Wayzata Planning Commission

Meeting Agenda

Monday, October 15, 2018

Community Room
600 Rice Street East
Wayzata, Minnesota 55391

7:00 p.m. Regular Meeting

1. **Call to Order & Roll Call**

2. **Approval of Agenda**

3. **Consent Agenda**
   a. Approval of October 1, 2018 Meeting Minutes
   b. Adoption of Report and Recommendation for Development Application at 305 and 309 Lake St E.
   c. Adoption of Report and Recommendation of Denial of Concurrent Preliminary and Final Plat Subdivision at 153 Peavey La

4. **Old Business Items**
   a. None

5. **Public Hearing Items**
   a. None

6. **Other Items**
   a. October 2nd City Council Meeting Report – Commissioner Buchanan
   b. Review of Development Activities
   c. Next meeting is October 29, 2018

7. **Adjournment**

7:10 p.m. Workshop Meeting

1. **Workshop Items**
   a. 2040 Comprehensive Plan Update
      Review Draft Land Use, Housing, and Transportation Chapters

NOTES:

[1] 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.

Chapter X - Housing

Introduction and Situation Analysis

Quality housing is at the core of a prosperous community. At its most basic level, housing serves a number of vital functions, ranging from shelter from the elements to a form of investment and financial security. Attractive housing is a key component of both neighborhood and community wide character, while new housing developments may serve to revitalize portions of the community. Wayzata has a variety of housing types that provide an array of options for current and future residents. Recent redevelopment opportunities within the community have added additional housing and diversity to the city's housing stock, as shown in Table 1. The 2017 housing estimates grow the overall housing stock to just over 2,500 units, an increase of nearly 24 percent from 2010. Multifamily dwelling types, or structures with five or more units, grew the highest over this time period, now representing the greatest number of units across all housing types.

Table 1: Wayzata Housing Stock, 2010, 2017

Year	Single-Family Detached		Townhomes		Duplex, triplex and quad		Multifamily		Total Units
	Units	%	Units	%	Units	%	Units	%	
2010	975	47.8%	301	14.7%	72	3.5%	693	34.0%	**2,041**
2017	1,030	40.9%	307	12.2%	72	2.9%	1,110	44.1%	**2,519**

Source: US Census 2010, Metropolitan Council Housing Stock Estimates 2017

There are many great aspects of Wayzata's housing stock, while there remain a few areas of improvement. The following outlines a brief Strengths, Weaknesses, Opportunities, and Challenges analysis for housing development within the city.

Strengths

One of Wayzata's greatest strengths and assets is its unique single-family residential neighborhoods and individual estates, which are a vital component to the community's sense of identity. As the city continues to manage infill development, the maintenance and preservation of these existing single-family neighborhoods is one of the most important values of the community.

Another important strength of the community is its reputation for quality, in both materials and overall design of residential structures. Design is an important component of Wayzata's sense of place, and the city strives to encourage the highest quality housing stock within the community. The selection of the highest quality building materials is encouraged, as well as the continued maintenance of all residential properties within the city.

Weaknesses

While the city continues to develop a diverse housing stock, concerns remain for the maintenance of the existing housing stock. This concern spans all housing types and ranges from the maintenance of the structure and maintaining the sense of place throughout the community.

Opportunities

Residents recognize and advocate for the establishment of "life-cycle" housing options, so that a diverse mixture of individuals, including young families and older residents, may all have the opportunity to live within Wayzata. Life-cycle housing includes a variety of housing options that provide for the diverse needs, preferences, and circumstances at all life stages, by providing a balance of single-family homes, apartments, condominiums, townhomes, and senior housing for independent living or with a range of assisted-living services. Thus, this Comprehensive Plan Chapter supports the development of life-cycle housing options through policies that preserve affordable single-family homes and support high quality multiple family developments and independent and assisted living facilities in appropriate locations within the community.

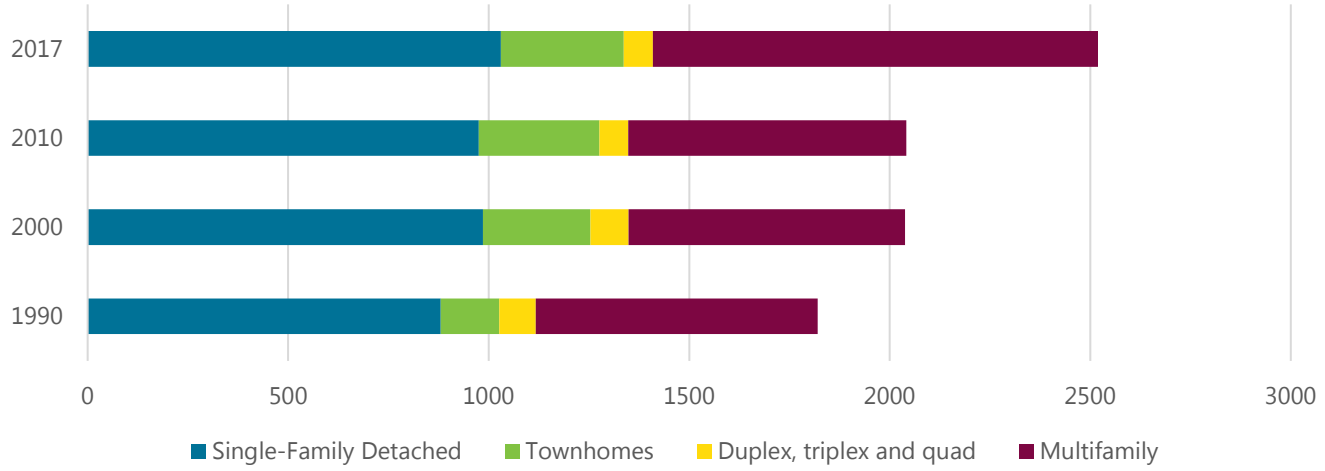
Challenges

One of the greatest challenges facing Wayzata is the economic reality of rapidly increasing land values. As a fully built out community, developable land is scarce, which when combined with the city's proximity to the lake, has driven up the value of land. While the city and the Wayzata Housing and Redevelopment Authority (HRA) are committed to providing opportunities for a range of individuals, the city will continue to have difficulty identifying appropriate locations for additional affordable and moderated priced units. Much of the existing affordable housing within the community was the result of private sector developments, and the city will continue to work with these organizations to identify future affordable housing opportunities if they arise.

Existing Housing Stock

The City of Wayzata continues to develop new housing options for current and future residents through redevelopment opportunities. According to the Metropolitan Council, there were a total of 2,509 housing units within the city in 2016. The city will continue to monitor its housing need as new units are pursued to provide housing options to all residents. The city's available housing stock has continued to grow and become more diverse over the last 25 years, with multifamily units comprising the largest number. Overall the city's housing stock is comprised of 1,318 single-family units and 1,191 multifamily units, according to the Metropolitan Councils, 2016 housing stock estimates.

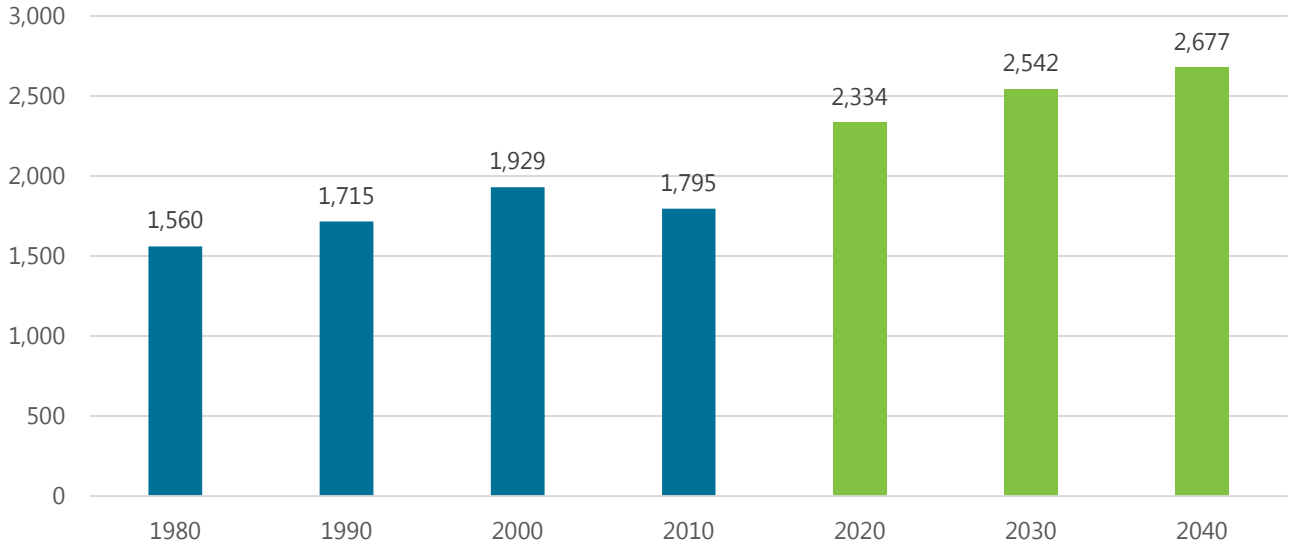
Figure 1: Existing Housing Stock, 1990 - 2017



Housing Growth

The future projections developed by the Metropolitan Council expect the number of households within the community to continue to increase over the next 25 years, to a total of 2,677 units. This forecast represents an increase of just over 49 percent (see Figure 2). A majority of this increase is projected to occur by 2020, which is consistent with the 2017 housing stock presented in Figure 1.

Figure 2: Wayzata Housing Forecasts



Source: US Census, Metropolitan Council, City of Wayzata

The City of Wayzata is not the only community projected to experience an increase in population over the next 25 years. The surrounding communities of Plymouth, Orono and Minnetonka are also expected to see an increase in housing (see Table 2).

Table 2: 2040 Housing Forecasts for Surrounding Communities

Year	Wayzata	Plymouth	Orono	Minnetonka	Woodland
1980	1,560	10,491	2,291	12,667	183
1990	1,715	18,361	2,613	18,687	176
2000	1,929	22,000	2,700	19,500	200
2010	1,795	28,663	2,862	21,901	169
2020	2,471	31,500	3,200	24,200	180
2030	2,574	33,000	3,560	26,600	180
2040	2,677	34,200	3,900	28,300	180

Source: Metropolitan Council, City of Wayzata

Housing Tenure

The city's existing housing stock includes a combination of owner-occupied and renter-occupied units. The Metropolitan Council identified 1,504 units as ownership units and 1,005 as rental units in 2016 within the city. These number reflect adjusted American Community Survey (ACS) data to meet the Council's 2016 stock estimates.

According to the US Census, over half of the units within the city were occupied by owners (see Table 3) in 2010. This percentage is expected to increase by 1.2 percent from 2010 to 2016 according to the ACS. The number of vacant units experienced a decrease from 12.1 percent to 10.8 percent between 2010 and 2016.

Table 3: Housing Tenure

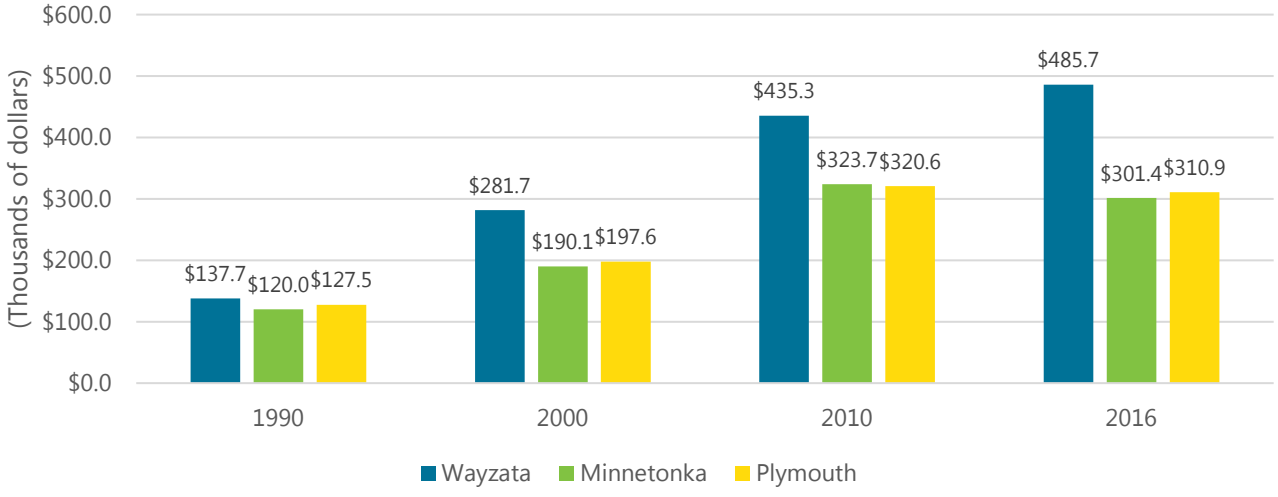
Year	Owner-Occupied		Renter-Occupied		Vacant	
	Units	%	Units	%	Units	%
2000	1,164	59.6%	765	37.4%	118	5.8%
2010	1,061	52.0%	734	36.0%	246	12.1%
2016	1,240	53.2%	841	36.0%	252	10.8%

Source: US Census 2000 and 2010, American Community Survey 2016

Median Housing Value

The City of Wayzata's housing stock continues to maintain high-quality housing units amongst its growing diversity. The lakeshore and community amenities continue to support a median housing value that is higher than the county's average. In 2016, the median housing value within the city was $485,700, representing an increase of nearly 12 percent from 2010. Wayzata's median housing value continues to remain significantly higher than the median housing values of surrounding communities (see Figure 3). The median housing value for owner-occupied housing units in 2018 was $609,000 according to the Hennepin County assessor. The assessed value of each owner-occupied unit within the city is provided in Figure 4.

Figure 3: Median Housing Value



Source: US Census 2000 and 2010, American Community Survey 2016

Comprehensive Plan 2040

City of Wayzata

Legend

Owner Occupied Assessed Value

- $200,000 or Less
- $200,001 to $238,500
- $238,501 to $500,000
- $500,001 to $1,000,000
- $1,000,001 to $5,000,000
- Over $5,000,000

ORONO

PLYMOUTH

MINNETONKA

WOODLAND

SHOREWOOD

Lake Hadley

Gleason Lake

Lake Minnetonka

Lake Marion

Shoreline Dr

Lake St

Wayzata Blvd

Superior Blvd

Ferndale Rd

Central Ave

Bushaway Rd

12

15

16

0 0.25 0.5 0.75 1 Miles

N

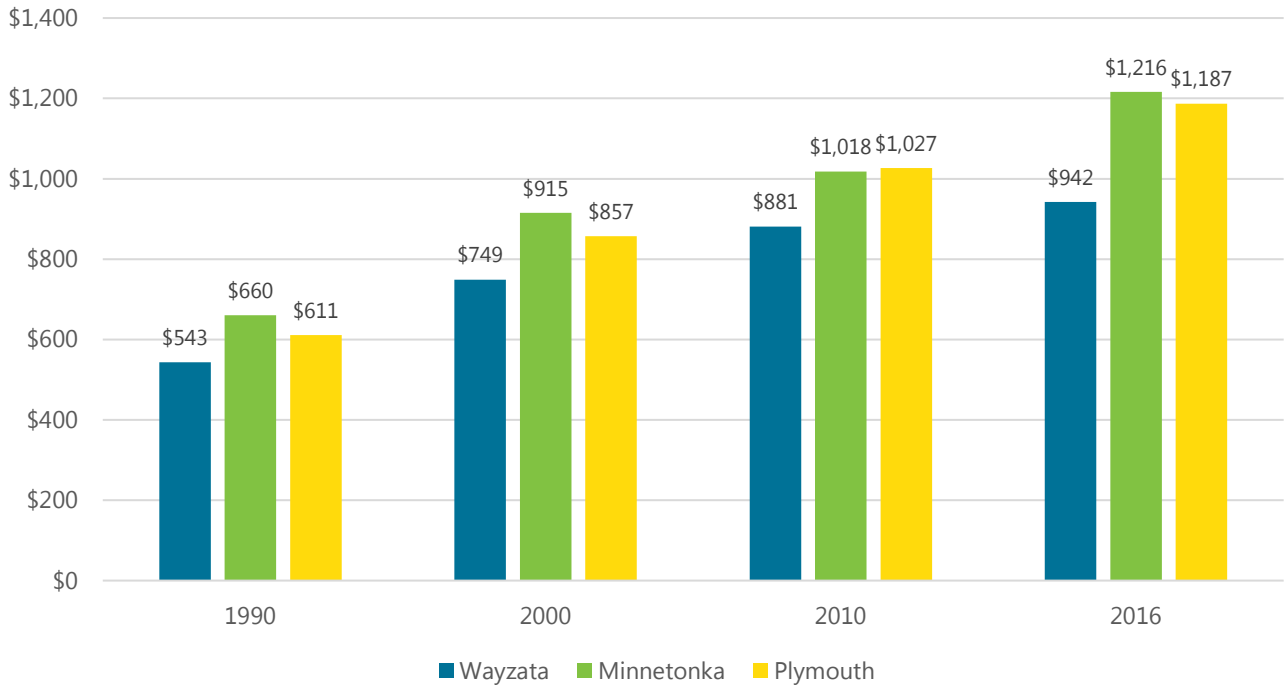
Figure 4

Assessed Value

Median Gross Rent

In 2010, nearly 40 percent of all housing within the community was renter occupied. As the city continues to provide a variety of housing types, a variety of rental rates will help to provide options for future and current residents. The median gross rent in Wayzata has continued to grow since 1990, but the growth rate has tapered between 2010 and 2016. Additionally, the rent within Wayzata is historically less expensive than that of surrounding communities (see Figure 5).

