WAYZATA PLANNING COMMISSION
Meeting Agenda

Wayzata City Hall Community Room, 600 Rice Street
Planning Commission Workshop
Wednesday, May 29, 2019
5:00 PM

1. **Call to Order**
2. **Roll Call**
3. **New Business**
   a. Presentation of the Role of the Comprehensive Plan in the City of Wayzata Planning/Zoning/Development Process
   b. Review City Visioning Process and how it provided a Framework for the Comprehensive Plan
   c. Review Comparison of the Metropolitan Council Requirements and the Proposed 2040 Comprehensive Plan
   d. Review Comparison of the 2030 Comprehensive Plan and the Proposed 2040 Comprehensive Plan
   e. Review of Changes and Edits made as a result of the May 20 Planning Commission Meeting
   f. Discussion of Additional Comments and/or Questions
4. **Adjournment**

Upcoming Meetings:
June 3, 2019

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

City of Wayzata
Planning Commission
Agenda Report

MEETING DATE: May 29, 2019	**AGENDA ITEM:** 3.a.
TITLE: Presentation of the Role of the Comprehensive Plan in the City of Wayzata Planning/Zoning/Development Process	
PREPARED BY: Eric Zweber, Planning Consultant	
REVIEWED BY: Jeff Dahl, City Manager	
60 DAY DEADLINE: N/A	

BACKGROUND:

Eric Zweber, Interim Community Development Director, will present information on how the Comprehensive Plan is used within the greater planning and zoning process for the Planning Commission and the City to encourage positive community development.

ACTION REQUESTED:

None required.

ATTACHMENTS:

None

City of Wayzata
Planning Commission
Agenda Report

MEETING DATE: May 29, 2019	**AGENDA ITEM:** 3.b.
TITLE: Review City Visioning Process and how it provided a Framework for the Comprehensive Plan	
PREPARED BY: Eric Zweber, Planning Consultant	
REVIEWED BY: Jeff Dahl, City Manager	
60 DAY DEADLINE: N/A	

BACKGROUND:

Jeffrey Dahl, City Manager, will review the Lake Effect and Think Tank public engagement activities and how the created the overall Vision of the community. From that Vision, the Comprehensive Plan Task Force created the 2040 Comprehensive Plan and its goals, policies, and implementation strategies.

ACTION REQUESTED:

None required.

ATTACHMENTS:

1. Wayzata-2040-Community-Vision
2. City-of-Wayzata-Stakeholder-Engagement-Report

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City of Wayzata

Wayzata 2040, Sailing Ahead

CITY OF WAYZATA

WAYZATA 2040 COMMUNITY VISION

Wayzata, Minnesota, USA

March 6, 2018

CITY OF WAYZATA

WAYZATA 2040 COMMUNITY VISION

March 6, 2018

The Wayzata 2040 Community Vision Report is the reflective and final document of the visioning process for the City of Wayzata. It encapsulates the outcomes of a broad stakeholder engagement process and interviews with key stakeholders. The report also draws together analysis of the prevailing community issues and emergent trends.

This report provides a robust data analysis of the key themes that emerged throughout the six-month visioning process. Future iQ facilitated a data driven process that was built ground up with important input from the community.

All previous reports and the data visualization platform can be accessed via the project's lab portal page: **www.lab.future-iq.com/wayzata-2040-sailing-ahead/**

REPORT PREPARED BY:

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1.0 OPEN LETTER FROM THE ADVISORY COMMITTEE

Dear Wayzata Community Members:

In the Summer of 2017 our Advisory Committee was tasked by the Wayzata City Council with overseeing the development of Wayzata's Vision looking out to 2040. This work provides a precursor to the implementation phases which will be developed as part of the City's Comprehensive Plan update during the remainder of 2018. This responsibility was not taken lightly. Six months and dozens of community meetings later we are happy to present the Wayzata 2040 Community Vision.

Wayzata 2040 Community Vision Report is a bold, empowering, and action-filled document. The aspirations of this document make us proud to be part of the Wayzata community, and we look forward to working towards their implementation.

The Preferred Future of 'FTSC – Forward Thinking Socially Connected' is one shared by the vast majority of Wayzata Residents and Stakeholders. While there are outliers, we feel confident that the Vision that emerged from this preferred future is broadly representative of the Wayzata Community.

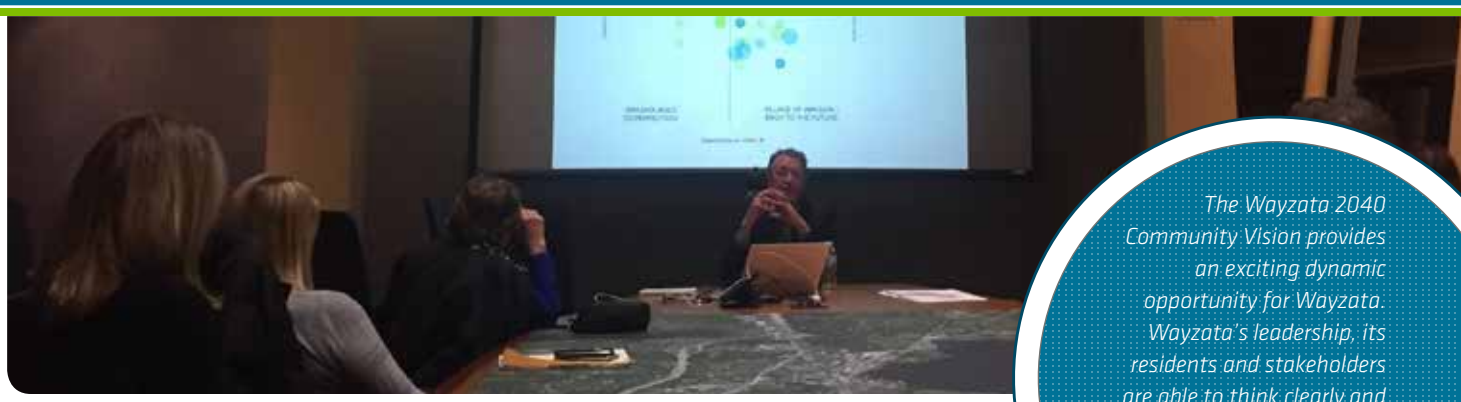
As we move from vision to action in the form of the Comprehensive Plan Update, we would like to keep the lines of communication open among the City residents and stakeholders and the Advisory Committee. The email address city@wayzata.org is an avenue you may use to communicate with the Committee. Please add "Advisory Committee" to the subject line.

We hope you enjoy reading the Wayzata 2040 Community Vision.

Sincerely,

City of Wayzata Advisory Committee

Dan Koch (City Council)
Steven Tyacke (City Council)
Graciela Gonzalez (Planning)
Jeff Buchanan (Planning)
Chris Plantan (Planning)
Dan Baasen (Parks)
Jim McWethy (Parks)
Kim Anderson (Heritage)
Elissa Madson (Heritage)
Tom Shaver (HRA)
Bob Ambrose (HRA)
Becky Pierson (Chamber)
Kimberly Tutt Moorse (Folkestone)
Patricia Ecklund (Wayzata Resident and Folkestone Staff)
Jill Johnson (Wayzata Public Schools)
Jeff Dahl (Staff)
Jeff Thomson (Staff)
Mike Kelly (Staff)



The Wayzata 2040 Community Vision provides an exciting dynamic opportunity for Wayzata. Wayzata's leadership, its residents and stakeholders are able to think clearly and creatively about the entire community's direction as it goes through its once-a-decade Comprehensive Plan Update process.

2.0 INTRODUCTION

In 2017, the City of Wayzata embarked on a comprehensive Visioning Project which would assist in the development of the City's 2040 Comprehensive Plan. The visioning project was named Wayzata 2040, Sailing Ahead. This project provided the first half of the City's Comprehensive Plan update process and was dedicated to ensuring strong community engagement. The main goal of Wayzata 2040, Sailing Ahead was to engage with City residents and stakeholders in order to determine where they would like to see Wayzata in 10, 20 and 30 years' time. This process enabled the Wayzata community to take control and provide input into a process that allowed them to shape their own future.

