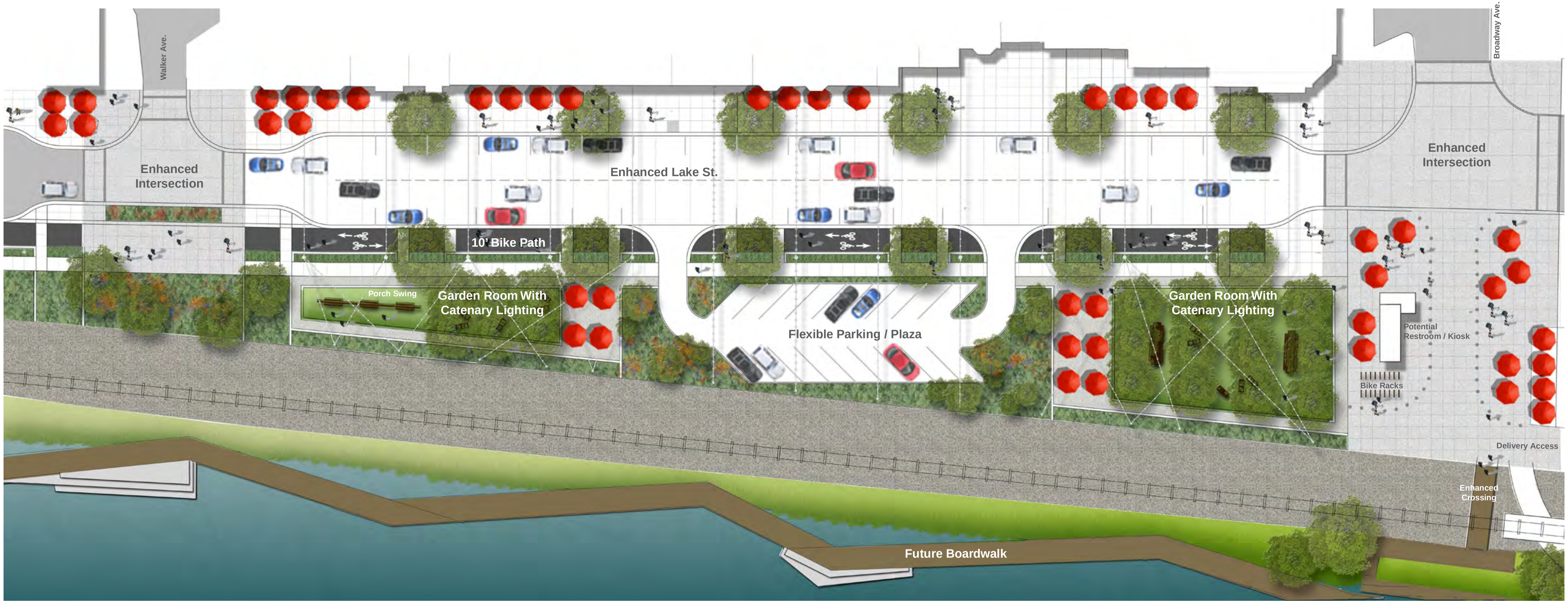
Flexible Parking Lot and Plaza



LAKE EFFECT WAYZATA
SNOW KREILICH ARCHITECTS
CIVITAS

LAKE ST. PLAZA

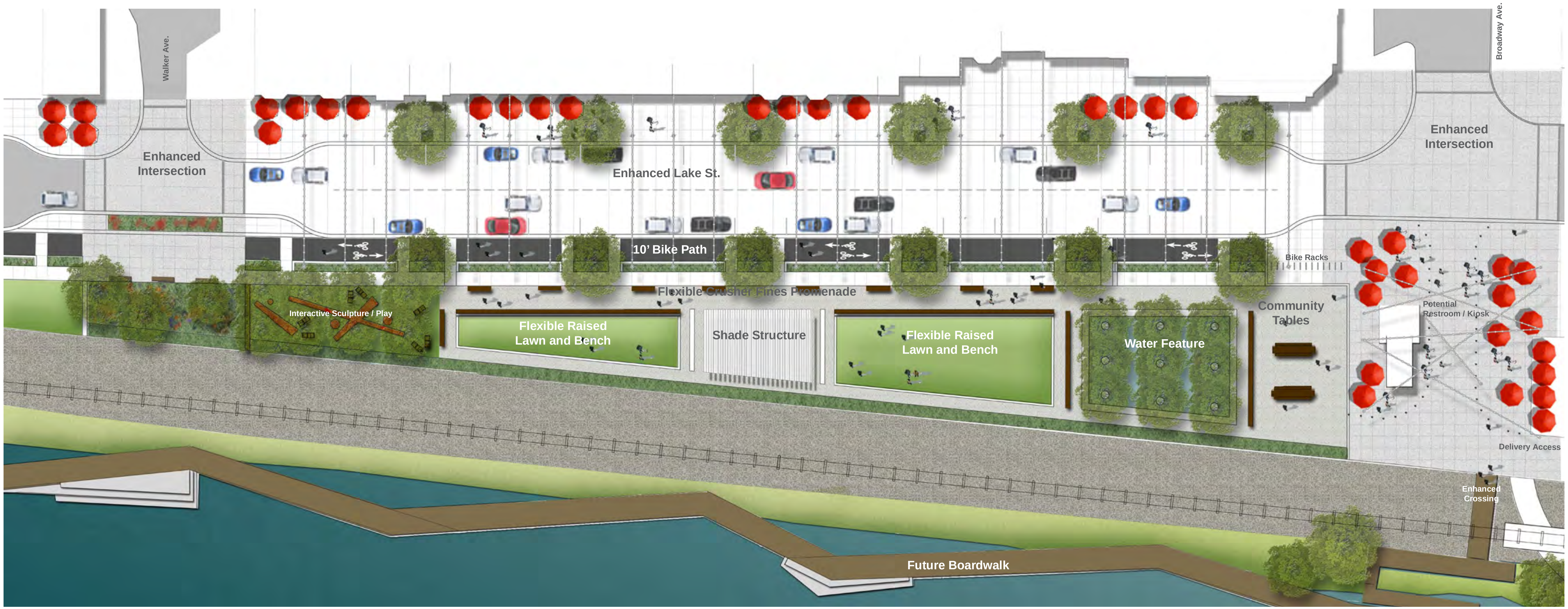