Figure 5: Gross Rent



Source: US Census 2000 and 2010, American Community Survey 2016

Affordable Housing Units

The City of Wayzata strives to provide housing options for a diverse population base, not only from housing type but affordability level. According to the Metropolitan Council's 2016 staff estimates, nearly 42 percent of the city's 2016 housing stock (1,048 units) is considered affordable to households with an income of 80 percent or less of the Area Median Income (see Table 4).

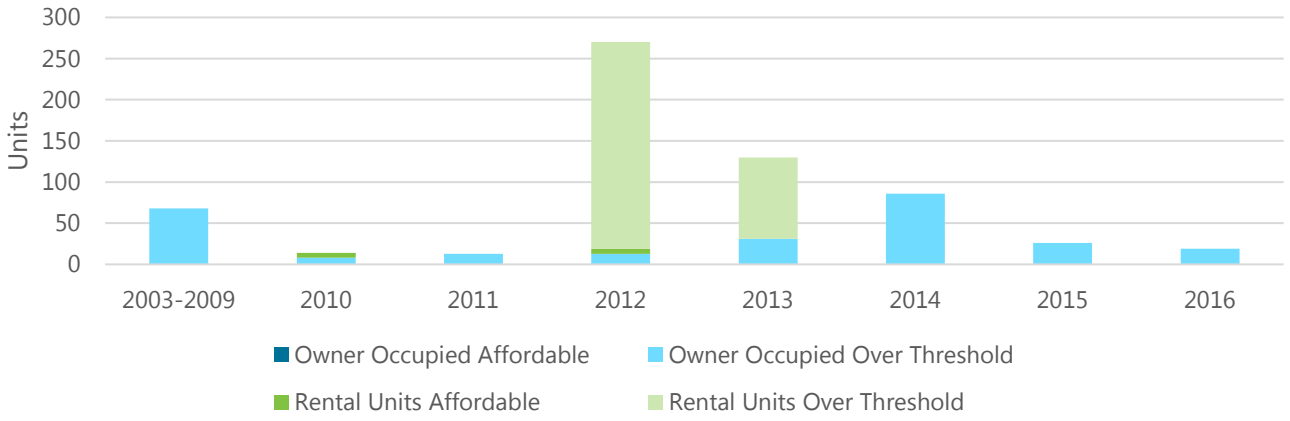
Table 4: Affordable Housing Units, 2016

Units affordable to households with income at or below 30% of AMI	Units affordable to households with income 31% to 50% of AMI	Units affordable to households with income 51% to 80% of AMI
219 units	282 units	547 units

Source: Metropolitan Council staff estimates for 2016 based on 2016 and 2017 MetroGIS Regional Parcel Datasets, 2010-2014 Comprehensive Housing Affordability Strategy data from HUD, and the Council's 2016 Manufactured Housing Parks Survey.

Since 2010, several additional housing units have been constructed within the community. While no owner-occupied housing units have been constructed at the affordability level, affordable rental units have been constructed (see Figure 6).

Figure 6: New Unit Affordability

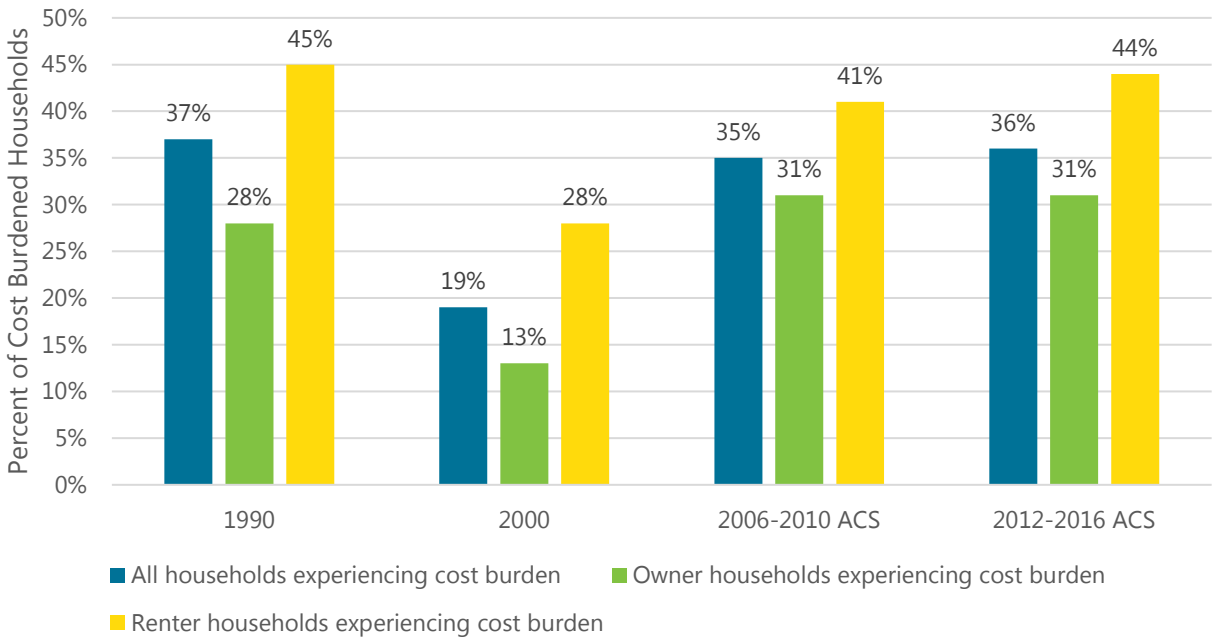


Source: Metropolitan Council Affordable Housing Production Survey

Housing Cost Burden

The cost of available housing is a major component for the quality of life for residents within a community. Monitoring the median housing value and gross rent within the City of Wayzata can help to ensure that housing options are available for residents. Households experience housing cost burden are defined as households that spend 30 percent or more of gross income on housing costs. The 2016 median household income for Wayzata was $69,854. Therefore, households within the community should contribute less than $21,000 to housing costs, on average, per year to remain within the appropriate threshold. However, this statistic is not always achievable. In 2016, a total of 36 percent of households within Wayzata were cost burdened, an increase of 1 percent from 2010. Historically, a greater number of renter households experience cost burden, compared to owner-occupied (see Figure 7).

Figure 7: Cost Burdened Households



Source: US Census 2000 and 2010, American Community Survey 2016

Housing Goals and Policies

The following goals and policies provide the basic framework for evaluating housing development decisions within the city. Each goal statement provides the desired condition that the community will strive to achieve or maintain. Each policy statement provides guidance and direction that can be referenced by city staff, elected and appointed officials, developers and property owners related to housing development decisions.

Goal: Protect and maintain the character of the existing established neighborhoods within the city, while recognizing that certain areas of the community are more suitable for infill developments.
Preserve single family neighborhoods as identified on the official Land Use and Zoning Maps.
Encourage a mixture of redevelopment and new development opportunities for additional housing units that supports the existing character of neighborhoods throughout the community.
Review and evaluate site design standards within each of the residential zoning districts to ensure that regulations do not hinder the development of a housing stock that meets the goals of Wayzata. Examples include height restrictions and unit square footage requirements.
Evaluate and adopt policies and zoning ordinance amendments that would encourage new single family residential developments to conform with the mass and scale of existing residences within their neighborhood.
Require that housing developments include site design consideration that preserve and protect the community's natural amenities, including tree coverage, wildlife habitats, steep slopes and wetlands.
Manage areas guided for new medium and high-density housing within the community, as identified on the official Land Use Map.
Encourage appropriate transitions between multi-family and single-family housing developments and promote the maintenance of existing neighborhood character through building materials and site design.
Goal: Develop city programs and policies which encourage and require high quality design and maintenance of all housing units within the community.
Enforce violations of property maintenance, which infringe upon residential neighborhood quality, pose public health and safety problems, or threaten neighboring property values.
Provide for continuing review, updating, and enforcement of zoning, subdivision, and design standards to ensure high standards of planning and design for residential structures within the community.
Protect property values through the consistent relationship of land uses, street configurations, natural resources, and the maintenance of properties.
Research and utilize Federal, State, and local funding sources to establish housing rehabilitation loan and grant programs for rental and owner-occupied units that are in need of repair.
Goal: Support housing development which recognizes the diverse housing needs of the community, including young families and the elderly, and contributes to the development of safe, comfortable, and attractive neighborhoods within the city.
Research first-time homebuyer programs and low-interest loan programs to encourage homeownership for young families.
Promote the development of life-cycle housing options for all residents, including single family housing for young families and well-designed multiple family options.
Partner with local non-profit organizations, including neighborhood groups, churches, Interfaith Outreach and Community Partners (IOCP), and other organizations to identify potential opportunities for additional affordable rental, multiple family and single-family units within the community. Continue to work with the

Metropolitan Council in order to meet the agreed upon goals for additional affordable units as part of the Livable Communities Act.
Investigate additional financial incentives for increased home ownership and home maintenance, including low or no interest loan programs for maintenance of older housing stock in established neighborhoods and uses of Community Development Block Grants.
Review area and national affordable housing programs which aid the development of workforce housing development and promote homeownership for public service and workforce professionals.

Future Housing Need

The City of Wayzata supports the development of a diverse housing stock to offer 2,677 housing units by 2040. Using the goals and policies established within this chapter, the city will encourage developments that provide amenities for a range of current and future residents and accommodate residents at all stages of life.

The Metropolitan Land Use Planning Act (MLUPA), Minn. Stat. Sec. 473.859, subdivision 2, paragraph (c), requires communities in the metropolitan region to include in their comprehensive land use plans a housing element that acknowledges the city's share of the regional need for low- and moderate-income housing. The Metropolitan Council has identified its total need of 37,900 affordable housing units between 2021 and 2030. A total of 88 units has been allocated to the City of Wayzata to support the development of the affordable housing stock (see Table 5). Affordability ranges are based on the Area Median Income (AMI), with a specific number of units identified for each range.

Table 5: Wayzata Affordable Housing Need Allocation

	Number of Units
At or below 30 AMI	39 units
From 31 to 50 AMI	27 units
From 51 to 80 AMI	22 units
Total Units	**88 units**

To accommodate additional housing units that meet the affordable housing allocation set by the Metropolitan Council, the city has identified growth areas within the future land use plan at a density of at least 8 units per acre. These units can be accommodated within the Medium Density (5 to 12 units per acre) and High Density (12 or more units per acre) residential land use categories. Additionally, the Mixed-Use Commercial/Residential and Central Business District (14 or more units per acre) categories can accommodate the development of affordable housing units. A minimum of 11 acres of land designated by 2030 at a minimum of 8 units per acre is needed to meet the affordable housing requirements. A total of 33 acres of mixed use development has been designated within the future land use plan (see Figure X). This amount of higher density development will not only support the city and region's affordable housing goals but will support the development of a diverse housing stock.

Housing Programs

As the city works with property owners and developers to grow and improve the housing stock within the community, it will utilize various partnerships and programs. The following section outlines programs that are currently used or are available for property owners within the City of Wayzata.

Livable Communities Grant Program

The City of Wayzata has participated in the Metropolitan Livable Communities Act (LCA) since 1996. The LCA is a voluntary, incentive-based approach created by the Minnesota Legislature to address affordable and life-cycle housing needs within the Twin Cities metropolitan area. In participating in the LCA, the City agrees to work with the Metropolitan Council to establish goals and long-term objectives for advancing or retaining affordable and diverse housing options within the community. The LCA established the Metropolitan Livable Communities Fund, including three (3) on-going accounts and one (1) on-going grant from which eligible communities could apply for funding[4]:

- The **Tax Base Revitalization Account (TBRA)** helps cities clean up contaminated urban land and buildings for subsequent redevelopment that could include commercial, industrial, or housing opportunities. Restoring the tax base, developing more jobs near existing housing and services, or adding affordable housing to the region are primary objective of this account.
- The **Livable Communities Demonstration Account (LCDA)** funds development and redevelopment projects that achieve connected development patterns that link housing, jobs, and services, and maximize the development potential of existing or planned infrastructure and regional facilities.
- The **Local Housing Incentive Account (LHIA)** helps preserve and expand life-cycle and affordable rental and ownership housing in the metropolitan area.
- The **Transit-Oriented Development Grants (LCDA-TOD)** help promote and catalyze moderate to high-density development projects located within walking distance of a major transit stop that typically include a mix of uses such as housing, jobs, restaurants, shops, and entertainment.

In order to be eligible to compete for this funding, the LCA requires interested communities to[5]:

- Negotiate long-term affordable and life-cycle housing goals with the Metropolitan Council;
- Have in place an LCA Housing Action Plan to identify and give direction to the city's use of programs, official controls, and fiscal devices to help accomplish the negotiated goals; and
- Make the minimum annual contribution or expenditure on affordable housing activities required by a formula provided in the law. The formula, based on each community's share of the tax levy supporting the LCDA, determines an Affordable and Life-cycle Housing Opportunities Amount (ALHOA) specific to each community.

In terms of meeting the above requirements for the LCA, the City of Wayzata agreed upon long- term affordable and life-cycle housing goals, as reflected in Table 4 above. It may be necessary to review and renegotiate these goals with the Metropolitan Council based upon changing conditions in the housing market. In addition, as part of the City's initial participation in the LCA in the late 1990s, Wayzata and thirteen (13) other Lake Minnetonka communities prepared a study to evaluate and determine existing and future housing needs within the Lake area(s).

Federal Resources

- Section 8 Certificates and Vouchers: Rent assistance that recipients can take with them when they move, rather than being tied to specific housing. Tenants pay about thirty (30) percent of their income on rent.
- HOME (the Home Investment Partnership Program): Grant program for state and local governments to acquire, rehabilitate or construct affordable housing for low-income renters or owners.

- Community Development Block Grants (CDBG): Funds community development efforts, including housing. Local governments that receive funding have wide discretion in its use.
- The Federal Housing Administration (FHA) and Department of Veterans Affairs (VA): Insures and guarantee loans, which increase housing market access for some families.
- Rural Housing Service: The United States Department of Agriculture provides rent assistance, direct loans and loan guarantees in rural areas.
- Low-Income Housing Tax Credits: Federal income tax credits for people or companies that invest in the construction or substantial rehabilitation of rental housing. Developers of rental housing sell the credits to investors. Proceeds from credit sales can cover some of a project's development and construction.
- Tax Exempt Bonds: Sold by state and local governments. Buyers accept a lower interest payment because it is not taxable income. State and local housing agencies use the bond proceeds to finance mortgages with below market interest rates.

State Resources

Home Mortgages

- Minnesota Mortgage Program: Provides mortgages with below-market interest rates to first-time homebuyers through the sale of mortgage revenue bonds.
- Minnesota City Participation Program: MCPP is part of the Minnesota Mortgage Program, in which MHFA sets aside funds from the sale of mortgage revenue bonds for cities to meet locally identified housing needs.
- Community Activity Set-Aside: Is a third part of the Minnesota Mortgage Program in which MHFA sets aside funds from the sale of mortgage revenue bonds for lenders, local governments or nonprofit housing providers to meet homeownership needs in their communities.
- Minnesota Urban and Rural Homesteading: Awards grants to organizations and public agencies that acquire, rehabilitate, and sell single-family homes that are vacant, condemned or blighted to at-risk first-time homebuyers.