- **Background Research and Staff Interviews**: Through background research and staff interviews, Future iQ explored the issues shaping the future of Wayzata. This resulted in the publication of the Community Profile and Benchmark Analysis Report
- **Community Survey**: An extensive Community Survey was live from August to November and explored key issues surrounding the Wayzata community.
- **Scenarios of the Future**: During the Think Tank Workshop Wayzata residents and stakeholder developed plausible scenarios of the future of Wayzata.
- **Visioning Workshops**: Preferred and expected futures were explored through nineteen Visioning Workshop Sessions across Wayzata.
- **Vision Survey** – Six key issues were explored via a Vision Survey.
- **Alignment of the Vision**: The Vision alignment was conducted through the identification of the areas of shared vision for Wayzata in the Reconvening of the Think Tank Workshop.

The vision development process built on the highly successful Lake Effect Project. All steps outlined above guided and informed the development of this document, the Wayzata 2040 Community Vision.

"It is a mistake to think that moving fast is the same as actually going somewhere"

– Steve Goodier

3.0 VISION DEVELOPMENT

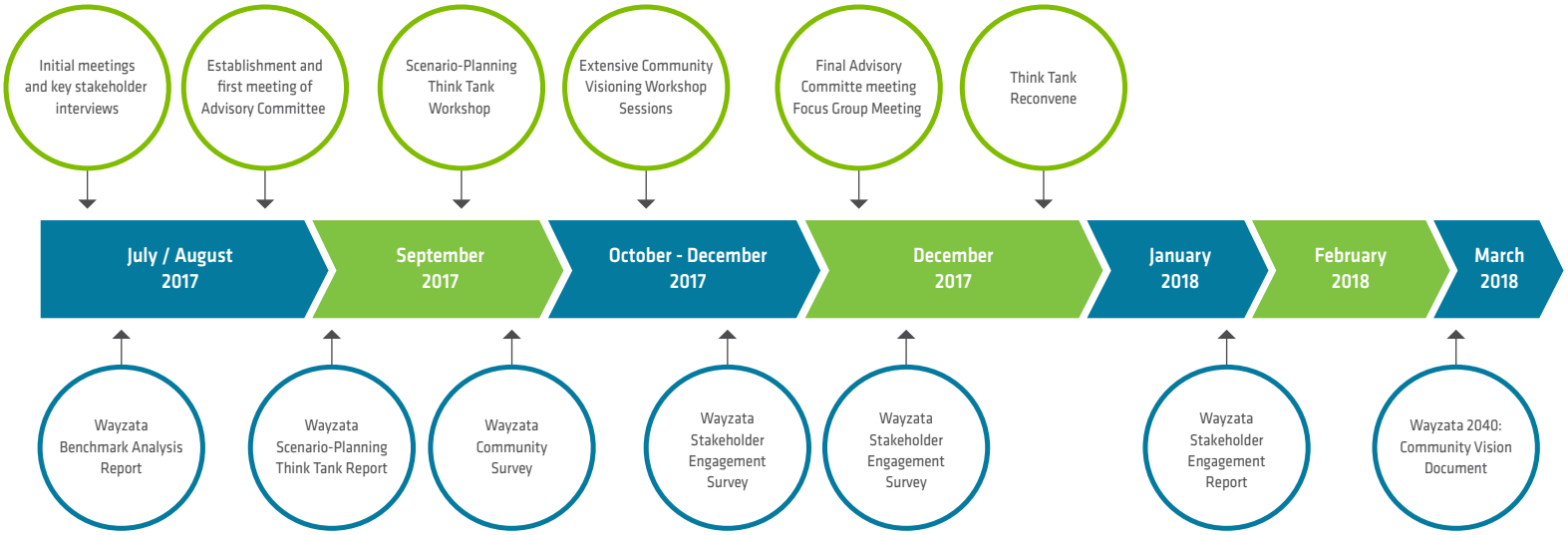
The overall Wayzata Vision development process which was carried out during 2017 included several major principles. These reflect the well-established methodology that was used by Future iQ in this visioning process:

- **Future Oriented**. The objective was to 'peer' into the future and design a process that drew together strategic foresight and identification of preferred future outcomes in Wayzata.
- **People Focused**. The process aimed to offer maximum opportunity for local stakeholders and community members to engage in meaningful and thoughtful discussion about the future. A series of workshops and surveys were conducted to provide structured input.
- **Data Driven**. The planning work was underpinned by extensive analysis of community dynamics and surveying of stakeholders and community members.

The Wayzata 2040, Sailing Ahead process allowed hundreds of Wayzata residents and stakeholders to systematically examine the forces impacting Wayzata and offered essential opportunities for discussion about how Wayzata wants to shape its future.

3.1 VISION DEVELOPMENT TIMELINE

Wayzata 2040, Sailing Ahead community visioning took place over the course of six months, from July 2017 to December 2017.

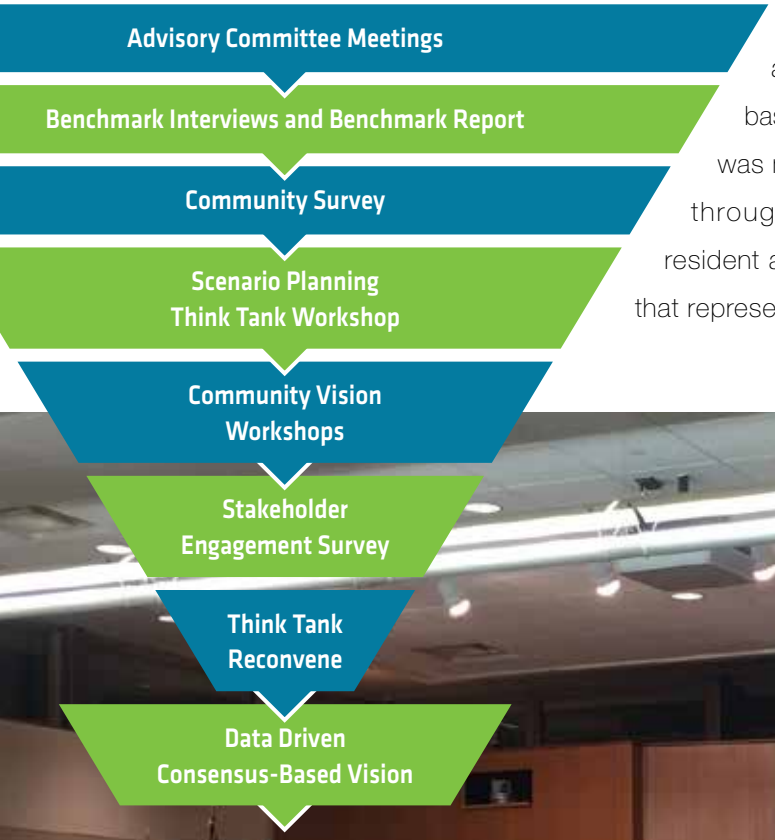


The following reports have been prepared up to this point as part of the Wayzata 2040, Sailing Ahead project:

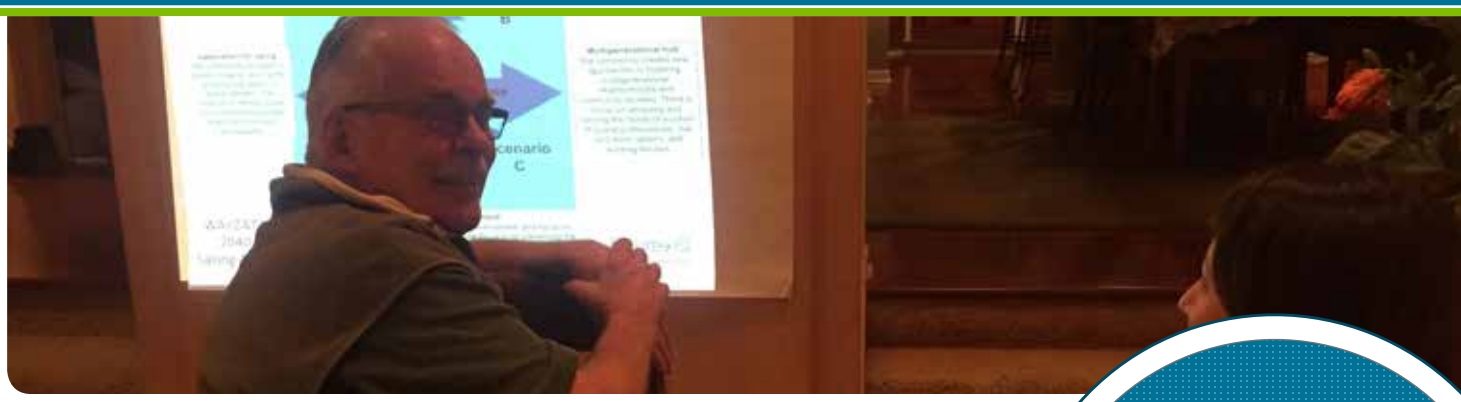
- *City of Wayzata Community Profile and Benchmark Analysis, September 2017*
- *City of Wayzata Scenarios of the Future Report, September 2017*
- *City of Wayzata Stakeholder Engagement Report, February 2018*

Wayzata's data driven, consensus-based future vision was carefully and methodically developed through crucial meetings, detailed surveys, and meaningful community dialogue.

3.2 BUILDING CONSENSUS-BASED VISION



The vision development process aimed at creating a consensus-based vision. This data driven process was made up of key themes that evolved throughout the project, leading Wayzata resident and stakeholders to a 'point-of-consensus' that represents the shared vision of the future.



4.0 PREFERRED FUTURE AND KEY THEMES

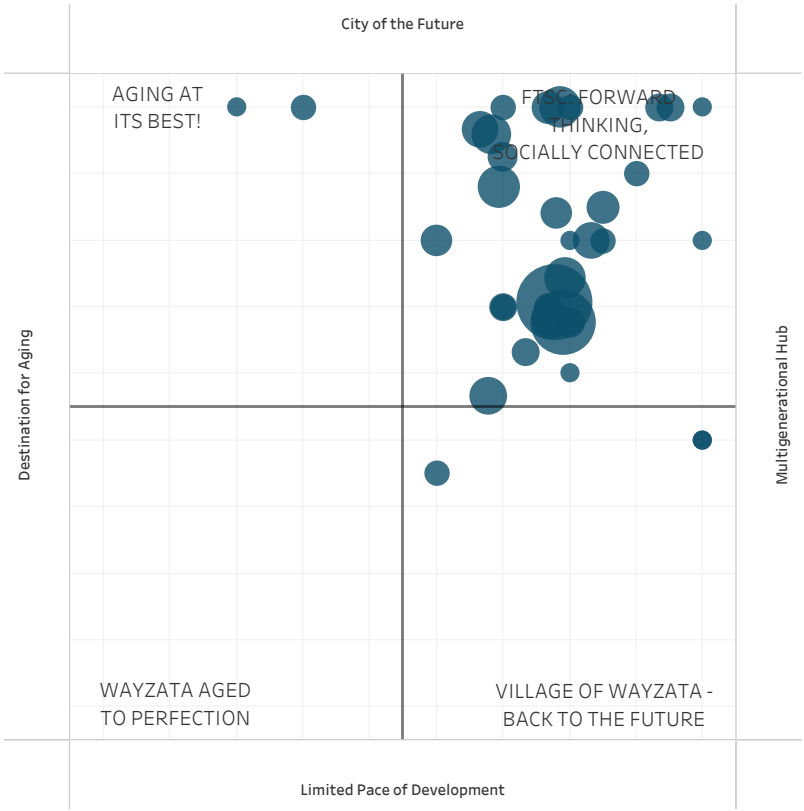
A comprehensive stakeholder engagement process established Wayzata's Preferred Future. The process was made up of interviews, a Community Survey, a Think Tank Workshop, nineteen visioning workshops, a Vision Survey, and a reconvening of the Think Tank.

The Stakeholder Engagement Report (http://lab.future-iq.com/wayzata-2040-sailing-ahead/) outlines the process of the creation of scenario spaces and the means by which Wayzata's preferred future was ascertained.

4.1 PREFERRED FUTURE SELECTION

Detailed work was carried out to understand where the point of consensus was in terms of Wayzata's preferred future. The key survey that explored this point of consensus was the Vision Survey. In the Vision Survey, respondents were asked – based on scenario descriptions that were outlined during the visioning workshop – which would be their preferred future.

Heat Map - Preferred Future

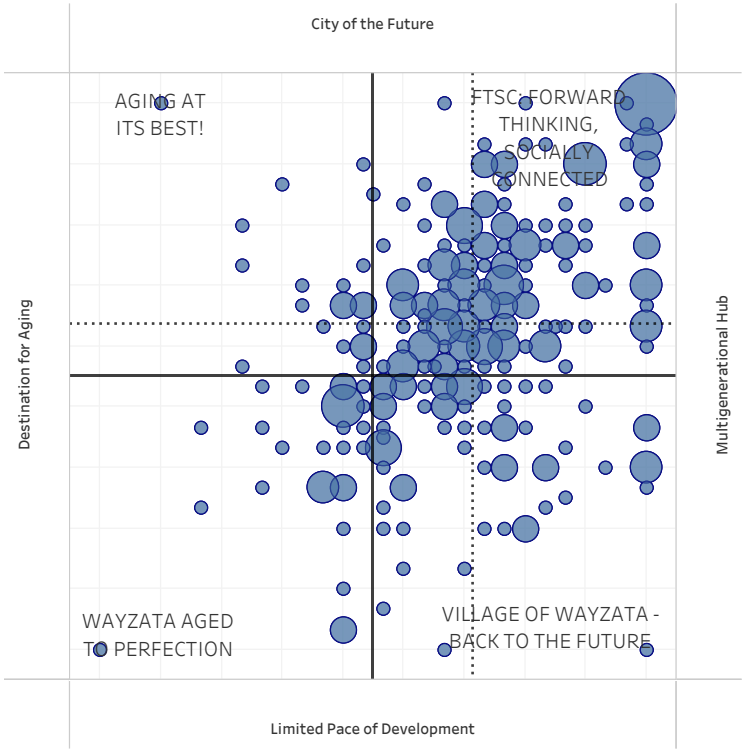


4.2 PREFERRED FUTURE SCENARIO VALIDATION MATRIX

Vision Survey respondents were also asked questions surrounding six key issues. These six issues represent sub-sets of each of the scenario matrix axis (Development Trajectory and Intergenerational Relevance). In each of the six questions, issues were asked on a scale mirroring the continuum of the axes. The responses to each of the questions were recombined to create an X and Y value, which was plotted on the scenario matrix below. This process serves as a key validation point, which gives insight into respondents' behavior on an issue by issue basis. Additionally, it shows whether their responses are in line with the 'Preferred Future.' In the scatter plot below we are able to visually see a concentration of consensus around the Future Scenario of 'FTSC- Future Thinking, Socially Connected.'

In both instances – when asked which scenario would be preferred, and through an issue by issue analysis of subsets that make up each scenario – Vision Survey respondents believe 'FTSC – Forward Thinking, Socially Connected' is the preferred future for the City of Wayzata.