Hybrid Parking and Park

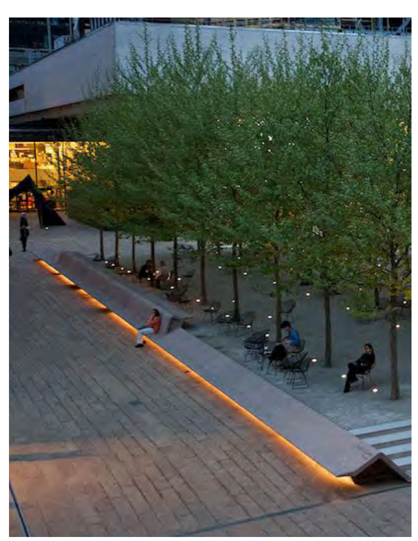


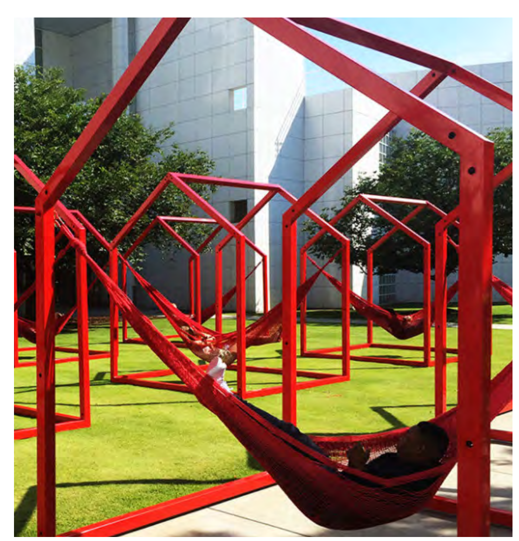
LAKE EFFECT WAYZATA
Solution Blue
APPLIED ECOLOGICAL SERVICES
SNOW KREILICH ARCHITECTS
CIVITAS