Home Improvement Rehabilitation

- Minnesota Fix-Up Fund: Provides home improvement loans with below-market interest rates for low and moderate-income homeowners.
- Rehabilitation Loan/Emergency and Accessibility Loan Program: Assists low-income homeowners in financing basic home improvements that directly affect the safety, habitability, energy efficiency or accessibility of their homes.
- Community Rehabilitation Fund: Provides grants to cities for acquisition, rehabilitation, demolition and new construction of single-family homes.

Rental Housing

- Low and Moderate-Income Rental Program: Provides mortgages and rehabilitation funds for either acquisition and rehabilitation of or new construction of rental housing for low and moderate-income families.
- Affordable Rental Investment Fund (ARIF): Provides low-interest first mortgages or deferred loans to help cover the costs of acquisition and rehabilitation or new construction of low-income rental housing.
- Low Income Housing Tax Credits (LIHTC): LIHTC are MHFA's share of the tax credits allocated to Minnesota.
- HOME Rental Rehabilitation: Provides grants to rehabilitate privately-owned rental property in order to support affordable, decent, safe and energy efficient housing for lower-income families.

- Housing Trust Fund: Provides deferred loans without interest for the development, construction, acquisition, preservation, or rehabilitation of low-income rental housing.
- Rental Rehabilitation Loans: Provides property improvement loans to rental property owners.

Other Resources

Local Government Sources

- Local Bonds: May be used to assist with financing affordable housing and are available in two types. First, revenue bonds typically finance mortgages and are paid off with mortgage repayments. Second, general obligation bonds are paid off with local tax collections.
- Tax Increment Financing: Housing or redevelopment districts may be established by local governments to assist eligible housing projects. Local governments capture the property tax revenue generated by the new development and use the captured taxes to help finance the eligible project. Occupants must meet income restrictions for housing TIF districts.
- Local tax levies: May be used to directly finance affordable housing.
- Local housing trust funds: Are local revenues dedicated exclusively to housing activities.

Non-Profit Sources

- Greater Minnesota Housing Fund: is a nonprofit agency that provides capital funding grants and loans to affordable housing projects in greater Minnesota.

Chapter X – Land Use

Introduction and Analysis

Land use patterns play a significant part of defining community identity, form, and character. The organization of residential, business, and public uses has an influence on how people choose to live, work, and play in a community, and also drives many decisions regarding the allocation of appropriate infrastructure to serve these uses. Within the context of this Comprehensive Plan, this Land Use chapter helps to promote strong residential neighborhoods, enhance a vibrant downtown core and other commercial areas, protect natural areas, and encourage recreational opportunities. The 2040 Land Use Plan for Wayzata, reflected in this Chapter, captures the community's past and looks forward to the future.

The Land Use chapter is a major component of the Comprehensive Plan because is the basis of and controlling document for the city's Zoning Ordinance. The policy statements and land use designations in this chapter guide and control zoning decisions.

This chapter provides the framework to guide future land uses as they relate to the development and redevelopment of property in Wayzata. Simply stated, this chapter guides the use type, the use density or intensity, and the location of these uses in the community. This chapter includes (A) an analysis of Wayzata's current land uses, (B) a narrative statement of issues facing the community, along with the objectives and policies supportive of the community vision, and (C) the 2040 Land Use Plan.

Setting the Stage

Wayzata is a geographically small but mature community. Land use has evolved from a recreational destination after incorporation to a well-balanced place to live, work, and play. Wayzata is constantly challenged with balancing the preservation of its traditional roots and confronting the realities of being part of a major metropolitan area and big city development dynamics. These dynamics are in constant play on a community stage where change can be difficult.

There are very few communities with characteristics and dynamics similar to Wayzata. This poses challenges and opportunities that are unique. Property values in Wayzata are high relative to other metropolitan area communities. Quality of life, strong community identity, walkable neighborhoods connected to vibrant commercial areas, proximity to regional transportation systems, setting on Lake Minnetonka, and location within the region make Wayzata a desirable community.

Wayzata's residential neighborhoods are generally strong. Wayzata neighborhoods are desirable for families young and old. A wide variety of single and multiple family housing exists. Housing development over the last ten years has made multifamily units the predominate housing type within the community. As the community continues to support a variety of housing types, access to amenities and services throughout the community should also be monitored.

Although viewed as primarily a residential community, the working day population is approximately 1½ times the resident population. This commercial tax base helps offset the large percentage of residential

land uses. Commercial areas are generally well defined along Lake Street and Wayzata Boulevard. Smaller pockets of mixed neighborhood commercial and residential uses exist north of downtown.

Throughout the visioning process of the Comprehensive Plan update, the community emphasized the need for a connected community. The creation of higher density and mixed-use nodes was identified as a way to strengthen the sense of community and increase walkability throughout the city and provide enhanced connections between the residential neighborhoods and the commercial and recreational areas. Residents recognize the sense of place within the community from both a visual sense (building materials, design, etc.) and activities and destinations (parks, group activities, shops, etc.). Continuing to promote and improve upon this sense of place is important to the community.

Existing Land Use

The existing land uses within Wayzata include a combination of residential and commercial uses of varying intensities, with public and open space uses to support the needs of the community. This existing land use plan (see Figure 1) is the foundation for the land use policies and future land use plan and was developed using property tax information and input from city staff and the Advisory Committee. Residential land uses comprise a majority of the city, equating for over 68 percent of all land uses (see Table 1). The Vacant and Open Space category was used to identify only 60 acres or 3.8 percent of the area in Wayzata; indicating that there are limited number of vacant parcels available for development and that redevelopment of existing structures is needed to meet future population and employment forecasts.

Table 1: Existing Land Uses

Land Use Designation	Acres (2018)	Percent
Estate Single Family Residential	664	41.9%
Low Density Single Family Residential	312	19.7%
Medium Density Multiple Family Residential	69	4.4%
High Density Multiple Family Residential	35	2.2%
Commercial	99	6.2%
Mixed Residential & Commercial	57	3.6%
Institutional/Public	87	5.5%
Semi-Public/Private	152	9.6%
Park	59	3.7%
Vacant/Open Space	51	3.2%
Total	**1,586**	**100.0%**

A total of ten land use categories were used to display the existing land uses within the City of Wayzata. The following narrative provide a description of each existing land use category. In many cases, these descriptions align with the future land use categories discussed later in this chapter.

Estate Single Family Residential	Estate single family neighborhoods represent areas removed from the historic community core, generally located near Lake Minnetonka or Gleason Lake. This category provides for the lowest density residential uses, with lot sizes of 1 acre or larger. Single-family homes are the primary use within this category, however, accessory dwelling units are also allowed.
Low Density Single Family Residential	The low density single family residential category represents the traditional single-family home developments within and in close proximity to the core of the city. Densities within the category range from 1 to 4 units per acre. The primary residential structure of this category is single-family units; however, townhomes may also be included when densities are met.
Medium Density Multiple Family Residential	Medium density residential represents a wide range of housing options from single family homes to townhomes to apartments. Densities within this category range from 5 to 12 units per acre.
High Density Multiple Family Residential	The high density residential category allows for the highest density standalone residential uses at a density of 12 units per acre or greater. Residential uses within this category predominately include multi-unit and multi-story buildings.
Commercial	The commercial land use category represents a broad range of uses that represent retail, service, office and mixed-use development. A majority of the employment locations within the city are identified by the commercial land use.
Mixed Residential & Commercial	The mixed residential and commercial category represents developments that include a combination of residential (multiple family) and commercial uses. This can include vertical mixed use (i.e., ground floor commercial and upper floor residential) or horizontal mixed use (i.e., mixture of commercial and residential structures).
Institutional/Public	The institutional and public category represents publicly owned buildings that typically provide a community service. This can include schools, churches and government buildings.
Semi-Public/Private	The semi-public/private category includes similar uses to those identified under the institutional/public category, however the ownership is classified as semi-public or private. These uses can include private golf courses, yacht clubs, utility uses, and other quasi-public recreational facilities and uses.
Park	The park category represents recreation facilities and lands owned by the city or other public jurisdiction. These uses provide some form of recreation or public use for the general public. Park uses can include a dedicated city park, sports field or nature preserve.
Vacant/Open Space	The vacant and open space category includes both lands that are vacant with no structure or dedicated uses and lands that shall be preserved as open space due to the natural resources on the site.

Comprehensive Plan 2040

City of Wayzata

Legend

Existing Land Use

- Estate Single Family Residential
- Low Density Single Family Residential
- Medium Density Multiple Family Residential
- High Density Multiple Family Residential
- Commercial
- Mixed Residential & Commercial
- Institutional / Public
- Semi-Public / Private
- Park
- Vacant/Open Space
- Lakes

ORONO

PLYMOUTH

MINNETONKA

WOODLAND

SHOREWOOD

Lake Hadley

Gleason Lake

Lake Minnetonka

Lake Marion

Shoreline Dr

Wayzata Blvd

Lake St

Superior Blvd

Central Ave

Bushaway Rd

Crosby Rd

12

15

16

0 0.2 0.4 0.6 0.8 Miles

N

Figure 1

Existing Land Use

Land Use Goals and Policies

The following goals and policies provide the framework for guiding future development decision within the City of Wayzata. These goals and policies should be referenced regularly by city staff, elected and appointed officials, developers, stakeholders and property owners as development is pursued. The statements provided in this section reflect the traditional policies of the city regarding land use and growth management, while addressing recent trends and issues encountered during the visioning phase of the Comprehensive Plan. Each goal statement provides the desired condition that the community will strive to achieve or maintain. Each policy statement provides guidance and direction that can be used to guide decision making.

Residential Goals and Policies

Goal: Maintain and enhance the character, diversity and livability of all residential neighborhoods.
Goal: Create connected neighborhoods that provide access to services, housing and recreation for all ages and mobility types.
Enhance individual character elements of residential neighborhoods through public improvements and private investment.
Protect property values through the consistent relationship of land uses, streets, sidewalks, natural features, and the maintenance of properties.
Monitor the need and enforce transitional uses or buffers between incompatible uses when infill or redevelopment is proposed.
Continue to monitor and pursue programs to improve housing condition and maintenance.
Implement and continue to update the rental housing inspection program.
Encourage reinvestment in properties through funding programs.
Enforce violations of property maintenance, outside storage or accessory building regulations as feasible.
Provide for continuing review, updating and enforcement of zoning, subdivision, and design standards to ensure high standards of planning and design.
Identify ecological and water quality impacts on the lake and other water bodies caused by proposed land use developments, for example stormwater runoff, and work to mitigate these impacts.
Ensure that all new housing, including rental housing and housing for persons of low and moderate income, adheres to high standards of planning, design, and construction.
Remain near the Metropolitan Council affordable rental and life-cycle benchmarks, given limited opportunities and market conditions, as long as the efforts are consistent with the City's Comprehensive Plan.
Encourage and promote a balanced housing supply.
Promote programs which provide financial assistance for low and moderate-income households and others for home repairs, improvements, and energy conservation.

Commercial Goals and Policies

Goal: Promote a diversity of retail, office, service and residential land uses at a high level of development quality to enhance it as a regional destination and provide services for residents.
Goal: Provide connectivity within new developments and between existing neighborhoods to promote a sense of community and encourage mobility of all types.
Allow a mix of commercial, office and residential uses within each of the commercial categories to strengthen Wayzata as a shopping, employment and entertainment destination.
Regularly update development standards to ensure quality development within each of the commercial zoning classifications.
Promote economic development and investigate strategies to increase retail vitality within commercial areas.
Encourage developments to accommodate all modes of transportation through site planning efforts, regardless of the location within the city.
Continue to provide a safe, comfortable, and attractive pedestrian scale environment through the enhancement of the pedestrian circulation system by improving sidewalks, walkways and street furniture; mitigating conflicts with traffic and street intersections, and by providing proper demarcation and sign control.
Plan for proper transitional uses and buffers between commercial and residential uses.
Consider public financial support that is fiscally responsible and provides value to the City's infrastructure and community systems.
Consider ways to assist with redevelopment when properties become a liability to the community.
Encourage the placement of retail uses on the first floor of all commercial uses to enhance the retail vitality of the area. Design standards shall be employed regarding first floor development to encourage welcoming and pleasing views from the ground level.
Identify ecological and water quality impacts on the lake and other water bodies caused by proposed land use developments, for example stormwater runoff, and work to mitigate these impacts.
Plan development of parking so that it is not a focal point but rather placed behind buildings with appropriate buffers and landscaping.
Continue to evaluate ways to encourage a variety of housing options for upper-story housing.
Consider 3rd story' uses with appropriate considerations for design and scale. Commercial and residential uses are allowed as a third story, but the third story must be set back significantly more from the front facade of the floor below.
Consolidate access to streets and off-street parking from commercial development wherever possible.

Institutional Goals and Policies

Goal: Maintain all institutional facilities in a manner that efficiently serves all residents of the community, from both a cost and access perspective.
Accomplish transitions between differing types of land uses in an orderly fashion to minimize negative impacts on adjoining development.
Analyze all institutional development proposals from physical, social, and economic standpoints to determine the most appropriate land uses within a neighborhood and the community as a whole.
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.

Future Land Use

Wayzata seeks to manage development of land in a manner that results in compatible land use patterns, access to services and amenities, and efficient utilization of public services. Through management of the Comprehensive Plan, the city will maintain attractive, high quality living and working environments for community residents and visitors. In providing for these environments, Wayzata recognizes the necessity of providing high quality service delivery that is demanded by urban development.

The 2040 Land Use Plan provides the basis for guiding the type, intensity and location of various uses within the city (see Figure 2). The land use plan was developed in a manner that supports the goals and policies of this plan, and these policies should be carried forward as development is pursued in order to achieve the long-term vision.

The Land Use Plan looks 20 years into the future and represents the direction endorsed by the city at the time of adoption. The city recognizes that the plan may evolve and change in the coming years and that the city should engage in regular reviews, ideally on an annual basis, to ensure the plan is kept current.

2040 Land Use Categories

There are thirteen land use categories used within the 2040 Land Use Plan. These categories account for a variety of development types, promoting a diverse housing stock with a range of commercial and service options. Each of these land uses is described in the below.

Residential Land Use Categories

There are six residential land use categories utilized within the 2040 Land Use Plan. These categories represent a majority of the residential land uses in the city.

Estate Single Family Residential

Estate Single Family neighborhoods represent areas removed from the historic community core, generally located near Lake Minnetonka or Gleason Lake. This category provides for the lowest density residential uses, with lot sizes of 1 acre or larger. Single-family homes are the primary use within this category, however, accessory dwelling units are also allowed. Densities within this category should range from 0.25 to 0.50 units per acre. The R-1A zoning district aligns with the density and allowed uses of this category.

The location of the Estate Single Family category remains consistent between the existing and future land use plan, including the western portion of the city, south of Shoreline Drive and CSAH 15 and the residential areas along Bushaway Road. These areas contain important natural resources, such as mature tree coverage, wetlands, and steep slopes. The larger lot sizes of this district are conducive to the preservation of the resources.

One Acre Single Family Residential

One Acre Single Family Residential category represents neighborhoods that are removed from the historic community core and consist of primarily single-family homes. This district allows for similar uses to those designed within the Estate Single Family category, but at a higher density. Single-family homes are the primary use within this category. Densities within this category should range from 0.5 to 1 unit per acre. The R-1 zoning district aligns with the density and allowed uses of this category.