Scenario Validation with Question Selection



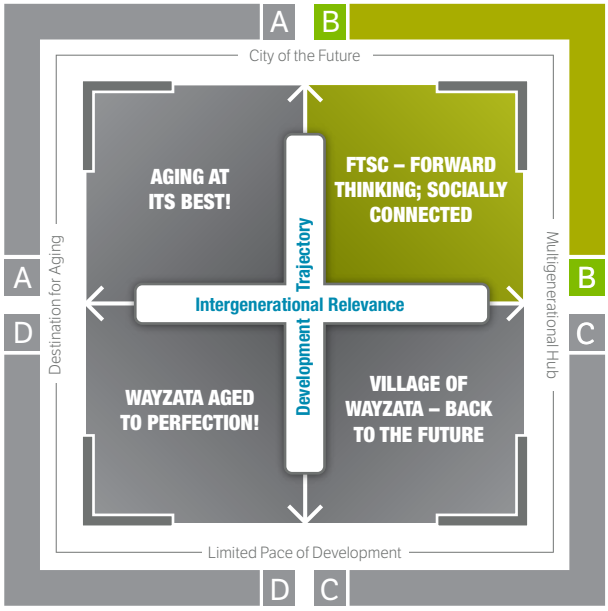
While recognizing there are outliers in the community, Wayzata can very confidently pursue a vision that is representative of the community's wishes and aspirations.

4.3 PREFERRED FUTURE: FTSC – FORWARD THINKING, SOCIALLY CONNECTED

"Wayzata, the best place to find the home of your choice" – 2040 Economic Headline News Developed by Think Tank Participants.

The Preferred Future of Wayzata, ascertained from the community's preferred future selection and reaction to sub-issues, was centered on 'Scenario B – FTSC – Forward Thinking, Socially Connected' space. In this preferred future, Wayzata was described by Think Tank Participants as:

Wayzata has become a 'poster city' in terms of engaging multiple generations and embracing progress. It has reduced its median age, with a wide ethnic and generational mix. Young families, seasoned professionals, and retirees share a vibrant city that has newly developed apartments, modern and traditional single family homes, and affordable housing.



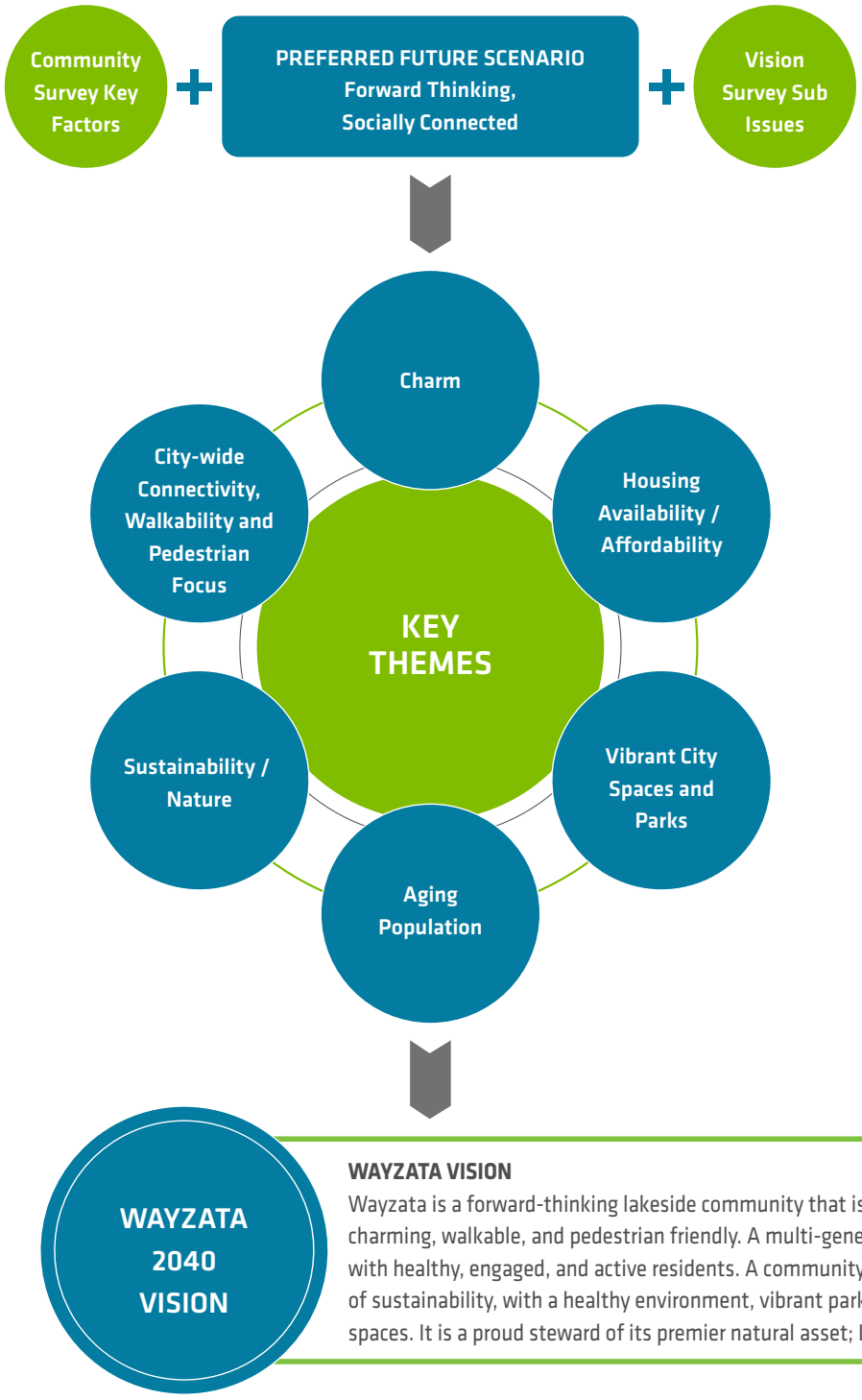
Wayzata is a trailblazing City that is proud to have achieved energy neutrality. Its downtown hosts a pedestrian-only Lake street, a beautifully finished Lake Effect Park and a state of the art transportation system. Lake Street has evolved into a multi-generational hub, where people of all ages come together to live, work, and play. The shops are small, local, and relevant and numerous markets exist throughout the City. The City boasts a cutting-edge storm treatment center, and it focuses strongly on environmental sustainability.

Wayzata's larger population means a larger police force that is able to effectively maintain Wayzata's reputation in being a safe and inclusive City. The City now has state of the art medical facilities and places a strong emphasis on options for healthy living and exercise. The City launches programs such as "Elders taking care of babies" where the city's retiree population comes together to support young working families.

4.4 KEY THEMES FROM STAKEHOLDER ENGAGEMENT PROCESS

The data analysis of the community engagement process allowed for the identification of six key themes that were most relevant to the future of Wayzata. These key themes are elements that were repeated through the interviews, the community survey, the Think Tank, the stakeholder engagement workshops, the Vision Survey, and the Think Tank reconvene.

Wayzata's Vision emerges from a number of key themes that were present throughout the stakeholder engagement process.



WAYZATA VISION
Wayzata is a forward-thinking lakeside community that is socially connected, charming, walkable, and pedestrian friendly. A multi-generational community with healthy, engaged, and active residents. A community that is in the forefront of sustainability, with a healthy environment, vibrant parks and enticing City spaces. It is a proud steward of its premier natural asset; Lake Minnetonka.

5.0 WAYZATA 2040 VISION - GUIDING PRINCIPLES AND IMPLEMENTATION FRAMEWORK

The Wayzata 2040 Vision Guiding Principles were developed from the key themes that emerged during the stakeholder engagement process, analysis of the community survey and vision survey responses, visioning workshops, the Think Tank, and the Think Tank reconvene. These guiding principles underpin the implementation of Wayzata's Vision.

As the visioning process progressed, the main themes surrounding Wayzata's vision became more focused, leading to eight core Wayzata 2040 Vision Guiding Principles.

Guiding Principles that support the Implementation of the Wayzata 2040 Vision

WAYZATA 2040 VISION

WAYZATA VISION
Wayzata is a forward-thinking lakeside community that is socially connected, charming, walkable, and pedestrian friendly. A multi-generational community with healthy, engaged, and active residents. A community that is in the forefront of sustainability, with a healthy environment, vibrant parks and enticing City spaces. It is a proud steward of its premier natural asset; Lake Minnetonka.