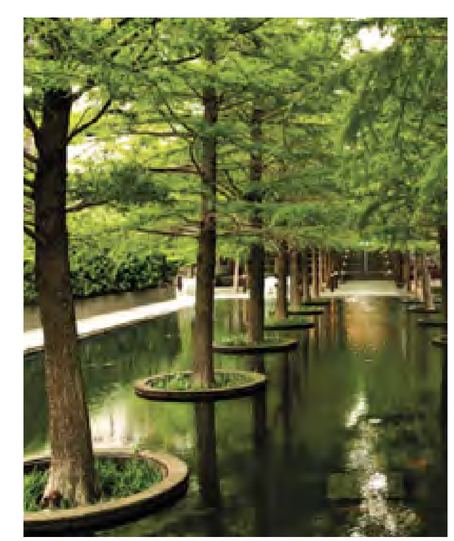
LAKE ST. PLAZA

Full Park and Plaza





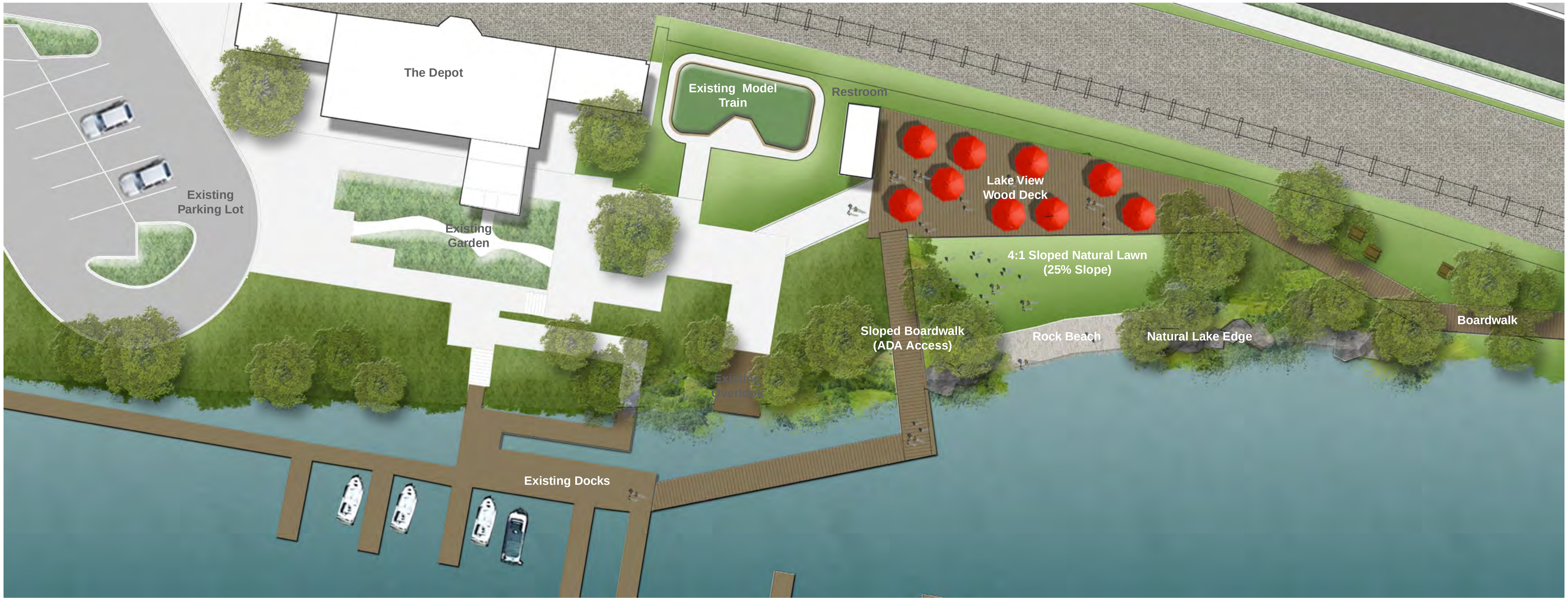


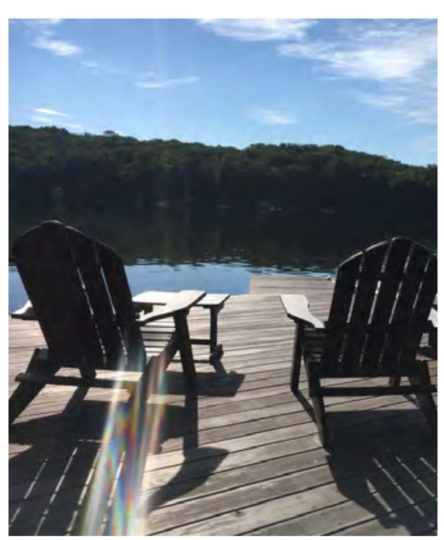


LAKE EFFECT WAYZATA · Solution Blue · APPLIED ECOLOGICAL SERVICES · SNOW KREILICH ARCHITECTS · CIVITAS