Comprehensive Plan 2040

City of Wayzata

Legend

Future Land Use

- Estate Single Family - 0.25 to 0.5 unit/acre
- One Acre Single Family - 0.5 to 1 unit per acre
- Low Density Residential - 1 to 3 units/acre
- Low-Medium Density Residential - 3 to 8 units per acre
- Medium Density Residential - 8 to 12 units/acre
- High Density Residential - 12 or more units/acre
- Mixed-Use - Commercial/Residential - 14 or more units
- Central Business District
- Downtown Mixed Use District
- Insitutional/Public
- Semi-Public/Private
- Parks
- Public Open Space
- Lakes

ORONO
PLYMOUTH
MINNETONKA
WOODLAND
SHOREWOOD
Lake Hadley
Gleason Lake
Lake Minnetonka
Lake Marion
Shoreline Dr
Wayzata Blvd
Lake St
Superior Blvd
Central Ave
Bushaway Rd
Crosby Rd
12
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16
0 0.2 0.4 0.6 0.8 Miles
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Figure 2

Future Land Use

The One Acre Single Family category is used to designate future land uses on the western and eastern edges of the city. These areas were designated in the 2030 future land use plan as Estate Single Family; however, the existing lot sizes make the One Acre Single Family designation applicable. These areas are not anticipated to experience any redevelopment by 2040. Any construction activity would be assumed to be a remodel project or the redevelopment of an existing lot.

Low Density Residential

The Low Density Residential category represents the traditional single-family home developments within and in close proximity to the core of the city. Densities within the category range from 1 to 3 units per acre. The primary residential structure of this category is single-family units. The R-2A and R-2 zoning districts align with the densities and allowed uses of this category.

Future Low Density Residential land uses are scattered throughout the core of the city, representing existing platted lots that greater than 14,520 square feet in area. Many on the existing Low Density Residential land uses remain consistent from the existing land use plan. The largest concentrations of this category are located within the Holdridge East neighborhood and the neighborhood north of US 12. These areas include a range of lot sizes, some of which could be further subdivided to accommodate additional housing units within the confines of this land use.

Low to Medium Density Residential

The Low to Medium Density Residential category is a new addition to the 2040 Land Use Plan. This category is intended to identify existing single-family homes and larger lot multiple family uses within the older neighborhoods in the city's core. These homes were developed on smaller lots, resulting in a density higher than that of the Low Density Residential category. Densities for this category range from 4 to 8 units per acre. A combination of single family homes and twin homes/townhomes are typical uses within this category.

The Low to Medium Density Residential category is used throughout the core of the city within the future land use plan. Each Low Density Residential area identified in the future land use plan was analyzed for the existing land use. Areas achieving greater than 3 units per acre were recategorized as Low to Medium Density Residential within the 2040 Land Use Plan. The stratification of low density land uses at 3 units per acre was determined based up on a review of the existing platted parcels within the community for both lot size and time of development. Many of the residential parcels within the older core of Wayzata were platted with smaller lots. Single-family lots north of TH 12 and within the Holdridge East development were platted at a later time with an average lot size than that compared to the parcels within the core. The Comprehensive Plan Advisory Committee determined that an average density of 3 units per acre between the two development types warranted the stratification of land use categories. Areas that have been identified as Low to Medium Density residential have been highlighted in Figure 3 according to the 2030 land use. This figure identifies a color for only those parcels identified as Low to Medium Density Residential.

There are no new areas of Low to Medium Density identified within the plan; therefore, any development activity within this category will be the result of redevelopment.

Comprehensive Plan 2040

City of Wayzata

Legend

2015 Future Land Use

- Low Density Single Family
- Medium Density Single Family
- High Density Multiple Family
- Mixed Use Residential
- Lakes

The areas displayed with a 2015 Land Use are those that were identified as the new Low to Medium Residential category.

Lake Hadley

Gleason Lake

ORONO

PLYMOUTH

MINNETONKA

WOODLAND

SHOREWOOD

Lake Minnetonka

Lake Marion

Shoreline Dr

Lake St

Wayzata Blvd

Superior Blvd

Central Ave

Bushaway Rd

Crosby Rd

12

15

16

0 0.2 0.4 0.6 0.8 Miles

N

Figure 3

Low to Medium Land Use Changes from 2030

Medium Density Residential

Medium Density Residential represents a range of residential uses and can accommodate a mixture of housing typologies. This includes twin homes, townhomes, and small- to mid-range apartments. Densities within this category range from 8 to 12 units per acre.

Medium Density Residential uses are designated throughout the 2040 Land Use Plan to identify existing uses that meet the density ranges of this category. There are no new areas of Medium Density Residential identified within the future land use plan, and any future Medium Density development would be achieved through redevelopment of existing sites.

High Density Residential

The High Density Residential category allows for the highest density standalone residential uses at a density of 12 units per acre or greater. Residential uses within this category predominately include multi-unit and multi-story buildings. All High Density Residential designations within the 2040 land use plan are consistent with the existing land use plan.

Commercial Land Uses

There are three commercial land use categories identified within the 2040 Land Use Plan. These categories represent uses that provides office, retail sales, and service uses within the city. A majority of the employment with in the city is located within one of these three categories.

Mixed-Use Commercial/Residential

The Mixed-Use Commercial/Residential category provides for a combination of commercial and residential uses. This category encourages the development of vertical mixed-use, or ground floor commercial uses with residential uses on the upper floors. Development within this category is anticipated to be approximately 60 percent commercial and office uses and 40 percent residential. Residential uses within the category shall be comprised of multi-family units at a density of 14 units per acre or greater.

Areas designated for the Mixed-Use Commercial/Residential category primarily located along the Wayzata Boulevard corridor. A majority of the commercial land use designation within the existing land use plan is designed as the Mixed-Use Commercial/Residential category; therefore, any development within these areas shall include redevelopment of existing properties.

Central Business District

The Central Business District category provides for a wide range of uses including retail and service commercial, office, residential, and public uses. Similar to the Mixed-Use districts, development within this land use category can include some combination of uses within the same structure. The floor to area ratio for any Central Business District development shall be a maximum of 2.0. Development within this category is anticipated to be approximately 60 percent commercial and office uses and 40 percent residential. Residential uses within the category shall be comprised of multi-family units at a density of 20 units per acre or greater.

The Central Business District is designated on the 2040 Land Use Plan along the Lake Street corridor, representing a majority of the downtown area. Though no new areas of Central Business District

development has been identified, it is assumed that some development will occur in this district in the coming years.

Mixed-Use Downtown District

The Mixed-Use Downtown District is specifically created for the Promenade development area to reflect the environmental conditions, parcel arrangement, proximity to adjacent uses, and resulting redevelopment challenges. The site incorporates vertically mixed-use buildings of predominately retail commercial and retail uses, with options for offices uses. This district represents a mixture of commercial uses, condos, and senior living. Residential uses within the category shall be comprised of multi-family units at a density of 20 units per acre or greater.

Other Land Use Categories

There are four additional land use categories that are important to the fabric of the community. These uses provide important functions and services for residents and property owners within the city.

Institutional/Public

The institutional and public category represents publicly owned buildings that typically provide a community service. Example of Institutional/Public uses include the city hall, library and St. Bart's School. All Institutional/Public designations within the 2040 Land Use Plan represent existing uses. Future designations of Institutional/Public uses are difficult to recognize until a need for additional services and uses is identified.

Semi-Public Private

The Semi-Public/Private category includes similar uses to those identified under the Institutional/Public category, however the ownership is classified as semi-public or private. These uses can include private golf courses, yacht clubs, utility uses, and other quasi-public recreational facilities and uses.

Parks

The Parks category represents recreation facilities and lands owned by the city or other public jurisdiction. These uses provide some form of recreation or public use for the general public. Park uses can include a dedicated city park, sports field or nature preserve. All Parks designations within the 2040 Land Use Plan represent existing park uses. The city shall monitor additional park needs in conjunction with the adopted park master plan.

Public Open Spaces

The Public Open Spaces category identifies areas that should be preserved as open space uses for public use or environmental protection. These areas typically include wetlands or steep slopes that hinder development. Maintenance of these Public Open Space uses provides natural areas within the city's fabric, while limiting impacts to the natural environment.

2030 to 2040 Land Use Plan Changes

Slight modifications were made to the future land use plan from the previously adopted 2030 future land use plan (see Figure 4). All of the parcels highlighted in this figure represent a change from the adopted 2030 plan to the updated 2040 plan. Many of these changes are a result of modifications to the densities of a future land use category or the reorganization of the categories themselves. For example, many of the parcels that changed between 2030 and 2040 included changes to the new mixed use or low to medium density residential categories.

Comprehensive Plan 2040

City of Wayzata

Legend

2030 to 2040 Land Use Changes

- Bushaway to Estate Single Family
- Insitutional/Public to One Acre Single Family
- One Acre Single Family to Low Density Single Family
- Low Density Single Family to Low-to Medium
- Low Density Single Family to Mixed Use
- Low Density Single Family to Semi-Public/Private
- Medium Density to High Density
- Medium Density to Low Density
- Medium Density to Low to Medium Density
- Medium Density to Public Open Space
- High Density to Low to Medium Density
- Mixed Use Residential to Low to Medium Density
- Mixed Use Residential to Mixed Use
- Mixed Use Commercial to Central Business District
- Mixed Use Commercial to Mixed Use
- Mixed Use Commercial to Park
- Service Commercial to Mixed Use
- Lakes

ORONO

PLYMOUTH

MINNETONKA

WOODLAND

SHOREWOOD

Lake Hadley

Gleason Lake

Lake Minnetonka

Lake Marion

Shoreline Dr

Lake St

Wayzata Blvd

Superior Blvd

Central Ave

Bushaway Rd

Crosby Rd

12

15

16

0 0.2 0.4 0.6 0.8 Miles

N

Figure 4

2030 to 2040 Future Land Use Changes

2040 Land Use Allocations

The 2040 future land use plan identifies the desired mix of land uses within the City of Wayzata. The plan was developed to promote growth and development that support the goas and policies identified within the Comprehensive Plan. The future acreages identified for each land use begin to tell the story of the mix of land uses (see Table 2).

Table 2: 2040 Land Use Allocations

Land Use Category	Density	2040 Acreage	
		Acres	Percent
Estate Single Family Residential	0.25 to 0.5 units/acre	513	32.7%
One Acre Single Family	0.5 to 1 unit/acre	161	10.3%
Low Density Single Family Residential	1 to 3 units/acre	230	14.7%
Low-Medium Density Residential	3 to 8 units/acre	123	7.8%
Medium Density Residential	8 to 12 units/acre	41	2.6%
High Density Residential	12 or more units/acre	40	2.6%
Mixed-Use – Commercial/ Residential	14 or more units/acre	78	5.0%
Central Business District	20 or more units/acre	37	2.4%
Downtown Mixed-Use District	20 or more units/acre	14	0.9%
Institutional/Public	N/A	91	5.8%
Semi-Public/Private	N/A	146	9.3%
Park	N/A	61	3.9%
Public Open Space	N/A	32	2.1%
Total	--	1,568	100.0%

Redevelopment vs. Infill Development

To accommodate the future population, household, and employment forecasts defined by the Metropolitan Council, an assessment of land available for infill development and redevelopment was completed. This assessment identified land that either vacant and available for infill development or underutilized areas that provided opportunities for redevelopment (see Figure 5). The vacant parcels identified in the existing land use plan (Figure 1). Redevelopment opportunities were identified along the Wayzata Boulevard corridor where existing commercial uses are identified for future mixed use.

Comprehensive Plan 2040

City of Wayzata

Legend

- Infill Opportunities
- Redevelopment Opportnities

Future Land Use

- Estate Single Family - 0.25 to 0.5 unit/acre
- One Acre Single Family - 0.5 to 1 unit per acre
- Low Density Residential - 1 to 3 units/acre
- Low-Medium Density Residential - 3 to 8 units per acre
- Medium Density Residential - 8 to 12 units/acre
- High Density Residential - 12 or more units/acre
- Mixed-Use - Commercial/Residential - 14 or more units
- Central Business District
- Downtown Mixed Use District
- Insitutional/Public
- Semi-Public/Private
- Parks
- Public Open Space
- Lakes

ORONO
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Crosby Rd
Shoreline Dr
Lake St
Superior Blvd
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0 0.2 0.4 0.6 0.8 Miles
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Figure 5

Infill and Redevelopment

Staging Plan

The Metropolitan Council segments the future population, household, and employment forecasts into ten-year increments to assist each jurisdiction with long range planning for land use consumption and the provision of services. Using the 2040 Land Use Plan and the redevelopment analysis, a staging plan has been completed to define the acreage consumption needed for each ten-year increment to meet the 2040 forecasts (see Table 3 and Figure 6).

Table 3: Land Use Consumption

Land Use	2017 - 2020			2020 - 2030			2030 - 2040		
	Acres	Households	Employment	Acres	Households	Employment	Acres	Households	Employment
Estate Single Family	20	5	--	19	5	--	--	--	--
One Acre Single Family	--	--	--	--	--	--	--	--	--
Low Density Residential	2	2	--	--	--	--	--	--	--
Low to Medium Density Residential	2	7	--	--	--	--	--	--	--
Medium Density Residential	--	--	--	--	--	--	--	--	--
High Density Residential	--	--	--	--	--	--	--	--	--
Mixed-Use Commercial/ Residential	4	20	65	40	225	128	19	106	85
Central Business District	6	44	99	--	--	--	--	--	--
Downtown Mixed-Use	15	305	261	--	--	--	--	--	--
Institutional/ Public	7	--	135	--	--	--	--	--	--
Semi-Public/ Private	--	--	--	--	--	--	--	--	--
Parks	--	--	--	--	--	--	--	--	--
Open Space	--	--	--	--	--	--	--	--	--
Total	**55**	**383**	**560**	**59**	**229**	**128**	**20**	**114**	**85**

Comprehensive Plan 2040

City of Wayzata

Legend

Stage

- Stage 1 - 2010 to 2020
- Stage 2 - 2020 to 2030
- Stage 3 - 2030 to 2040
- Lakes

Lake Hadley

Gleason Lake

ORONO

PLYMOUTH

MINNETONKA

WOODLAND

SHOREWOOD

Lake Minnetonka

Lake Marion

Shoreline Dr

Lake St

Wayzata Blvd

Superior Blvd

Central Ave

Bushaway Rd

Crosby Rd

12

15

16

0 0.2 0.4 0.6 0.8 Miles

N

Figure 6

Staging Plan

Net Residential Density

Thrive MSP 2040 identifies Wayzata with the community designation of Suburban. Council policy encourage suburban communities to plan for forecasts population and household growth at an average density of at least 5 units per acre or all new development and redevelopment. As shown within Table 3, all residential development is proposed within four land use categories, Estate Single Family, Medium Density Residential, High Density Residential, and Mixed-Use Commercial/Residential. All proposed development by 2040 is assumed to have an average net density of 5.81 (see Table 4).

Table 4: 2040 Residential Growth Net Density

Land Use	Density Range	Acres	Housing Units
Estate Single Family	0.25 to 0.5 units/acre	39	10
Low Density Residential	1 to 3 units/acre	2	2
Low to Medium Density Residential	3 to 8 units/acre	2	7
Mixed-Use Commercial/ Residential	14 or more units/acre	63	351
Central Business District	20 or more units/acre	5	44
Downtown Mixed-Use	20 or more units/acre	14	305
Total	--	**125**	**719**
		Average Net Density	**5.75**

Transportation

Introduction

The City of Wayzata is in Hennepin County, 11 miles west of downtown Minneapolis. Wayzata is a community with a population of less than 5,000, bordered by the Cities of Plymouth on the northeast, Orono on the northwest, Minnetonka on the southeast, and Lake Minnetonka on the south.

As a fully developed community, Wayzata's movement of automobiles and trucks are well served by a regional highway system including Trunk Highway 12 (TH 12). Other major routes include Wayzata Boulevard (CSAH 101) as an east-west arterial and Bushaway Road (CSAH 101) and Central Avenue (CSAH 101) as north-south arterials. As TH 12 and Wayzata Boulevard provide strong vehicular connections, they also create a barrier between the northern portion of the City and the thriving downtown community and civic amenities to the south. In addition, the local system allows excellent access to the regional system, however, there are opportunities for improvement.

The purpose of the Transportation Plan is to provide a means to better connect the community, make appropriate transportation related decisions when development occurs and identify when elements of the transportation system need to be upgraded. As the City's current roadway system generally functions adequately for vehicular mobility, the Transportation Plan update will ensure it provides safe and convenient travel for all people throughout the City, regardless of mode. It is important to maintain and improve a multimodal transportation system; focusing on pedestrian and bicyclist mobility to create a vibrant, safe, and efficient system for all people and modes that lead to a healthy, engaged and active community.

Vision

In the Summer of 2017, Wayzata's Vision looking out to 2040 was developed. The *Wayzata 2040 Community Vision* Report dated March 6, 2018 will be used as the City moves from vision to action in the form of the overall Comprehensive Plan update.