1. Charming
2. Walkable and Pedestrian Friendly
3. Healthy, Engaged and Active
4. Vibrant Parks and City Spaces
5. Environmental Sustainability
6. Multi-Generational
7. Connected
8. City Nodes with Greater Housing Diversity

6.0 VISION IN ACTION STRATEGIC FRAMEWORK

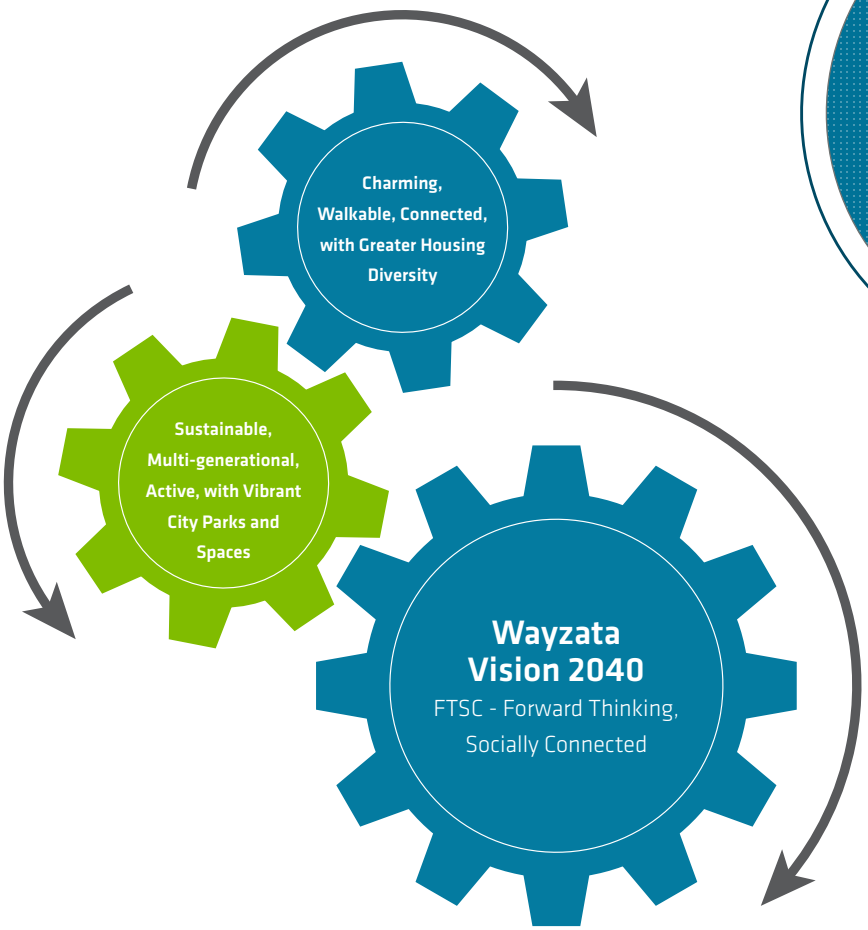
The Wayzata 2040 Vision Guiding Principles were drawn from initial research, staff interviews, the community profile and benchmark analysis, the Think Tank, and most importantly the stakeholder engagement process.

These dynamic and interrelated principles serve as a framework by which Wayzata can achieve the preferred future scenario 'FTSC – Forward Thinking, Socially Connected.'

6.1 DYNAMIC SYSTEMS-THINKING

The Wayzata 2040 Vision Guiding Principles were built on a systems-thinking approach. Each principle needs to enable and empower the other principles. For example, making Wayzata a more multi-generational City will empower and be empowered by a healthy, engaged and active community. Within each guiding principle, the City of Wayzata needs to look for opportunities and take actions that will sustain and empower the other key principles.

A systems-thinking approach ensures the entire vision is seen as a unit. Decisions made within each interconnected principle ensures the entire system functions optimally.



6.2 IMPLEMENTING GUIDING PRINCIPLES: DYNAMIC SYSTEMS-THINKING AND VISION IN ACTION ITEMS

The sections that follow explore in detail each of the guiding principles. The ideas that are presented are drawn from the community engagement process and best practices analysis. Quotes that are included were drawn from the visioning workshops, the Community Survey, and the Vision Survey.

The Vision in Action sections detail how guiding principles translate into concrete actions. The Vision in Action items – as with the Guiding Principles - operate on a dynamic systems-thinking. One Vision in Action item is not independent from another. Each Vision in Action is placed under a guiding principle because it largely speaks to that specific area, but all principles are deeply interrelated and will simultaneously address multiple guiding principles.

Wayzata residents have a deep regard for the notion of charm. Preserving and developing charm as Wayzata looks into the future is an exciting challenge.

7.0 GUIDING PRINCIPLES

7.1 GUIDING PRINCIPLE 1: CHARMING

7.1.1 IMPORTANCE OF CHARM

Fostering charm in a community requires intentionality and purpose. A stronger focus on design – sending developers back to the proverbial drawing table to bring a more tasteful proposal – is a check that would go a long way. City residents want to connect to the City's shared spaces. City spaces can be plain or they can be charming – it is just a question of thoughtfulness. Visitors and residents will connect to places that evoke a sense of belonging, and a sense of nostalgia. Wayzata – by nature, as it is located on the shore of Lake Minnetonka – evokes these feelings. The challenge for the City is to make charm an utmost priority not only in new developments but in every aspect of the City's lifecycle. Placing emphasis on the arts, for example, is something that allows passers-by and visitors to slow down and enjoy the City. Development should be small and intimate, creating room for "randomness."

A definite arrival gate would be another step that would enhance Wayzata's charm. A gateway enhances the feeling that you have arrived somewhere special, and if the City pairs the gateway with small touches of charm throughout the City – like planters, art pieces, and sidewalk cafes - the overall charm of Wayzata will be greatly enhanced.

A key aspect of Wayzata's charm that cannot be understated is the role of history. Wayzata is a City fortunate to have both an active Historical Society, and an active Heritage Preservation Board. These groups work tirelessly to document and protect Wayzata's history. History should be considered and highlighted throughout Wayzata's development plans, and re-purposing and revival of key buildings should be of utmost priority. Properties like Section Foreman's house should aid Wayzata in highlighting its history while providing a functional space in a revitalized lake front, as proposed by the Lake Effect Park project.

DATA INSIGHT

Charm was at the center of all discussions regarding the future of Wayzata. Respondents of the Community Survey and the Vision Survey flooded the open ended questions with enhancing Wayzata's charm as an opportunity, and the loss of Wayzata's charm as a threat.

7.1.2 VISION IN ACTION - CHARMING

VISION IN ACTION

- Revitalizing Lake Street to de-emphasize cars, creating a pedestri an-centric atmosphere. Sidewalk cafes, wide sidewalks and bike / cross country ski parking.
- Create a Main Gateway-like Wayzata entrance on Wayzata Boulevard. Enhance that main artery with landscaping.
- Incorporate an amphitheater in a prominent location by Lake Minnetonka - preferably by the proposed City Plaza (see Vibrant Parks and City Spaces section).
- Create an internal structure within the Planning Commission and City Council to ensure all new developments not only meet current City standards, but are built in line with the City's charm priority.
- Bring a Christmas Tree vendor to downtown Wayzata during the Holiday season.
- Artwork in public spaces.
- Ensure Section Foreman's House is revitalized in a way that highlights Wayzata's History.
- Look for Historical Designation opportunities of key Wayzata buildings, particularly City owned spaces.
- Small and intimate development creating room for "randomness."

BOLD IDEAS

- Establish a Planning Commission Subcommittee tasked with modernizing the City of Wayzata Design Standards and aligning it to the CIty's vision ensuring charm and a focus on design is at the forefront of each new development.
- Encourage the development of a Performance Arts Center and Movie Theatre on City land. Create green spaces within it, so it's a community gathering location that adds to charm and builds a greater sense of community.