DEPOT PARK

Sloped Terrace / Preserve Depot Access

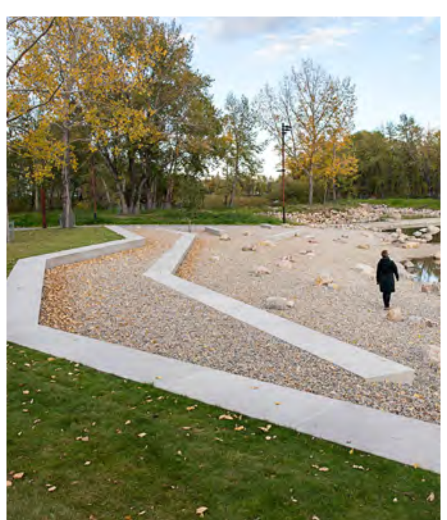


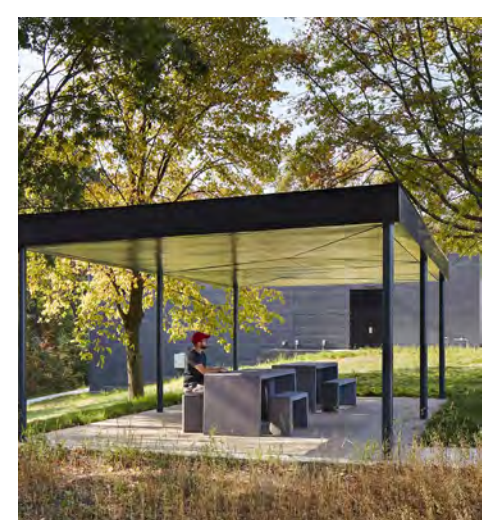


LAKE EFFECT WAYZATA · Solution Blue · APPLIED ECOLOGICAL SERVICES · SNOW KREILICH ARCHITECTS · CIVITAS

DEPOT PARK