As the visioning process moved forward, six main themes that were most relevant to the future of Wayzata were identified. From these key themes, eight Guiding Principles were developed to support the implementation of the Wayzata 2040 Vision and to be carried throughout the Comprehensive Plan: Charming; Walkable and Pedestrian Friendly; Healthy, Engaged and Active; Vibrant Parks and City Spaces; Environmental Sustainability; Multi-Generational; Connected; and City Nodes with Greater Housing. More specifically, they permeate the Transportation Plan where appropriate and relevant. The Vision in Action sections detail how these guiding principles translate into concrete actions. Those related to the Transportation Plan to increase walkability and bikeability in the City include revitalizing Lake Street; creating a master pedestrian plan; creating a City Wayfinding System; revamping Wayzata Boulevard and Superior Boulevard; adopting a Complete Streets policy; and revitalizing the streets around Wayzata Boulevard.

Bicycle and Trail System Plan

The City of Wayzata has an extensive sidewalk/trail system that is focused on the pedestrian and bicycle mobility within the community (see Figure 1). Components of this system primarily include off-street facilities but may also include paved shoulders in some areas of the City. The City's pedestrian and bicycle facilities provide strong connections to schools, parks, transit facilities, destinations, as well as regional trail corridors, the Dakota Rail Regional Trail, Luce Line State Trail and Bushaway Road. This section of the Transportation Plan will focus on the pedestrian and bicycle facilities that serve the community for multimodal transportation needs for all people and modes.

Off-Road Facilities

The City of Wayzata's off-road trail system are dedicated facilities providing safe, pleasant places for exercise, relaxation or commuting for users of all ages and abilities. Besides transportation, some of the most popular everyday activities include running, walking, bicycling, and in-line skating for exercise and pleasure. Unlike commuter cyclists, recreational bicycle riders often prefer off-street facilities and are less-skilled riders. Recreational trail users often travel to neighborhood parks, schools, commercial areas, regional/state trail systems, and smaller looping trail systems for leisure and exercise purposes.

Resulting from the City's policy, there are currently sidewalks and trails on one or both sides of almost every minor arterial and major collector. This system makes it possible to travel by sidewalk or trail across the entire City. The City will continue to review the trail and sidewalk network to determine where gaps exist to provide safe connections for users. These include connections between schools and commercial areas, in addition to sidewalk/pedestrian connections for all neighborhoods in the City.

The City of Wayzata is currently in the planning phase for several initiatives that will impact the future of pedestrian and bicyclist mobility within the community:

Parks & Trails Master Plan. Creating a master plan that focuses on improved connections for all users and abilities will continue to encourage walkability and bikeability within the City. A comprehensive trail system will provide both pedestrians and bicyclists with safe routes and greater opportunity for multimodal transportation.

Lake Effect Project. A goal of this project is to make downtown Wayzata more pedestrian friendly. This project is currently transitioning from its planning to design phase with the redesign of Lake Street from Broadway Avenue to Barry Avenue. The recommended option that is currently moving forward into its design phase removes the center turn lane; using the space to provide a dedicated bike lane facility and expanded eight-foot sidewalk.

Wayfinding Signage Plan. The City is in its initial stage of developing Wayfinding objectives to develop a comprehensive wayfinding plan to communicate to both visitors and residents as they travel in and around the City.

West Middle School Pedestrian Impacts. The City will continue to work with school officials to educate parents and school-aged pedestrians on responsible driving and pedestrian behavior to create a safer pedestrian and bicyclist environment during the arrival and departure periods.

Comprehensive Plan 2040

City of Wayzata

Legend

City Limits

Sidewalk and Trails

- Sidewalk
- Shared-Use Trail
- Boardwalk
- Pedestrian Bridge
- RBTN Tier 2 Corridor
- RBTN Tier 2 Alignment
- Gap in Sidewalk and Trail System

Hadley

Luce Line

Gleason Lake

PLYMOUTH

Line State Trail

ORONO

12

15

Ferndale Rd

Shoreline Dr

Kota Rail Regional Trail

Wayzata Blvd

Central Ave

Superior Blvd

Lake St

Bushaway Rd

Lake Minnetonka

16

MINNETONKA

WOODLAND

SHOREWOOD

0 0.2 0.4 0.6 0.8 Miles

N

Figure 1

Existing Pedestrian and Bicycle Facilities

On-Street Facilities

The term "on-street bikeways" describes routes with certain treatments intended to encourage bicycle travel for commuters and recreational bicyclists. A bikeway can range from a concrete-segregated bicycle lane to a shared-use road marking. Barry Avenue South has a dedicated bike lane and Ferndale Road South, between the Luce Line and Dakota Rail Trail is "share the road".

The City will take an incremental approach to developing an on-road bikeway network. When road construction projects or significant citizen interest arises, the City will evaluate proposed routes on a case-by-case basis to determine the feasibility of implementing an on-road facility. Options and design criteria will include bicycle lane compliant, road-shoulder compliant or no designated facilities. The criteria for determining the feasibility of implementing an on-road facility may include roadway traffic volume and design speed, the need for on-street parking, directness of route and cost/benefit analysis.

Regional Bicycle Transportation Network

The Regional Bicycle Transportation Network (RBTN) was developed by the Metropolitan Council in partnership with cities and counties as an outcome of the *Regional Bicycle System Study* and serves as a framework of designated regional corridors and alignments, defining critical bicycle transportation links to help municipalities guide their bikeway planning and development. The RBTN is subdivided into two tiers for regional planning and investment prioritization:

Tier 1 – Priority Regional Bicycle Transportation Corridors and Alignments. These corridors and alignments have been determined to provide the best transportation connectivity to regional facilities and developed areas and are given the highest priority for transportation funding.

Tier 2 - Regional Bicycle Transportation Network Corridors and Alignments. These corridors and alignments are the second highest priority for funding. They provide connections to regional facilities in neighboring cities and serve to connect priority regional bicycle transportation corridors and alignments.

The Tier 2 alignments in Wayzata run both east-west and north-south. The Dakota Rail Regional Trail and Luce Line State Trail are Tier 2 alignments that traverse east-west through the City. A north-south Tier 1 alignment runs along Bushaway Road, providing a strong bicycle connection between the Cities of Wayzata and Minnetonka.

Linking local trails to the RBTN

In addition to eliminating gaps, proposed enhancements to the pedestrian and bicycle network system should seek to improve local connections to the RBTN network. Local trails should focus on neighborhood connectivity to primary routes that connect to RTBN alignments, which are often connected to regional facilities. Local trails in Wayzata provide important connections to the Dakota Rail Regional Trail, Luce Line State Trail and Bushaway Road, identified as an RBTN alignment. These regional trail connections provide residents and visitors easy off-street subregional access to regional parks and employment clusters.

Network Barriers

While the pedestrian and bicycle network in Wayzata continues to improve, many barriers to walking and biking remain. Such barriers in the network include highway barriers, roadway/intersection-related barriers and rail barriers.

TH 12

While TH 12 provides high vehicular mobility and effective access to the metro region, its location forms a barrier between the neighborhoods to the north and the larger Wayzata community to the south. This prominent vehicular route impedes pedestrian movements and lacks a convenient north-south multimodal connection. The City will continue to evaluate the need for a grade-separation improvement or vehicular bridge expansion to better accommodate pedestrians and bicyclists.

Wayzata Boulevard

Wayzata Boulevard plays an important role in vehicular mobility within the City of Wayzata. Its location creates a barrier between neighborhoods to the north and downtown Wayzata to the south. Some crossing locations are difficult for pedestrians and bicyclists of all abilities and ages that they function as barriers in the network. The City will continue to evaluate and consider the need for crossing improvements to provide safer conditions for pedestrians and bicyclists. Additional options that will continue to be considered for overcoming barriers created by this higher volume roadway and intersections include improved signalization, signing, and roadway/intersection modifications.

BNSF Railroad

The City of Wayzata has four railroad crossings intersecting at Arlington Circle, Broadway Avenue, Barry Avenue, and Ferndale Road. As further described in the Freight System section, the City is currently working with BNSF and evaluating options to improve pedestrian and bicyclist safety at all railroad crossings.

Roadway System Plan

The City of Wayzata's roadway system is well-established to support existing land uses and needs. It provides strong connections to the regional highway system with TH 12 and several county roads – Central Avenue (CSAH 101), Wayzata Boulevard (CSAH 101) and Bushaway Road (CSAH 101). As the vision for the City's future land use and needs change, a well-planned transportation system is a high priority. This section of the Transportation Plan identifies issues with the existing roadway system and recommends a plan for future roadway system improvements. The roadway system plan addresses the jurisdictional classification, functional classification, existing and future traffic volumes, congestion, safety, future roadway system issues and improvements, and key transportation policies.

Jurisdictional Classification

The City of Wayzata's roadway jurisdiction is shared among three levels of government: Minnesota Department of Transportation (MnDOT), Hennepin County, and Wayzata. MnDOT maintains the Interstate and Trunk Highway (TH) systems. Hennepin County maintains the County State Aid Highway (CSAH) and County Road (CR) systems, and the remaining local roadways are the responsibility of Wayzata. Figure 2 displays the existing street network and jurisdictional classification within the City of Wayzata.

The jurisdictional classification system is intended to maintain a balance of responsibility among the agencies and is organized around the principle that the highest volume limited access roadway, which carry regional trips, are primarily maintained by MnDOT. The intermediate volume roadways that carry medium length trips are maintained by Hennepin County. Lastly, the local street system that provides access to individual properties is maintained by the City. This shared responsibility requires agency cooperation in the planning and improvement of the roadways within Wayzata. Often the municipal boundaries separating Wayzata from adjacent cities fall within a roadway right-of-way, resulting in additional coordination with neighboring cities to maintain and improve these roadways.

Occasionally, because of development or changes in traffic patterns, a road's jurisdictional classification should be adjusted to reflect the current role of the facility. However, this plan does not envision any significant jurisdictional transfers during the planning timeframe (2018 to 2040).

Comprehensive Plan 2040

City of Wayzata

Legend

City Limits

Jurisdictional Classification

Municipal Roadway

County Roadway

State Roadway

Lake Hadley

Gleason Lake

ORONO

PLYMOUTH

12

15

Ferndale Rd

Wayzata Blvd

Central Ave

Shoreline Dr

Lake St

Superior Blvd

Bushaway Rd

Lake Minnetonka

16

MINNETONKA

WOODLAND

Lake Marion

SHOREWOOD

0 0.25 0.5 0.75 1 Miles

N

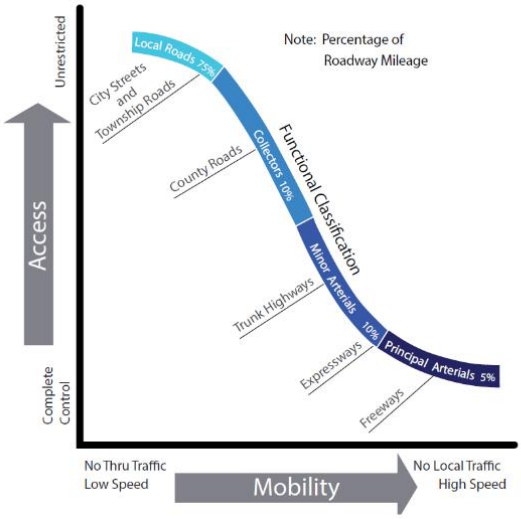
Figure 2

Jurisdictional Classification

Functional Classification

The functional classification system defines both the function and role of a roadway within the hierarchy of an overall roadway system. This system is used to create a roadway network that collects and distributes traffic from neighborhoods and ultimately to the state or Interstate Highway System. Functional classification works to manage mobility, access, and alignment of routes (Figure 3). Functional classification also seeks to align designations that match current and future land uses with the roadway's purpose.

Figure 3: Access/Mobility Relationship



A roadway's functional classification is based on several factors, including:

- Trip characteristics: length of route, type and size of activity centers, and route continuity
- Access to regional population centers, activity centers, and major traffic generators
- Proportional balance of access, ease of approaching or entering a location
- Proportional balance of mobility and ability to move without restrictions
- Continuity between travel destinations
- Relationship with neighboring land uses
- Eligibility for State and Federal funding

The existing functional classification of roadways in Wayzata is shown in Figure 4. Within the Twin Cities Metropolitan Area, the Metropolitan Council has established detailed criteria for roadway functional classifications, which are summarized in Table 1.

Comprehensive Plan 2040

City of Wayzata

Legend

City Limits

Functional Classification

- Local Street
- Minor Collector
- Major Collector
- A Minor Reliever
- A Minor Expander
- Principal Arterial

ORONO
PLYMOUTH
MINNETONKA
WOODLAND
SHOREWOOD

Lake Hadley
Gleason Lake
Lake Minnetonka
Lake Marion

Ferndale Rd
Wayzata Blvd
Central Ave
Shoreline Dr
Lake St
Superior Blvd
Bushaway Rd

12
15
16

0 0.25 0.5 0.75 1 Miles

N

Figure 4

Functional Classification

Table 1: Roadway Functional Classifications

Criteria	Principal Arterial	Minor Arterial	Collector	Local Street
Place Connections	Connect regional job concentrations and freight terminals within the urban service area.	Provide supplementary connections between regional job concentrations, local centers, and freight terminals within the urban service area.	Connect neighborhoods and centers within the urban service area.	Connect blocks and land parcels within neighborhoods and within commercial or industrial developments.
Spacing	Urban communities: 2 – 3 miles Suburban communities: Spacing should vary in relation to development density of land uses served, 2 – 6 miles	Regional job concentrations: 1/4 – 3/4 mile Urban communities: 1/2 – 1 mile Suburban communities: 1 – 2 miles	Job concentrations: 1/8 – 1/2 mile Urban Communities: 1/4 – 3/4 mile Suburban Communities: 1/2 – 1 mile	As needed to access land uses
System Connections	To Interstate freeways, other principal arterials, and selected A-minor arterials. Connections between principal arterials should be of a design type that does not require vehicles to stop. Intersections should be limited to 1-2 miles.	To most interstates, principal arterials, other minor arterials, collectors and some local streets	To minor arterials, other collectors, and local streets.	To a few minor arterials. To collectors and other local streets.
Trip-Making Service	Trips greater than 8 miles with at least 5 continuous miles on principal arterials. Express and highway bus rapid transit trips	Medium-to-short tips (2-6 miles depending on development density) at moderate speeds. Longer trips accessing the principal arterial network. Local, limited-stop, and arterial bus rapid transit trips.	Short trips (1-4 miles depending on development density) at low-to-moderate speeds.	Short trips (under 2 miles) at low speeds, including bicycle and pedestrian trips. Longer trips accessing the collector and arterial network.
Mobility vs. Land Access	Emphasis is on mobility for longer trips rather than direct land access. Little or no direct land access within the urbanized area.	Emphasis on mobility for longer trips rather than on direct land access. Direct land access limited to concentrations of activity including regional job concentrations, local centers, freight terminals, and neighborhoods.	Equal emphasis on mobility and land access. Direct land access predominantly to development concentrations.	Emphasis on land access, not on mobility. Direct land access predominantly to residential land uses.
System Mileage	5-10%	10-15%	5-15%	60-75%
Percent of Vehicle Miles Traveled	15-35%	15-25%	10-25%	10-25%

Criteria	Principal Arterial	Minor Arterial	Collector	Local Street
Intersections	Grade separated desirable where appropriate. At a minimum, high-capacity controlled at-grade intersections	Traffic signals, roundabouts, and cross-street stops	Four-way stops and some traffic signals	As required
Parking	None	Restricted as necessary	Restricted as necessary	Permitted as necessary
Large Trucks	No restrictions	Candidates for local truck network, large trucks restricted as necessary	May be candidates for local truck network, large trucks restricted as necessary	Permitted as necessary
Management Tools	Ramp metering, preferential treatment for transit, access control, median barriers, traffic signal progression, staging of reconstruction, intersection spacing	Traffic signal progression and spacing, land access management/control, preferential treatment for transit	Number of lanes, traffic signal timing, land access management	Intersection control, cul-de-sacs, diverters
Typical Average Daily Traffic Volumes	15,000-100,000+	5,000-30,000+	1,000-15,000+	Less than 1,000
Posted Speed Limit	40-65 mph	30-45 mph	30-40 mph	Maximum 30 mph
Right-of-Way	100-300 feet	60-150 feet	60-100 feet	50-80 feet
Transit Accommodations	Transit advantages that provide priority access and reliable movement for transit in peak periods where possible and needed	Transit advantages for reliable movement where needed.	Regular-route buses, transit advantages for reliable movement, where needed	Normally used as bus routes only in nonresidential areas
Bicycle and Pedestrian Accommodations	On facilities that cross or are parallel to the principal arterial, with greater emphasis along transit routes and in activity centers. Crossings should be spaced to allow for adequate crossing opportunities.	On facilities that cross or are parallel to the minor arterial, with greater emphasis along transit routes and in activity centers. Crossings should be spaced to allow for adequate crossing opportunities.	On, along, or crossing the collector with higher emphasis along transit routes and in activity centers. Crossings should be spaced for adequate crossing opportunities.	On, along, or crossing the local road

Source: Metropolitan Council, 2040 Transportation Policy Plan, 2015

This table summarizes characteristics for existing roadways to be used in evaluating functional classification and should not be used as design guidelines.