LOW HANGING FRUIT

- Enforce requirements surrounding flower baskets, pots, plants.
- Significantly increase the amount of City-displayed plants.
- Host small events in conjunction with the Farmers Market - small live bands, "bring your pet" day, etc.
- Add Adirondack Chairs at the Beach.
- Establish a monthly food truck / small vendor Saturday lunch.
- Fire pit around the downtown area for the community to gather around and roast marshmallows.

"Charm is a product of the unexpected."

– Jose Marti

7.2 GUIDING PRINCIPLE 2: WALKABLE AND PEDESTRIAN FRIENDLY

7.2.1 IMPORTANCE OF WALKABILITY AND BEING PEDESTRIAN FRIENDLY

A walkable and pedestrian friendly environment leads to a greater vibrancy in the community, reduces social isolation, and leads to healthier and happier communities. Wayzata is primed for increasing its walkability: it is compact, has great connectivity potential, and counts with a demographic that is highly interested in walkable spaces. The argument for a more pedestrian oriented community goes beyond the social and health benefits it provides - walkable communities also lead to increased economic activity.

Millennials and baby boomers alike are seeking communities with high walkability potential, so transforming Wayzata's streets would also enable Wayzata's multi-generational vision.

In order to foster a more walkable community, it is key to create safe and physically enticing spaces, convenient locations to go to and from, and routes that are welcoming to pedestrians. City ordinances and design standards relating to sidewalk widths would have to be revisited, commercial space design would have to be evaluated through a pedestrian centric lens as human scale spaces need to be at the forefront of any new development.

For Wayzata to be walkable, development needs to occur on a smaller human scale – smaller parks near neighborhoods, small node development for small economic activity in otherwise traditionally residential neighborhoods, and housing within traditionally commercial spaces.

Example of creating a walkable city: Wayzata Boulevard / Central Avenue North intersection.

Current status

Image 1: Separation between commercial areas and residential areas

Commercial Buildings *Multi-Family Residential*

Future option

Image 2: More desirable arrangement with higher density residences interwoven within commercial spaces, leading to greater walkability, mobility, and higher tax base for Wayzata.

DATA INSIGHT

Throughout the visioning process residents and stakeholders highlighted the importance of Wayzata being a more walkable community. Many residents moved to Wayzata for its walkability potential, but find themselves walking on tight sidewalks and driving half of a mile to get to the grocery store.

DataInsight

7.2.2 VISION IN ACTION – WALKABLE AND PEDESTRIAN FRIENDLY

VISION IN ACTION

- Change Wayzata's Design Standard Districts, allowing for more pedestrian friendly node development on the Bluff and Wayzata Boulevard Districts.
- Eliminate street parking on Lake Street and convert it into pedestrian friendly spaces - wider sidewalks, green spaces, and bike paths.
- Create a master pedestrian plan.[1]
- Create a Wayfinding City System that directs pedestrians to "pedestrian loops." Measure distances in minutes rather than miles.
- Revamp Wayzata Boulevard and Superior Boulevard to transform them into poster streets for walkability.
- Adopt a "Complete Streets" Policy ensuring 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."[2]

BOLD IDEAS

- Transform the core downtown section of Lake Street into car-free zone, initially in the summer.

LOW HANGING FRUIT

- Evaluate Wayzata's pedestrian connections and fill gaps with sidewalks and trails to ensure maximum walkability potential.
- Close Lake Street to car-traffic every Saturday or Sunday in the summer to allow for greater pedestrian and bicycle enjoyment.
- Pursue a Walkable Community Workshop through the Minnesota Department of Health's SHIP program (Statewide Health Improvement Partnership).
- Conduct a thorough Walkability Analysis of Wayzata, and take concrete action on findings.

"I need to drive to and from work, but when I'm home I would like to be able to walk to theaters, grocery stores, salons."

– Wayzata Resident

7.3 GUIDING PRINCIPLE 3: HEALTHY, ENGAGED AND ACTIVE

7.3.1 IMPORTANCE OF A HEALTHY, ENGAGED AND ACTIVE COMMUNITY

In order to be prepared for dealing with health and wellness, Wayzata needs to recognize the importance of being a healthy community.

The built environment has a direct impact on the community's health, engagement, and activity level. Thoughtful and intentional city planning can foster greater levels of activity, engagement and positively impact human health. Healthy communities are communities where residents have easy access to good nutrition, access to transportation, and plenty of physical activity opportunity.

Wayzata is not immune to accessibility to healthy living considerations because of its wealthier demographic base. Being home to an aging demographic and intentionally seeking out younger families highlights the need for Wayzata to have residents' health as a top priority. Access to good nutrition for Wayzata's seniors may look like better transportation options that give seniors greater mobility and flexibility.

Easily accessible physical activity is another area of opportunity in Wayzata. Enhanced parks and greater access to trails is essential. Recreation and enrichment opportunities could be greatly enhanced, making physical activity and the outdoors part of the Wayzata community's daily life.

"Health happens in neighborhoods."

– Dr. David Erickson

DataInsight

DATA INSIGHT

In the community survey, respondents stated that health and wellness is a factor with a great level of importance for the City of Wayzata, but one they perceive the city to be unprepared for.

7.3.2 VISION IN ACTION - HEALTHY, ENGAGED AND ACTIVE

VISION IN ACTION

- Encourage walking and biking within the community.
- Enhance Wayzata's walkability (see Walkable Vision in Action Section).
- Enhance recreational opportunities that allow residents and visitors to engage with nature and exercise.
- Create a City of Wayzata Healthy Living series where experts give monthly lectures to residents in the community room.

BOLD IDEAS

- Create a Healthy, Engaged, and Active Coalition tasked with taking a holistic approach toward Wayzata's Community Health.
- Launch a Plan4Health Initiative.[3]

LOW HANGING FRUIT

- Specifically address public health in the Comprehensive Plan Update by following the Comprehensive Planning for a Healthy Community Checklist.[4]
- Offer discounts at the Muni for those who walk or bike to the restaurant.
- Encourage Wayzata businesses to become "Bicycle Friendly Businesses."
- Set up a "Walk with the Mayor" monthly series where the Mayor takes questions from residents over a brisk and refreshing walk.
- Pursue "Nice and Ride" Bike Rentals.

"The greatest wealth is health."

– Virgil

7.4 GUIDING PRINCIPLE 4: VIBRANT PARKS AND CITY SPACES

7.4.1 IMPORTANCE OF VIBRANT PARKS AND CITY SPACES

The synergy of Wayzata's Parks and Trails System Master Plan and the Lake Effect Project has the unique and exciting potential to create a lively, intergenerational, and healthy Wayzata.

Vibrant city parks and city spaces are essential to Wayzata's future. Parks provide mental health benefits to residents, opportunities for physical activity, and bring the important nature connection to daily routines. City spaces allow residents and visitors to come together, create a sense of belonging, and encourage walkability.

Wayzata, through the upcoming robust Parks and Trails System Master Plan, can revive its park spaces and transform them into inter-generational centers with opportunities and spaces from young families to older generations. Connecting the parks and city spaces are also crucial for Wayzata's vitality. While Wayzata has plenty of park land, some spaces feel forgotten. The Nature Center is the key example of a place that could be reinvented to further connect residents and visitors with nature, and provide opportunities for physical activity.

The revitalization of Lake Street has a huge opportunity to transform the parking lot overlooking the lake into a lively City Plaza where all ages can coexist. Having a central location where residents and visitors experience a sense of belonging is a key development area for several guiding principles within Wayzata's vision. The Lake Effect Eco Park and several other aspects of the Lake Effect project greatly address this need – a section of this vision addresses the Lake Effect specifically and how several aspects of the future of Wayzata are closely tied to its successful implementation.

Recreation opportunities can be further enhanced by a staffed Wayzata Parks and Recreation Department. The work currently being carried out through partnerships fostered by Lake Effect Conservancy (with the YMCA, Wayzata Sailing School, Wayzata School District, Interfaith Outreach, and Science Museum of Minnesota) is a fantastic step in that direction, so the focus should be on enhancing those partnerships and centralizing them at the City level so as to enhance access and grow the number of programs offered.