Terraced Lawn / Simplified Depot Access

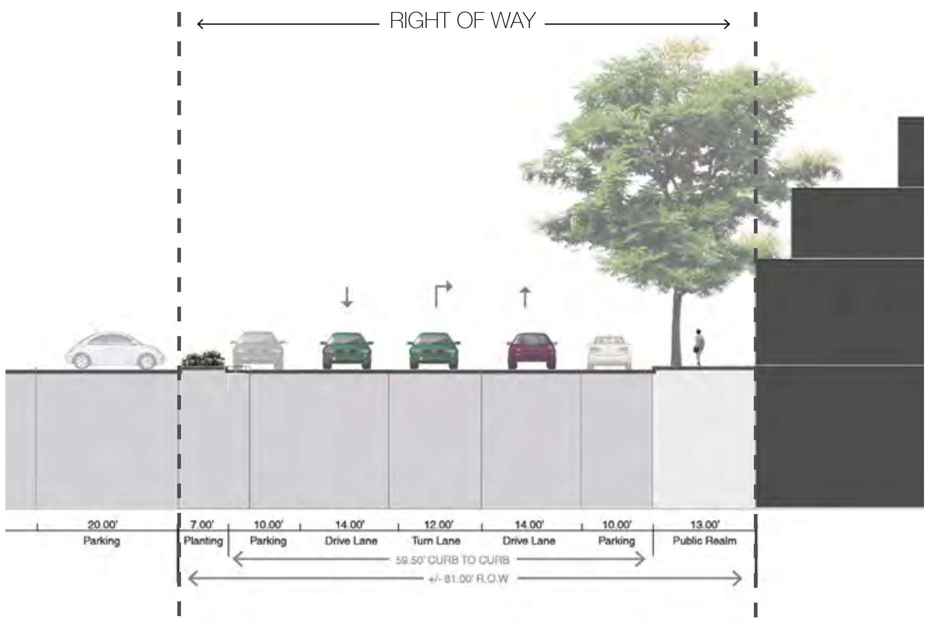




LAKE EFFECT WAYZATA · Solution Blue · Applied Ecological Services · SNOW KREILICH ARCHITECTS · CIVITAS

LAKE STREET SECTIONS

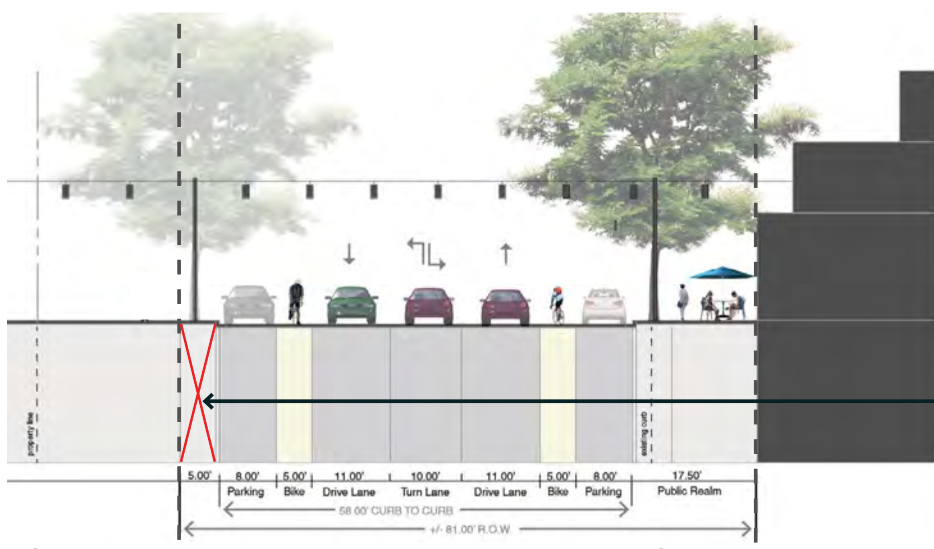
Broadway Ave. to Walker Ave.