Principal Arterials

Principal arterials are part of the Metropolitan Highway System and provide high-speed mobility between the Twin Cities and important locations outside the metropolitan area. They are also intended to connect the central business districts of the two central cities with each other and with other regional business concentrations in the metropolitan area. These roadways, which are typically spaced from three to six miles apart, are generally constructed as limited access freeways in the urban area but may also be constructed as multiple-lane divided highways.

In Wayzata, TH 12 serves as the only existing principal arterial and will maintain this status in the future. TH 12 provides regional east-west mobility, connectivity to the metropolitan highway system, and a direct route to the Twin Cities.

Minor Arterials

Minor arterials also emphasize vehicular mobility over land access, serving to connect cities with adjacent communities and the metropolitan highway system. Major business concentrations and other important traffic generators are usually located on minor arterial roadways.

A-minor arterials are defined by the Metropolitan Council as roadways of regional significance that are of regional importance because they relieve, expand or complement the principal arterial system. A-minor arterials are categorized into four types, consistent with Metropolitan Council guidelines:

1. **Relievers:** Minor arterials that provide direct relief for metropolitan highway traffic
2. **Expanders:** Routes that provide a way to make connections between urban areas outside the I-494/I-694 beltway.
3. **Connectors:** Roads that provide good, safe connections to and among communities at the edge of the urbanized area and in rural areas.
4. **Augmenters:** Roadways that augment principal arterials within the I-494/I-694 beltway.

A well-planned and adequately designed system of principal and A-minor arterials will allow the City's overall street system to function the way it is intended and will discourage through traffic from using residential streets, a priority for the Wayzata community. Volumes on principal and minor arterial roadways are expected to be higher than on collector or local roadways. Providing the capacity for these higher volumes will keep volumes on other city streets lower.

As shown in Figure 4, the City of Wayzata is served by four A-minor arterials that provide direct access to TH 12.

Collectors

Collectors, as the term implies, collect and distribute traffic from neighborhoods and commercial areas and provide a critical link between local streets, which are designed for property access, and minor arterials, which are designed for higher vehicular mobility. Collector streets have an equal emphasis on land access and mobility.

Local Streets

Local streets provide access to adjacent properties and neighborhoods. Local streets are generally low speed and designed to discourage through traffic. All roadways in the City that are not included under the previous functional classifications fall under the local road designation.

Programmed and Planned Improvements

No programmed or planned roadway improvements were identified in Hennepin County's Capital Improvement Program (CIP) or MnDOT's Transportation System Plan (TSP) within the City of Wayzata.

Identified City improvements include:

- **Wayzata Boulevard and Superior Boulevard Intersection** – This intersection will be realigned to allow Wayzata Boulevard as the main east-west movement. Superior Boulevard will be realigned to line up with Benton Avenue to provide a 90-degree angle to Wayzata Boulevard. Construction is tentatively planned for early spring of 2019.
- **Superior Boulevard Improvements** – The Superior Boulevard improvements are tied to the Wayzata Boulevard and Superior Boulevard intersection improvements. The reconstruction of Superior Boulevard will provide an improved connection between Wayzata Boulevard and downtown Lake Street.
- **Lake Street Reconstruction (Lake Effect)** – Lake Street will be reconstructed from Broadway Avenue to Barry Avenue to include a two-lane facility with no center-left turn lane, a dedicated bike lane facility, and an expanded eight-foot sidewalk. This redesign will accommodate future traffic needs while improving pedestrian and bicycle friendliness.

2040 Travel Demand Forecasts

The pattern and intensity of travel is directly related to the distribution and magnitude of households, population and employment within a community, neighboring communities, and the larger region. This section provides an overview of the existing land use pattern in the City of Wayzata.

Land use, travel patterns, population and employment change over time may affect the efficiency and adequacy of the transportation network. This section also outlines expected changes in the City's land use pattern, households, population and employment, which is then the basis for estimating future travel demand within the City.

Socio-Economic Data

Historic, existing and estimated population, households, and employment levels are shown in Table 2. The Metropolitan Council prepared estimates for the overall regional growth in terms of households, population, and employment for the years 2020, 2030, and 2040, allocating an appropriate portion to each municipality.

Table 2: Summary of Wayzata's Projected Socio-Economic Data

Year	Population	Households	Employment
2014	4,476	2,100	4,303
2020	4,588	2,334	4,800
2030	4,996	2,542	4,920
2040	5,258	2,677	5,000

Source: Metropolitan Council, 201

Transportation Analysis Zones

Using the Metropolitan Council's Land Use Guide Plan and development objectives as guidance, the City has estimated existing and future population, employment and households for sub-areas of the City called Traffic Analysis Zones (TAZs). This information was required to complete the traffic forecasting procedures used to identify existing traffic volumes and estimate future traffic volumes. See Appendix A for socioeconomic data by TAZ.

2040 Traffic Forecasts

Forecasts for the City of Wayzata were prepared based upon the socio-economic distribution identified for the year 2040. These forecasts are an essential analytical tool to determine the adequacy of the road system to handle future development. In addition to socio-economic growth, the traffic forecast model considers future planned improvements which are in the Metropolitan Council's TPP for regional highways outside the City. The current and future forecast traffic volumes are shown in Figures 5 and 6.

Existing and Year 2040 Roadway Capacity

Roadway congestion exists when the ratio of traffic volume to roadway capacity (V/C ratio) approaches or exceeds 1.0. The V/C ratio provides a measure of congestion that can help determine where roadway improvements, access management, transit services, or demand management strategies need to be implemented. However, it does not provide a basis for determining the need for specific intersection improvements.

Table 3 provides a method to evaluate roadway capacity. For each facility type, the typical planning-level annual average daily traffic (AADT) capacity ranges and maximum AADT volume ranges are listed. These volume ranges are based upon guidance from the Highway Capacity Manual and professional engineering judgment. A range is used since the maximum capacity of any roadway design (V/C = 1) is a theoretical measure that can be affected by its functional classification, traffic peaking characteristics, access spacing, speed, and other roadway characteristics. Further, to define a facility's "daily capacity," engineering judgement recommends that the top of each facility type's volume range be used. This allows for capacity improvements that can be achieved by roadway performance enhancements (e.g., expansions or improvements).

Comprehensive Plan 2040

City of Wayzata

Legend

City Limits

X,XXX Daily Traffic Volume

X,XXX Heavy Commercial Daily Traffic Volume

ORONO

PLYMOUTH

MINNETONKA

WOODLAND

SHOREWOOD

Lake Hadley

Gleason Lake

Lake Minnetonka

Lake Marion

Shoreline Dr

Ferndale Rd

Wayzata Blvd

Central Ave

Lake St

Superior Blvd

Bushaway Rd

11,000

3,900

4,150

18,200

23,100

1,150

11,000

2,800

47,500

2,050

29,500

1,350

22,300

10,000

3,900

14,700

17,400

56,000

2,300

6,300

73,000

2,250

2,700

21,800

6,300

14,000

19,700

6,500

9,000

11,500

7,500

3,450

1,900

13,600

11,200

0 0.25 0.5 0.75 1 Miles

N

Figure 5

Existing Daily Traffic Volumes

Comprehensive Plan 2040

City of Wayzata

Legend

City Limits

X,XXX Daily Traffic Volume

ORONO

PLYMOUTH

MINNETONKA

WOODLAND

SHOREWOOD

Lake Hadley

Gleason Lake

Lake Minnetonka

Lake Marion

Wayzata Blvd

Shoreline Dr

Lake St

Superior Blvd

Ferndale Rd

Central Ave

Bushaway Rd

14,700

25,000

15,700

4,100

4,400

4,700

36,000

24,000

4,400

12,300

56,000

12

23,000

64,000

9,300

15

83,000

3,000

17,000

22,000

25,000

17,000

22,000

8,500

11,000

13,200

9,700

5,000

16

2,200

16,000

13,500

0 0.25 0.5 0.75 1 Miles

N

Figure 6

Year 2040 Daily Traffic Forecasts

Table 3: Planning Level Roadway Capacities by Facility Type

Facility Type	Planning Level Daily Capacity Ranges (AADT)	Wayzata Daily Capacity (AADT)
Two-lane undivided urban	8,000 – 10,000	10,000
Two-lane undivided rural	14,000 – 15,000	15,000
Two-lane divided urban (Three-lane)	14,000 – 17,000	17,000
Four-lane undivided urban	18,000 – 22,000	22,000
Four-lane divided urban (Five-lane)	28,000 – 32,000	32,000
Four-lane divided rural	35,000 – 38,000	38,000
Four-lane freeway	60,000 – 80,000	80,000
Six-lane freeway	90,000 – 120,000	120,000

Existing and Year 2040 Capacity Deficiencies

Using the methodology described above, existing and future capacity deficiencies were identified by comparing existing and year 2040 traffic volumes and roadway design (Figure 7) to the thresholds noted in Table 3. Results of this analysis were mapped to identify roadways that are approaching or over capacity. Roadway segments are defined as congested if the volume-to-capacity ratio is at or above 1.0, which signifies that a segment of road has observed volumes which exceed its design capacity. It is important to understand future traffic demand (and deficiencies) to help policymakers plan for the form and function of the mobility system. Based on this analysis, the street segments that currently approach or exceed their design capacity are identified in Figure 8. Roadways that are approaching or over capacity under future year conditions are shown in Figure 9.

Under Reconstruction to a 3-Lane

To Be Reconstructed as Two-Lane Urban Facility

ORONO

PLYMOUTH

MINNETONKA

WOODLAND

SHOREWOOD

Lake Hadley

Gleason Lake

Lake Minnetonka

Lake Marion

Wayzata Blvd

Ferndale Rd

Central Ave

Shoreline Dr

Lake St

Superior Blvd

Bushaway Rd

12

15

16

0 0.25 0.5 0.75 1 Miles

N

Comprehensive Plan 2040

City of Wayzata

Legend

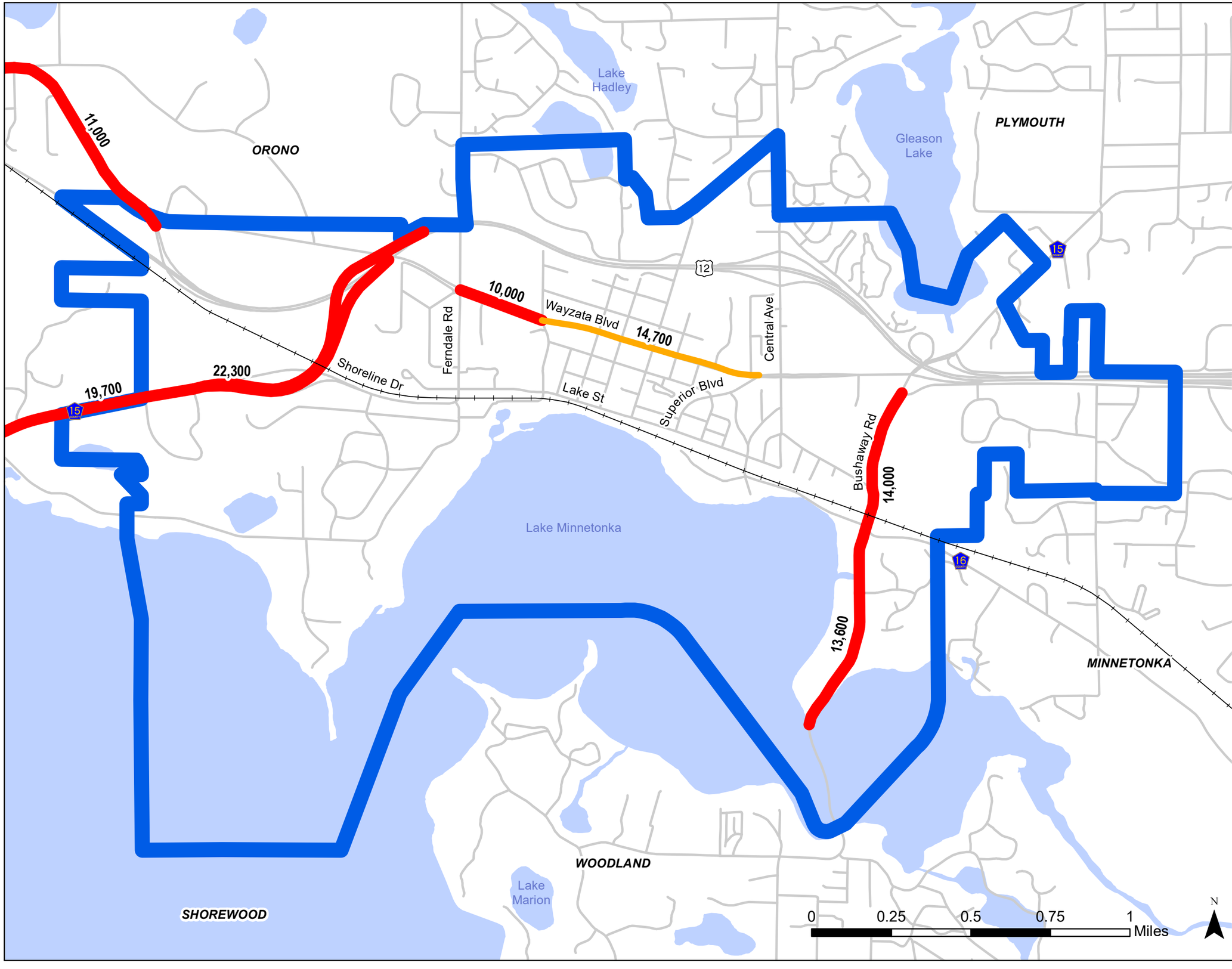
City Limits

Existing Facility Type | Capacity

- Two-Lane Undivided Urban | 10,000
- Two-Lane Undivided Rural | 15,000
- Two-Lane Divide Urban (3-Lane) | 17,000
- Four-Lane Undivided Urban | 22,000
- Four-Lane Divided Urban (5-Lane) | 32,000
- Two-Lane Freeway | 40,000
- Four-Lane Freeway | 80,000
- Six-Lane Freeway | 120,000

Figure 7

Existing Roadway Design (2018)



City of Wayzata

Comprehensive Plan 2040

Legend

City Limits

Capacity Deficiencies

Approaching Capacity (V/C >= 0.85)

Over Capacity (V/C >= 1.0)

Figure 8

Existing Capacity Deficiencies

Comprehensive Plan 2040

City of Wayzata

Legend

City Limits

Capacity Deficiencies

Approaching Capacity (V/C >= 0.85)

Over Capacity (V/C >= 1.0)

ORONO

PLYMOUTH

MINNETONKA

WOODLAND

SHOREWOOD

Lake Hadley

Gleason Lake

Lake Minnetonka

Lake Marion

14,700

15,700

22,000

24,000

12,300

Wayzata Blvd

17,000

11,000

Lake St

Shoreline Dr

Ferndale Rd

Superior Blvd

Central Ave

23,000

22,000

9,300

Bushaway Rd

17,000

16,000

12

15

16

0 0.25 0.5 0.75 1 Miles

N

Figure 9

Year 2040 Capacity Deficiencies

As shown in Figures 8 and 9, Wayzata Boulevard and Bushaway Road (CSAH 101) are roadways that are approaching or over capacity under existing and future traffic conditions. Roadways with increased volumes that are approaching or over capacity under 2040 conditions include Gleason Lake Road (CSAH 15), Central Avenue (CSAH 101) and Lake Street. It is important to note that the planning-level capacity should be used as an indicator to evaluate or monitor the roadway segment for further improvements within a 20+ year period.