"Love the parks and trails! We need to continue to focus on lake/ecosystem preservation, as well as greater opportunities to capitalize on winter park activities--paddle ball, broomball, bonfire pit, snowshoe trails."

– Wayzata Resident and Vision Survey Respondent

DATA INSIGHT:

Throughout the engagement process, Wayzata residents and stakeholders stated that Wayzata is missing places where people feel they can connect and belong.

DataInsight

7.4.2 VISION IN ACTION - VIBRANT PARKS AND CITY SPACES

VISION IN ACTION

- Establish a staffed Wayzata Parks and Recreation Department to centralize and enhance recreational and educational opportunities.
- Transform the parking lot along Lake Street into a Vibrant and Pedestrian Focused City Plaza.
- Support the development of the Parks and Trails System Master Plan, encouraging the plan to consider all aspects of Wayzata's 2040 Community Vision.
- Support the materialization of the Lake Effect Parks.
- Establish a "Safe Routes to Parks"[5] program.
- Set up Wayzata's own recreational programs for multiple generations (sports leagues, classes in parks).

BOLD IDEAS

- Establish equipment rentals in City parks. Ice skates, snow shoes, bikes, fat tire bikes, bocce ball, kayak, paddle boards, etc.

LOW HANGING FRUIT

- Set up Community Gardens throughout the City.
- Enhance recreational opportunities and activities - offer year round recreation programming.
- Grow and encourage the partnerships currently fostered by the Lake Effect Conservancy.

"Are sidewalk cafes to stare at parked cars worth it?"

– Wayzata Resident and Vision Survey Respondent

7.5 GUIDING PRINCIPLE 5: ENVIRONMENTAL SUSTAINABILITY

7.5.1 IMPORTANCE OF ENVIRONMENTAL SUSTAINABILITY

Wayzata sustainability efforts start with Lake Minnetonka's ecosystem and permeate all aspects of the City.

As a prosperous and renowned destination suburb, Wayzata has an opportunity to take the lead on sustainability goals and objectives. In the Vision Survey, 68% of respondents believe that Wayzata should 'Aggressively pursue new sustainability actions and focus.'

The health of Lake Minnetonka's ecosystem, a city free of visual and noise pollution, and a city that cares about fostering a healthy, vibrant, and sustainable environment should be Wayzata's priorities.

A process to streamline the permitting application of green energy sources such as residential solar systems and the encouragement of the use of green sources of energy in large developments was highlighted by stakeholders as a key step in achieving a more sustainable Wayzata. Wayzata could also reduce the number of city landscapes that have high consumption of water and instead opt for more sustainable options.

The establishment of a City of Wayzata Sustainability Commission which would allow Wayzata to determine its sustainability goals and take bold steps to achieve them was mentioned during the engagement process. Stakeholders agreed on a balanced but progressive agenda in Wayzata's sustainability efforts.

"Sustainability is no longer about doing less harm. It is about doing more good."

– Jochen Zeitz

DataInsight

DATA INSIGHT:

There was clear appetite for Wayzata to embrace sustainability concepts, and become a poster City in terms of energy neutrality, reduction of water use, and increase of green spaces.

7.5.2 VISION IN ACTION - ENVIRONMENTAL SUSTAINABILITY

VISION IN ACTION

- Establish a Wayzata Sustainability Commission, whose initial step could be to undertake an audit and benchmarking of Wayzata against best practice principles for sustainability.
- Rewrite city codes to ensure they are in line with City's sustainability objectives.
- Reduce the number of City landscapes that have high levels of water consumption.
- Improve solar and other green energy residential Permitting process.
- Update City Building codes that promote energy efficiency.
- Increase tree cover by significantly increasing the number of trees in Wayzata.
- Favor developments that commit to building LEED certified buildings (Leadership in Energy and Environmental Design).
- Ensure that run off issues do not contribute to nutrient load or pollution in the lake, or in local wetlands.

BOLD IDEAS

- Explore City energy neutrality.
- Encourage new buildings to at the forefront of sustainability principles, including being LEED Certified.

LOW HANGING FRUIT

- Favor developments that rely on green sources of energy.
- Host an annual Earth Day event in partnership with the Chamber.

"Wayzata should pursue a policy of solar and alternative sources that are enabling to residents, not disabling"

– Wayzata resident

7.6 GUIDING PRINCIPLE 6: MULTI-GENERATIONAL

7.6.1 IMPORTANCE OF A MULTI-GENERATIONAL COMMUNITY

A mix of retirees, young professionals, seasoned professionals, and young families would bring vitality to Wayzata, and ensure it can thrive for generations to come.

One of the strongest qualities of the "FTSC- Forward Thinking, Socially Connected" preferred future is a multi-generational Wayzata. Being a multi-generational community is of extreme importance to Wayzata's residents and stakeholders. When asked what Wayzata's population mix should look like in 2040, over 80% of Vision Survey respondents believe that it should be geared towards a diverse, mixed- age community attractive to families and younger professionals.

This guiding principle strongly overlaps with many other principles developed as part of Wayzata's Vision because a multi-generational community necessarily implies diverse housing, transportation availability, and safe walkable and bikeable environments.

Young families are not able to move to Wayzata due to the high property costs – housing diversity such as nodes with townhom developments would enable this important demographic to move to the City. Senior housing has flourished in Wayzata, and many newly built condos have attracted older generations wanting to retire in the City. Multi-generational programs to engage and keep this demographic active can ensure Wayzata's livelihood.

When asked what the allocation of resources should look like in Wayzata, 79% of vision survey respondents believe that Wayzata should allocate its resources to infrastructure that helps foster its appeal as an intergenerational community.

A multi-generational Wayzata, however, should not be reduced to a place where persons of different generations live – it must be a place where all generations belong, thrive, and are valued as integral part of the Wayzata community.

"A community cannot fully thrive in the absence of any generational cohort, since we all support one another."

– Jeff Speck

DataInsight

DATA INSIGHT:

67% of Vision Survey respondents believe that Wayzata should diversify the economy to help attract young professionals and 'start up' companies.

7.6.2 VISION IN ACTION – MULTI-GENERATIONAL

VISION IN ACTION

- Foster Intergenerational programs throughout the community: Senior tutors at Wayzata Library, community garden classes.
- Encourage establishment of start up companies in Wayzata.
- Support developments that create multi-generational friendly housing.
- Increase walkability and bikeability in an effort to attract Millenials and Baby Boomers.
- Establish park activities that cater to different generational cohorts.
- Invest in state of the art playgrounds and activities that specifically cater to young famlies.

BOLD IDEAS

- Establish a Wayzata Youth Civic Engagement Initiative aimed at information and perspective exchange with the City's teenagers.
- Build a "Multi-Generational" Community Center - offering programing for all ages.

LOW HANGING FRUIT

- Engage youth in City operations. Create a joint program with Wayzata schools, encouraging students to be involved in the City.
- Memory care cafe at Wayzata Library.[1]

"I would love to see a thriving community that is safe, easy to travel on foot or by bike, multi-generational, able to support day-to-day life with its shops and restaurants, economically and racially diverse."

– Wayzata resident

7.7 GUIDING PRINCIPLE 7: CONNECTED

7.7.1 IMPORTANCE OF BEING CONNECTED

A year-round, predictable intracommunity vehicle would allow for greater freedom within the community, enhancing mobility, increasing the number of pedestrians strolling through shops and restaurants, and greatly add to Wayzata's charm.

City-wide Connectivity is a topic that came up repeatedly throughout the visioning process. Wayzata residents and stakeholders want to interact with the City in ways they haven't interacted before.

To achieve a fully connected and vibrant city, Wayzata must approach connectivity from a multi-dimensional standpoint. Parks, trails, and city spaces systems must be linked to each other. Pedestrian focus should be the priority which will in turn develop a tighter community that makes way for higher density development. Finally, a transportation system that addresses both intracommunity and intercommunity transportation will have to emerge.