Existing Section

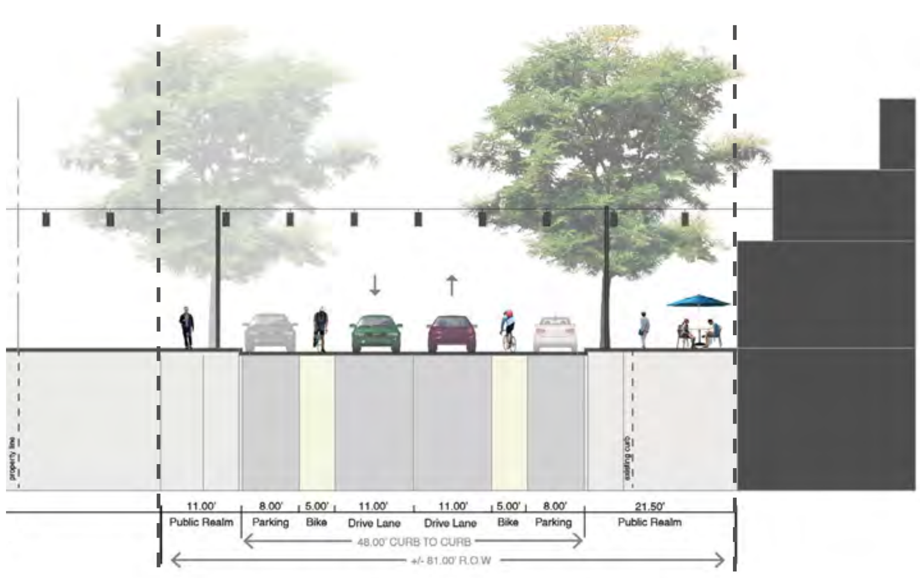
DESIGN GOALS

- Enhance the public realm width on the North side to allow for outdoor dining and walking between Walker Ave. and Broadway Ave.
- Accommodate a safe bike facility.
- Treat stormwater runoff in a environmentally sensitive design
- Enhance the Lake experience for all modes of travel; pedestrians, bikes, and cars.



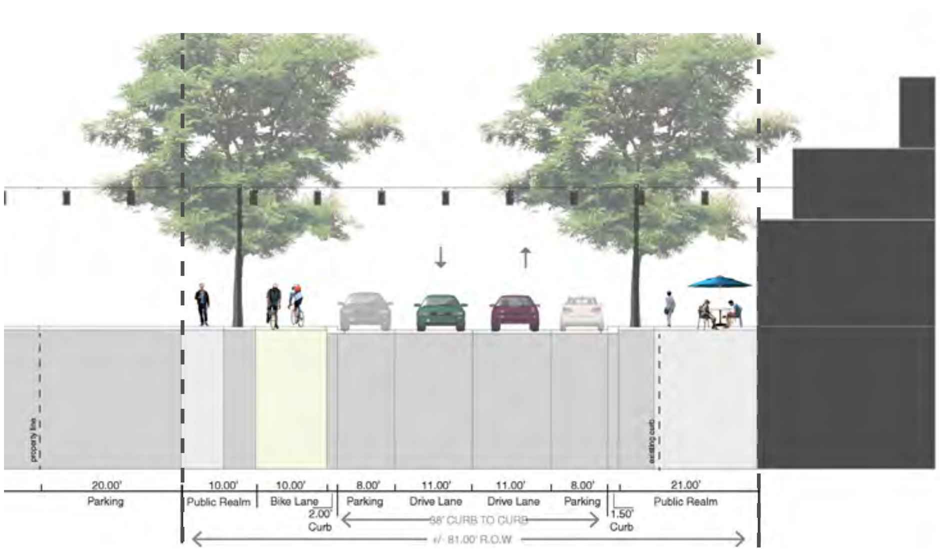
This option does not meet the goals of enhancing Lake St. to create a safe environmentally sensitive design. A 5.00' public realm is not wide enough to accommodate a sidewalk, lights, water quality and shade trees.

Can a 5' on street bike lane fit within the existing R.O.W and maintain the current configuration of on street parking and turn lane? NO.



OPTION 1

A 5' on street bike lane can be accommodated if the center turn lane is removed.



OPTION 2

A 10' off street dedicated bike lane can be accommodated if the center turn lane is removed.