The methodology described above is a planning-level analysis that uses average daily traffic volumes and is not appropriate for all traffic conditions. For example, traffic conditions that do not fit the average daily traffic criteria (e.g., weekend travel, holiday travel, special events, etc.) are likely to produce different levels of congestion. Additionally, factors such as the amount of access and street geometrics may influence capacity, as will additional street features or mobility accommodations (on-street bicycle lanes, shared bicycle lanes, on-street parking, etc.). For example, the Bushaway Road (CSAH 101) corridor was reconstructed in 2015 with wider shoulders and intersections improvements, adding capacity and improving the function of the roadway segment. Wayzata Boulevard also has the additional intersection capacity needed while limiting full-access driveways with the raised median to maintain adequate mobility along the corridor.

Revitalizing Lake Street is a Wayzata 2040 Vision priority. The year 2040 average daily traffic volume on Lake Street is expected to increase from 9,000 vehicles per day (vpd) to 11,000 vpd, east of Walker Avenue. With the three-lane to two-lane conversion of Lake Street, the segment of roadway between Broadway Avenue and Barry Avenue is shown as exceeding its planning-level capacity of 10,000 vpd by year 2040. Under existing conditions, the left-turn movements along Lake Street between Broadway Avenue and Barry Avenue are not significant and therefore, the use of the center two-way left-turn lane is minimal at most intersections. However, providing the necessary turn lanes on Lake Street at the Broadway Avenue and Barry Avenue intersections will maintain current intersection capacity at these locations to allow the roadway segments of Lake Street to continue to operate acceptably during peak hour conditions. The eastbound-westbound through movement will continue to operate well with maintaining the same number of eastbound-westbound through lanes along Lake Street, in addition to the left-turn lanes at Broadway Avenue and Barry Avenue.

Future Roadway System Improvements

Future roadway improvements are derived from the combination of future traffic demand, safety, system continuity and connectivity, and the intended function of each roadway as it relates to the adjacent supporting land use.

Regional System Improvements

Wayzata's Transportation Plan does not identify the need for improvements to TH 12 within City limits. However, the potential for a future interchange on TH 12 at Ferndale Road will be evaluated for further consideration.

County System Improvements

Currently, there are no potential capacity improvements identified on Hennepin County roadways within the City: Central Avenue (CSAH 101), Wayzata Boulevard (CSAH 101) and Bushaway Road (CASH (101).

Local System Improvements

Planned future improvements are also identified and under discussion for the following roadway under the City's jurisdiction:

- **Lake Street Reconstruction** – As a result of the Lake Effect Project, Lake Street will be reconstructed from Broadway Avenue to Barry Avenue to include a two-lane facility with no center-left turn lane, a dedicated bike lane facility, and an expanded eight-foot sidewalk. This redesign will accommodate future traffic needs while improving pedestrian and bicycle friendliness.

Safety Issues

A central concern of this plan is roadway safety, not only for motor vehicles, but for bicyclists and pedestrians as well. The Wayzata community envisions a pedestrian and bicycle friendly community with a transportation system that emphasizes mobility.

MnDOT maintains a statewide database of crash records which identify the location, severity and circumstances associated with each crash. As summarized in Table 4, the most current dataset (years 2011-2015) was reviewed to identify the number, location and severity of crashes on roadways, excluding Interstate highways, in the City of Wayzata.

In general, these crashes were widely distributed throughout the City with most locations accounting for only one or two incidents, suggesting that a crash at that location was a random event. However, several crashes were concentrated at a limited number of locations. The ten intersection locations with the highest frequency of crashes between 2011-2015 are illustrated in Figure 10 and listed in Table 5.

Table 4: Crash Data Summary (Years 2011-2015)

Year	Number of Crashes					
	Life Altering Crashes		Personal Injury Crashes		Property Damage Crashes	Total Crashes
	Fatal	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury		
2011	0	1	3	16	64	84
2012	0	1	1	23	50	75
2013	0	2	6	18	73	99
2014	1	1	4	19	76	101
2015	0	0	0	15	68	83
5-Year Total	1	5	14	91	331	442
5-Year Average	<1	1	4	18	66	88

Comprehensive Plan 2040

City of Wayzata

Legend

City Limits

Life Altering Crashes

Fatality

Incapacitating Injury

Top 10 Crash Sites

10 - 20

20 - 30

> 30

Lake Hadley

Gleason Lake

ORONO

PLYMOUTH

12

15

Wayzata Blvd

Central Ave

Ferndale Rd

Shoreline Dr

Lake St

Superior Blvd

Bushaway Rd

Lake Minnetonka

16

MINNETONKA

WOODLAND

Lake Marion

SHOREWOOD

0 0.25 0.5 0.75 1 Miles

N

Figure 10

Crash Data (2011 - 2015)

As shown in Table 5, the majority of crash hotspots are located along the Wayzata Boulevard corridor. This particular corridor serves the City of Wayzata as an A-minor reliever with a function to provide direct relief for traffic on the metropolitan highway system. Today, Wayzata Boulevard is a primary route for traffic to access TH 12 with an average daily traffic volume of 21,800 vehicles between Central Avenue (CSAH 101) and the TH 12 On-Ramp intersection.

Table 5: Top 10 City of Wayzata Crash Sites by Frequency (Years 2011-2015)

Location	Number of Crashes		Traffic Control
	5-Year Total	5-Year Average	
1. Wayzata Boulevard and TH 12 On-Ramps	66	13	Signal
2. Wayzata Boulevard and Central Avenue	30	6	Signal
3. Wayzata Boulevard Frontage Road and Bushaway Road	25	5	Side-Street Stop
4. McGinty Road and Bushaway Road	21	4	Signal
5. Wayzata Boulevard and Superior Boulevard	18	4	Signal
6. Colonial Square Access to Wayzata Boulevard	16	3	Side-Street Stop
7. Wayzata Boulevard and Gleason Lake Road	15	3	Side-Street Stop
8. Wayzata Boulevard and CR 112	13	3	Side-Street Stop
9. Commercial Access to Wayzata Boulevard West of Gleason Lake Road	11	2	Side-Street Stop
10. Lake Street and Broadway Avenue Intersection	10	2	All-Way Stop

Unique to this corridor is three signalized intersections and a high density of local driveway access, all with close spacing. A substantial number of the crashes along the Wayzata Blvd corridor, as well as the other crash hotspots, were rear ends, left and right turn crashes, sideswiping from passing, and vehicles run off the road.

Due to the limited data available through MnDOT, additional analysis will be conducted for the Wayzata Boulevard and TH 12 On-Ramps, Wayzata Boulevard and Central Avenue, and Wayzata Boulevard Frontage Road and Bushaway Road intersections when 2016 – 2017 data is available. This detailed analysis will focus on driver behavior, crash type, crash patterns and severity at each of three intersections to develop potential strategies to improve the safety at these locations.

In addition to intersection improvements, developing policies for access management can further reduce the likelihood of a crash event. Local driveway access along Wayzata Boulevard was another major contributor to crashes in the City of Wayzata, specifically crashes involving vehicles turning into traffic or run off the road. See the Access Management section below.

Right-of-Way Preservation

Right-of-Way (ROW) is a valuable public asset. Therefore, it needs to be protected and managed to respect the roadway's intended function, while serving pedestrians, bicyclists, utilities and the greatest public good. Wayzata will need to consider adequate ROW be maintained or secured along with initial design work. The City will coordinate with MnDOT and Hennepin County for ROW acquisition along County or State routes.

Access Management

Control of access to roadways, both in terms of cross-street spacing and driveway placement, is a critical means of preserving or enhancing the efficient operation of the roadway system and improving safety by reducing accident exposure. Access control guidelines are used to preserve the public investment in the roadway system and to give direction to developers for plan preparation. The guidelines balance the public interest (mobility) with the interests of property owners (access). Effective control of driveway access on the entire street system requires cooperation of municipal, County and state officials.

Access management is an important aspect of providing a safe and efficient roadway network. Potential measures include:

- Providing adequate spacing between access points and intersecting streets to separate and reduce conflicts.
- Limiting the number of driveway access points to reduce conflicts.
- Aligning access with other existing access points.
- Sharing access points, through internal connectivity between property owners.
- Encouraging indirect access rather than direct access to high volume arterial roads.
- Constructing parallel roads and backage or frontage roads.
- Implementing sight distance guidelines to improve safety.
- Using channelization to manage and control turning movements.

Access management also involves balancing the access and mobility functions of roadways. Access refers to providing roadway access to properties and is needed at both ends of a trip. Mobility is the ability to get from one place to another. Most roadways serve both functions to some degree based on their functional classification. The roadway's functional classification has a direct and corresponding relationship to mobility and access.

The City will continue to support MnDOT's and Hennepin County's Access Management guidelines on the principal and minor arterial roadway network in the City through the aforementioned measures. In addition, the City uses Hennepin County access spacing guidelines to guide access decisions on the City's arterial and collector roadway network. Wayzata will continue to work with Hennepin County to minimize the number of driveways directly accessing minor arterials in the City.

Transit System Plan

A complete transportation system supports different transportation modes to meet the varied needs of residents and visitors. This chapter identifies the current state of transit service within the City to help guide what improvements are necessary into the future to best serve the residents, businesses, and patrons of the community. Transit is an important element because it:

- Provides vulnerable populations access to services in the area, including those who cannot afford a personal vehicle, people who cannot drive, and senior citizens.
- Provides opportunities for people who prefer an alternative to automobile travel.
- Removes a portion of existing and future automobile traffic from the roadway, reducing travel time and congestion for everyone on the roadway.
- Supports Wayzata's vision as an environmentally sustainable and connected community.

The City of Wayzata is committed to supporting and preserving existing transit services and facilities and seeking ways to improve the transit system. Although the City does not have direct responsibility for the operation of services or the provision of facilities, they can advocate for better service while promoting more transit supportive land use patterns as redevelopment occurs.

Existing Transit Services and Facilities

Transit Market Area

The City of Wayzata is within the Metropolitan Transit Taxing District and falls under three classifications of market area. Transit Market Areas are a regional tool used by the Metropolitan Council to identify transit market strengths based on local characteristics, which in turn guide planning appropriate types and levels of transit service for a given location. Wayzata falls under Market Area III east of Central Avenue, Market Area IV between Ferndale Avenue and Central Avenue, and Market Area V west of Ferndale Avenue.

As defined by the 2040 Metropolitan Council Transportation Policy Plan, the market types are categorized by the following characteristics:

- Transit Market Area III
  - Moderate density but tends to have a less traditional street grid that can limit the effectiveness of transit.
  - It is typically Urban with large portions of Suburban and Suburban Edge communities - transit service in this area is primarily commuter express bus service with some fixed-route local service providing basic coverage
  - General public dial-a-ride services are available
- Transit Market Area IV
  - Lower concentrations of population and employment and a higher rate of auto ownership
  - Primarily composed of Suburban Edge and Emerging Suburban Edge communities - this market can support peak-period express bus services if a sufficient concentration of commuters likely to use transit service is located along a corridor
  - General public dial-a-ride services are appropriate

- Transit Market Area V
  - Very low population and employment densities and tends to be primarily Rural communities and Agricultural uses
  - General public dial-a-ride service may be appropriate here, but due to the very low-intensity land uses these areas are not well-suited for fixed-route transit service

Existing Routes and Services

As shown in Figure 11, Metro Transit currently operates four transit routes through the City of Wayzata including three express service routes and one limited-stop service route.

Express service operates during peak periods and is designed to connect commuters to job centers. Some of these routes start at a park and ride or transit station and operate closed door to the downtown area. Others circulate within neighborhoods to pick up passengers before starting the express portion of the trip.

Similarly, limited-stop service is designed to support commuters traveling longer distances and operates with a closed door for part of the route. This way of operation decreases travel time by limiting the number of stops, while increasing ridership for the intended users of the route. Limited-stop service often functions on a regular frequency that includes service times both during and outside of the peak period hours.

Metro Transit Route 672

Route 672 is an express route that connects the Wayzata Park-N-Ride to downtown Minneapolis with five trips inbound in the morning and five trips outbound in the afternoon via I-394. This route also offers reverse commute service meaning that it services those who live in the city and work in the suburbs. The reverse commute service provides three inbound trips in the morning and four outbound trips in the afternoon. As an express service, no weekend service is provided.

Metro Transit Route 674

Route 674 is an express route that connects the Maple Plain Park-N-Ride to downtown Minneapolis via I-394. This route makes stops at both the Wayzata Park-N-Ride and the Wayzata Boulevard and Central Avenue (Heritage Park) and bus stop. Three inbound trips are serviced in the morning and three outbound trips in the afternoon. As an express service, no weekend service is provided.

Metro Transit Route 677

Route 677 is an express route that connects the City of Mound to downtown Minneapolis via I-394. This route services one inbound trip that stops at the Wayzata Park-N-Ride early weekday mornings. As an express service, no weekend service is provided.

Metro Transit Route 645

Route 645 is a limited-stop transit service route beginning at the Mound Transit Center and ending in downtown Minneapolis. This route operates throughout the day, stopping at the Wayzata Park-N-Ride for 24 eastbound trips and 20 westbound trips daily during the work week. This route also provides weekend service with 15 round trips made on Saturdays and 11 round trips made on Sundays.

Comprehensive Plan 2040

City of Wayzata

Legend

City Limits

Passenger Facilities

Bus Stop

Park-N-Ride

Existing Transit Routes

Route 645

Route 672

Route 674

Route 677

Market Area Classification

Market Area III

Market Area IV

Market Area V

ORONO

PLYMOUTH

MINNETONKA

WOODLAND

SHOREWOOD

Lake Hadley

Gleason Lake

Lake Minnetonka

Lake Marion

674

677

645

672

Shoreline Dr

Ferndale Rd

Wayzata Blvd

Lake St

Superior Blvd

Central Ave

Bushaway Rd

12

15

16

0 0.25 0.5 0.75 1 Miles

N

Figure 11

Existing Transit Services and Facilities

Existing Transit Facilities

The City of Wayzata has one Metro Transit park-and-ride facility located on Wayzata Boulevard east of Barry Avenue. This passenger facility opened for operation in 1981 with approximately 100 parking stalls. Today, this station is serviced by all four transit routes operating in the City.

The City of Wayzata is home to 25 bus stops which provide passengers a place to wait for Metro Transit bus service. Currently bus shelters are provided at the Wayzata Park-N-Ride and Heritage Park bus stops. These bus shelters protect riders from natural elements, comfort riders with a place to sit, add aesthetic appeal, and provide improved accessibility to ADA riders. It should be noted that shelters are not a cost-effective investment unless the bus stop is a well-established location. Metro Transit considers many criteria when determining the placement of bus shelters, including site suitability, demographics, transfers, and boardings. A stop must have at least 25 passenger boardings each day in a suburban location to warrant a shelter.

Metro Mobility

Metro Mobility is paratransit service that is public transportation for certified riders who are unable to use the regular fixed-route bus due to a disability or health condition. Therefore, Metro Mobility is classified as paratransit. In the Twin Cities region, the Metropolitan Council oversees all Americans with Disabilities Act (ADA) paratransit services; Metro Mobility, in turn, contracts with ADA paratransit service providers, who provide customers with door-to-door transportation.

Transit Improvements

Transitways

The Metropolitan Council *2040 TPP* includes planned transitways with identified routes and modes of transit. The increased revenue scenario for the transit system vision outlined in the *TPP* requires additional funding but could reasonably be implemented by 2040. The Metropolitan Council considers an increased revenue scenario as part of their planning in the event additional funds become available. This effort included in the *TPP* identifies several additional transitways, including highway bus rapid transit (BRT) on I-394/TH 12 that would serve the City of Wayzata. This future transitway continues to be studied as the I-394/TH 12 alignment is still under consideration. The Council will continue to work with local governments in the planning of this transitway; next steps are undetermined due to funding uncertainties.

Land Use Planning

Transit improvements call for an increase in ridership to necessitate an increase in service. Strategic land use planning is one way that this can be done. Land use planning, including trails and pedestrian amenities, play a crucial role in the success of transit in a community. Accessibility and pedestrian friendliness is critical. Adequate and safe sidewalks, bus stops, shelters, and transfer or waiting facilities all are necessary components of a convenient and successful transit system. Lastly, adding more potential users will help promote the local transit system. The City of Wayzata has the opportunity to guide mixed-use and higher density housing to redevelopment areas, such as along Wayzata Boulevard east of Central Avenue (CSAH 101), for added transit demand in the future.

Travel Demand Management

Travel Demand Management (TDM) services include programs that promote and support any alternative to commuting via single-occupant vehicle (SOV.) TDM may include ride-matching, car-pool or van-pool services as previously described. Transit promotions, employer-subsidized bus passes, flexible work hours, and telecommuting are just some of the possible strategies to reduce SOV use. Metro Transit provides a regional TDM service through its Metro Commuter Services group, and four local Transportation Management Organizations provide further support and services, including two downtown organizations. The City and employers in Wayzata may use these services and programs free of charge to benefit employee travel arrangements and budgets.

Freight System Plan

Truck Freight

The City of Wayzata has minimal local impact from industrial and commercial truck traffic. Truck traffic primarily uses TH 12 within the City of Wayzata limits. The Interstate and Minnesota Trunk Highway systems are all built to 10-ton axle loading standards and are part of either the National Truck Network or the Minnesota Twin Trailer Network, allowing extra capacity and flexibility for commercial trucking. This highway coverage reduces the impact of truck traffic on local roadways and minimizes the potential for disruption of neighborhoods. The City will also continue to discourage non-local industrial and commercial truck traffic on local streets in residential neighborhoods.

Rail Freight

The Burlington Northern Santa Fe (BNSF) Railroad line crosses the City on an east-west route. Approximately 15 freight trains use this line on an average day, including two heavily loaded coal unit trains averaging approximately 100 cars per train.

In 2005, the Federal Railroad Administration (FRA) issued a new Quiet Zone rule that offers communities the ability to establish whistle quiet zones. The City of Wayzata implemented an FRA compliant quiet zone rule which took effect November 2008. The whistle quiet zone rule in Wayzata establishes that no train whistles will be blown overnight from 10:00 p.m. to 7:00 a.m. For safety, train whistles are still permitted to be blown from 7:00 a.m. to 10:00 p.m. as a warning for motorists and pedestrians. Warning signs are located at each railroad crossing with the quiet zone hours posted.

Railroad crossing safety is a priority for the City and of the best interest of BNSF. The City of Wayzata has four railroad crossings intersecting at Arlington Circle, Broadway Avenue, Barry Avenue, and Ferndale Road. The City is currently working with BNSF and evaluating options to improve pedestrian and bicyclist safety at the railroad crossings. A few options are being explored including adding automatic swing gates to the pedestrian crossing at Broadway Avenue, and a realignment of the Barry Avenue pedestrian crossing. Railroad crossings within the Wayzata Lake Effect project limits is of high importance to the successful redesign of Lake Street. The City will continue to work with BNSF and keep railroad crossing safety a priority.

Use of this rail line for freight is expected to remain constant in the future. This rail line holds potential for future use as a commuter rail corridor to augment transportation options into and out of downtown Minneapolis if highway congestion continues to increase. Currently, no such improvement is programmed in the 2017 Metro Transit Service Improvement Plan.

Aviation System Plan

There are no airports or heliports in the City of Wayzata, nor are any planned. In addition, the City does not fall within any of the aircraft noise zones of the Minneapolis-St. Paul International Airport or other reliever airport(s). The vast majority of passenger and freight air service provided to Wayzata residents and businesses is provided at the Minneapolis/St. Paul International Airport.

The Metropolitan Council's Transportation Policy Plan includes policies and text on protection of the region's airspace resources. The City will continue to enforce Federal Aviation Administration (FAA) regulations to protect the region's general airspace from potential obstructions. Structures which are 200 feet or higher above ground level may pose hazards to air navigation and must follow FAA and State requirements. Wayzata has no existing structures of this height; does not permit such structures under its current zoning ordinance and has no plans to permit such structures in the future. Any applicant who proposes to construct such a structure shall notify the City, MnDOT, and FAA at least 30 days in advance as required by law.

Wayzata Bay is designated in Minnesota State Rules Chapter 8800.2800 as authorized for purposes of safe sea plane use. The operation of seaplanes on Wayzata Bay must conform to all applicable marine traffic rules and regulations. The City of Wayzata will continue to enforce these regulations.

Funding Strategies

Roadways under city jurisdiction are maintained, preserved, constructed, and reconstructed by the City's Department of Public Works. Funding for these activities are obtained from a variety of sources. The Transportation Plan is intended to review transportation needs at a policy level and does not make recommendations for design or specific funding. Each issue identified in this transportation plan should be studied in greater detail, to verify the need and to identify the exact nature of the improvement. The ultimate cost and schedule of potential projects will be developed in the future. In addition, a multi-faceted investment strategy will be required to fund the proposed improvements. Investment strategies for major infrastructure improvements have been grouped into three categories. Discussion of these three types of investment strategy categories is summarized below:

- **Agency or Inter-jurisdictional Sources:** Examples of agency or inter-jurisdictional sources of transportation funding include Cooperative Agreements, Federal Surface Transportation (STP), state bonding or federal earmarks or High Priority Projects, and various grant programs. By their nature, these sources of funding usually require the City to seek assistance from another level of government in a competitive process. In addition, many of the programs have extensive or restrictive qualifying criteria. The City will continue to seek these special sources of funding.

- **Private Sources:** Specific examples of private participation include site specific or general citywide negotiated developer contributions and third-party agreements between private parties and multiple jurisdictions.
- **Internal Local Sources:** Specific examples of internal funding opportunities available to the City Council include various types of city bonding with property tax payback, special assessments, ad valorem taxes, tax increment financing (TIF), and special fees.

Planning for the Future

As part of its transportation planning effort, the City will need to consider how to address existing transportation issues and needs, while setting the stage for future growth and the advancement of technology impacts on transportation. Items for consideration include the following:

- System Preservation
- Assisted Driving and Autonomous Vehicles
- Electrification of Mobility
- Travel Demand Management
- Complete Streets
- Traffic Calming
- Neighborhood Cut-Through Traffic
- Traffic Impact Studies

System Preservation

Infrastructure systems (e.g., sidewalks, trails, transit amenities, roads, bridges, and culverts) have become very expensive and difficult to maintain in today's environment with aging infrastructure, rising costs of materials, and stagnant or declining revenue. In fact, many local agencies are being forced to pause and ask questions about the costs and benefits of continuing to maintain assets throughout their entire system, or if other approaches should be explored to better balance needs with available resources. Generally, considerations to include are:

- **Performance Standards and Measures**. A performance-based approach improves the accountability of local infrastructure investments, assess risks related to different performance levels, monitor progress and increase transparency.

- **Project Prioritization**. Project prioritization can help cities rank infrastructure needs in a manner that is consistent with preservation goals and objectives. This technique can help avoid the typical "worst first" approach to programming preservation projects that tends to invest limited resources in the most expensive "fixes" (reconstruction) instead of directing maintenance funds to infrastructure that merely need rehabilitation, which will provide more cost-effective solutions in a timely manner.
- **New Revenue Sources.** There are methods to capture new revenue streams to close the financial gap in maintaining assets in a "state of good repair." Exploring new revenue sources will allow the City to expand and accelerate preservation initiatives.

- **New Maintenance Techniques**. There are new maintenance techniques that can extend the lifecycle of an asset. For example, new maintenance techniques for roadway surfaces can provide longer service life and higher traffic volume thresholds, resulting in more stable road maintenance costs. Cost reduction of life cycle extension strategies which save money, or extend surface life, can directly benefit preservation needs, and minimize any identified financial gap.
- **Asset Management**. Tracking assets and their condition will provide a stronger outlook on lifecycle costs and replacement schedules. This will help establish funding plans and identified future funding gaps or shortfalls.

Assisted Driving and Autonomous Vehicles

Fully autonomous cars are still in the advanced testing stages, but partially automated technology and low-speed cars are beginning to embed themselves into markets across the country. In that respect, understanding autonomous vehicles will play an important role in how agencies manage their transportation assets, while setting the stage for investments. In addition to fully autonomous vehicles there are connected vehicles that will interact with the transportation system (vehicles that communicate with the roadside to complete driving functions or provide information to the driver to make informed decisions).

Aside from some of the more obvious predicted impacts such as the continued growth of car-sharing, and on-demand taxi services like Uber and Lyft, autonomous vehicles (AVs) and connected vehicles (CVs) also stand to disrupt the norms of both transportation and land use planning. Parking minimums, street design, right of way needs, development demand, signage and signalization, building siting and design, access management, and their accompanying norms and standards have the potential to change dramatically over the next 40-50 years.

Researchers have concluded that AVs and CVs will reshape future road rights-of way. Autonomous vehicles are likely to be smaller than existing passenger vehicles, permitting narrower lanes, likely won't require medians, and due to wireless communication between vehicles, will allow travel much closer to one another. By accommodating the same or more volume in less space, newly available road can be reapportioned to other road users like pedestrians and bicycles.[1]

Although newly available road can be configured for additional multimodal use, there are some potential drawbacks for pedestrians, bicyclists, and other road users that the City will need to be conscious of when moving towards a more automated roadway type infrastructure. The reapportioning of rights-of-way may allow for expanded sidewalks and more dedicated bike lanes, however, due to potential signal removal this may cause longer waits at intersections dominated by free-flowing vehicles. Adding pick-up and drop-off locations could also fragment the streetscape, complicating travel for multimodal users.

[1] APA Minnesota. *Planning for the Autonomous Vehicle Revolution.* 2016. https://www.planning.org/blog/blogpost/9105024/

The redevelopment of former parking lots has the potential to transform existing urban centers, such as Wayzata and surrounding communities. Future site designs will be impacted by the implementation of autonomous vehicle structure, potentially allowing for buildings to more regularly front streets rather than parking lots. Accommodation for pick-up and drop-off locations within these parking lots will need to be a consideration. However, off-site parking reservoirs are an act to reshape future site designs.

The City of Wayzata will need to be mindful of the potential infrastructure impacts caused by adoption of autonomous and connected vehicle culture. As the City looks to redevelop larger roadways, thoughtful consideration for how roadway infrastructure can be expanded to compliment autonomous vehicles is crucial to keeping Wayzata a vital asset within the Twin Cities metropolitan region.

Electrification of Mobility

Street congestion continues to increase for vehicular traffic and urbanization is on the rise which will require significant transformations to create sustainable living conditions for residents. Energy and mobility are foundational elements of these transformations, that will require radical adaptation to meet the demographic and economic growth without increasing congestion and pollution.

As electric vehicles (EV) become more affordable, it is predicted they will become almost a third of new-car sales by 2030.[2] Ride-sharing continues to surge, with estimates that by 2030, it will account for more than 25 percent of all miles driven globally, up from four percent today.[3] Just two hints of what is to come as autonomous vehicles (AV) and commercial fleets of EVs are integrated as parts of everyday life.

The City of Wayzata will need to consider the increased need for charging stations within parking lots associated with city-owned buildings, city parks and school buildings. In addition, the City should consider opportunities to work with private businesses to offer charging stations for EVs. This could be accomplished through encouragement and City development standards that require EV parking spaces with new developments.

Travel Demand Management

Research has shown that Travel Demand Management (TDM) strategies are a useful technique in helping alleviate parking demands in a geographical area. TDM strategies are applied to help reduce the number of single occupancy vehicles traveling and parking in a certain area. Examples of TDM strategies from a development review perspective are highlighted throughout this section.

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[2] *The Electric-Car Boom Is So Real Even Oil Companies Say It's Coming*, Bloomberg, April 2017, https://www.bloomberg.com/news/articles/2017-04-25/electric-car-boom-seen-triggering-peak-oil-demand-in-2030s

[3] *The sharing economy has already transformed how we move around our cities. What's next?* World Economic Forum, January 2017 https://www.weforum.org/agenda/2017/01/the-sharing-economy-has-already-transformed-how-we-move-around-our-cities-what-s-next/

- **Bicycle Amenities.** Actively promoting bicycling as an alternative means of travel to and from a destination can be achieved through information dissemination and the provision of bicycle storage facilities and adding on-street bicycle lanes and additional connections to trails. These actions can help decrease the demand for vehicle parking.
- **Car Sharing Provisions.** Car sharing programs provide mobility options to a cross section of residents who would not otherwise have access to a vehicle. These programs encourage the efficient use of a single vehicle among multiple users, while reducing the amount of parking needed to accommodate each resident within a neighborhood. Zoning language can encourage or require new developments of a certain size to include off-street parking provisions for car sharing programs.
- **Shared Mobility.** Shared mobility includes bikesharing, carsharing, and ridesourcing services provided by companies such as Uber and Lyft. Predictions indicate that by creating a robust network of mobility options, these new modes will help reduces car ownership and increase use of public transit, which will continue to function as the backbone of an integrated, multimodal transportation system.
- **Travel Demand Management Plans (TDMP).** A TDMP outlines measures to mitigate parking demand as part of the development permit process, which can result in innovative solutions that are tailored to the specific needs of a neighborhood or district. These types of plans may require specific strategies for reducing single-occupancy vehicle trips and promoting alternative modes of transportation.

Complete Streets

One of the eight Guiding Principles developed to support the implementation of the Wayzata 2040 Vision was Walkable and Pedestrian Friendly. In order to translate this principle into an action item, the adoption of a Complete Street policy for the City was recommended to ensure that all streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

The City of Wayzata has not established design guidelines related to complete streets. However, the Transportation Plan embraces several elements of complete streets (e.g., safety for pedestrians and bicyclists). MnDOT has adopted a Complete Streets Policy (updated May 2016) and has committed to assessing opportunities for incorporating complete street design principles in all MnDOT projects. MnDOT's Complete Streets Policy can serve as a resource to the City for incorporating complete street design standards into City projects.

Traffic Calming

As the City of Wayzata and surrounding communities continue to grow, traffic levels increase on the major arterials, with the potential for an increase of through traffic using residential collectors and local neighborhood roadways. In addition to increased traffic volumes, speeds can also be a factor.

The City of Wayzata currently has a speed hump policy to address high traffic speeds and volumes on local and residential roadways. In addition to speed humps, there is a wide variety of other methods that the City may consider addressing traffic concerns such as: excessive vehicle speeds, high volumes of non-local through traffic, and vehicle crashes in neighborhoods.

Implementation of these traffic calming tools, such as roadway geometric changes, must be carefully considered to ensure the "solutions" implemented do not make the road more unsafe or unintentionally divert traffic to a similar parallel route. Many times, local street traffic issues can be addressed by improving traffic flow on arterial streets (correcting arterial street congestion). Therefore, it is important to address local roadway traffic concerns by assessing the overall system.

Neighborhood Cut-Through Traffic

A transportation system that adequately handles the traffic demand allows the City's street system to function the way it is intended. Principal and minor arterial roadways should be designed to carry higher volumes than the collector and local roadways. When elements of the transportation system are not upgraded, and traffic volumes exceed its capacity, congestion and delays increase during the peak hours. When this happens, motorists will consider alternate routes using residential collectors and neighborhood roadways to avoid congested roadway segments and intersections.

The City will continue to support the necessary arterial roadway and intersection improvements as traffic volumes increase, to reduce the potential of high non-local through traffic volumes within the neighborhoods. The City should also consider the need to conduct in-depth traffic studies to determine where traffic calming measures should be implemented within the specific neighborhoods.

Traffic Impact Studies

There is an important link between transportation planning and land use planning. Traffic impact studies are necessary to evaluate the interaction between existing transportation infrastructure and proposed development projects. In general, proposed development will generate and distribute new traffic onto the supporting roadway system. The amount of traffic added to the system, its impact on existing roadways and intersections and mitigation measures, if necessary, should be identified. It is important that the completion of a traffic impact study continues to be a requirement in the development approval process for the City. Key components to the traffic impact study should include the following:

- Estimate site traffic generation and future non-site traffic
- Determine the directional distribution of development trips
- Estimate turning movements at adjacent intersections and driveways
- Determine the level of service at adjacent intersections and driveways
- Analyze current and future access requirements
- Identify necessary roadway, intersection, access and site circulation improvements to safely accommodate the site's additional traffic without negative impacts to the operations on the adjoining roadways

Appendix A

Figure Placeholder: TAZ structure

Placeholder: SE Data by TAZ