Throughout the engagement process, the idea of an intracommunity transportation system surfaced. Repeatedly, the desire of residents to have a reliable, year-round, and pleasant mode of transportation across Wayzata would arise. At the Think Tank reconvene, this idea became more refined and a community where cars were de-emphasized was highlighted. Wayzata residents and visitors would have the ability to park their cars – or boat, or bike – anywhere within the City, and be able to rely on an intracommunity transportation system that would bring them from place to place. The Trolley is a picturesque summer activity that inspired this intracommunity vehicle, but the vision is something more accessible for all generations, that is quiet and has a small carbon footprint and cost for the City.

Additionally, connectivity could be greatly enhanced if green networks were created throughout the City. The wetlands on the Nature Center could serve as a main green artery connecting Wayzata Boulevard to the downtown area. The corner of Superior Boulevard and Wayzata Boulevard could house a secondary City Plaza, which would enhance mobility and connectivity between the two main commercial nodes of the City. The more visibility there is between City nodes, the more natural mobility between them will occur.

"Deep walkability describes a city that is built in such a way that you can move from one area to another on foot, on bicycle, on transit and have an experience that remains a pleasant one, that you feel you are welcome not just in the neighborhood but moving between neighborhoods."

– Alex Steffen

DATA INSIGHT:

Wayzata is compact and primed for connectivity, but it has a notable gap in this area. Lack of connectivity, which is inherently linked with poor walkability, is the signature of suburbs developed with the car as a central mode of transportation.

DataInsight

7.7.2 VISION IN ACTION - CONNECTED

VISION IN ACTION

- Significantly enhance the City's pedestrian and bike trails via the Parks and Trails System Master Plan.
- Develop pedestrian loops as part of a master pedestrian plan .
- Enhance Walkability in Wayzata through widened sidewalks, Wayfinding and placing less emphasis on vehicles.
- Develop a higher density node of development, attracting walkability-seeking generational cohorts.

BOLD IDEAS

- Create an intracommunity transportation system that allows residents and visitors to access the entire City without the need for a car.
- Revitalize the Nature Center creating a connection point between Wayzata Boulevard and Lake Street.
- Create a secondary City Plaza by Superior Boulevard and Wayzata Boulevard to enhance connectivity between the two main Wayzata nodes.

LOW HANGING FRUIT

- Work with trolley providers to significantly enhance the Trolley offering during the summer.
- Mark pedestrian and bike lanes with paint on streets where sidewalks and bike trails are not available.

The Biggest Opportunity for Wayzata over the next 10-20 years is "Becoming a leader in technology and true connectivity of its citizens with the tightness of geography and services."

– Wayzata resident and Community Survey Respondent

7.8 GUIDING PRINCIPLE 8: CITY NODES WITH GREATER HOUSING DIVERSITY

7.8.1 IMPORTANCE OF CITY NODES WITH GREATER HOUSING DIVERSITY

In order to be the multigenerational hub City envisioned by residents and stakeholders, Wayzata will have to make some difficult decisions surrounding housing and welcome nodes of development with higher housing density.

Housing availability and affordability were key themes throughout the engagement process. The current Wayzata reality is that single family homes are expensive, pricing young families out of Wayzata. Additionally, most higher density development has been in the form of condos by the lake with price tags sometimes much higher than the City's single family residences, which attract an older and more financially stable demographic.

Higher density, for Wayzata, would mean City pockets with townhom developments, and housing developments in traditionally commercial areas. This higher density, combined with pointed efforts to make Wayzata walkable, multi-generational, and connected would bring liveliness to nodes within the City.

During the Think Tank reconvene, the corner of Wayzata Boulevard and Central Avenue was explored as a key node primed for higher density development. Wayzata Boulevard and Barry Avenue Park and Ride location is another location within Wayzata with potential for a small commercial/residential node development.

"My biggest sadness as a Wayzata resident is knowing my kids will probably not be able to afford to live in Wayzata."

– Wayzata resident

DataInsight

DATA INSIGHT:

Throughout the engagement process, the discussions around housing revolved around bringing young families to Wayzata and how the City could make this a reality.

7.8.2 VISION IN ACTION – NODES

VISION IN ACTION

- Encourage mixed developments throughout Wayzata Boulevard.
- Revitalize the streets around Wayzata Boulevard in order to accomodate a more walkability-seeking resident cohort.
- Encourage the development of more affordable town-homes as a means of attracting younger families to Wayzata.
- Update Wayzata's affordable housing plan.
- Attract start up companies to Wayzata.

BOLD IDEAS

- Develop a thorough and ambitious small area plan for Wayzata Boulevard.

LOW HANGING FRUIT

- Encourage the development of low scale town-homes within single family neighborhoods.
- Reduce the number of required parking spaces in new residential development.

"The perfect Wayzata in 2040 is an equal mix of young and old, moderate incomes and high incomes; a very healthy Lake Minnetonka; safe walkability and biking; interesting and unique retail; and arts and entertainment center."

The largest changes in Wayzata's Comprehensive Plan will be zoning and ordinance changes that enhance walkability and allow for node development in traditionally commercial only spaces such as Wayzata Boulevard.

8.0 HOW WAYZATA VISION 2040 CONNECTS TO THE COMPREHENSIVE PLAN

Wayzata Vision was developed to inform the City's 2018 Comprehensive Plan Update. The Advisory Committee that guided the vision project has been tasked with assisting City staff in transforming this robust vision into concrete technical aspects of the Comprehensive Plan Update.

Many changes won't be in the form of technical aspects, but in the form of Wayzata's general favorability towards developments that help Wayzata achieve its 'FTSC- Forward Thinking, Socially Connected' Future. Charm is one of the guiding principles that would require the City to take several non-ordinance and non-zoning steps. However, walkability is one issue that would require several changes to the City's ordinances in the form of sidewalk sizes and bolder actions like adopting a Complete Streets policy.

In order to foster a holistic approach towards health in Wayzata's Comprehensive Plan, Wayzata should make use of available resources such as Comprehensive Planning for a Healthy Community[6] and Plan4Health[7]. Several "Vision in Action" Steps are in line or drawn from the resources mentioned.

[1] *https://www.hennepin.us/-/media/hennepinus/your-government/projects-initiatives/active-living/FINAL_CHECKLIST_ComprehensivePlanningForAHealthyCommunity_May24-2017.pdf?la=en*

[2] *http://plan4health.us/*

9.0 HOW WAYZATA VISION 2040 CONNECTS TO THE LAKE EFFECT PARK PROJECT

The Lake Effect Park Project is a key aspect of Wayzata's future. While concentrated on the downtown area, the proposed project has proven to be the very essence of Wayzata's preferred future of 'FTSC-Forward Thinking, Socially Connected.'

While the Wayzata 2040 Visioning Process was broader in scope – looking at the entire City of Wayzata versus the lake portion – it largely reinforced the need for all aspects of the Lake Effect Park Project to move forward and to be implemented. This implementation and revitalization of the lakefront should be carried out in conjunction with the Vision in Action themes outlined in this document for Wayzata as a whole can be successful.

While the Lake Effect is largely a privately funded effort, this vision highlights the need for the City of Wayzata to continue supporting this project.

DATA INSIGHT:

When asked what the biggest opportunities for Wayzata would be in the next five years, community survey respondents overwhelming stated that the lakeshore and the Lake Effect were the biggest opportunities for the City.

DataInsight

10.0 OPPORTUNITY AND RISK ANALYSIS

Wayzata is a community that is committed to implementing its Vision. The Comprehensive Plan Update and its alignment to the Vision is the first large step in moving Wayzata towards the preferred future of 'FTSC-Forward Thinking, Socially Connected.' Over the next several years, actions have the power to pull Wayzata towards or away from the preferred future. The key to the implementation Wayzata's Vision will be avoiding the pitfalls of steps that will take Wayzata off the path to its preferred future. Combining input from the various engagement activities, the following diagram shows some markers that may be used as Wayzata pursues its Vision.

What will drive us TOWARDS the preferred future?	What will drive us AWAY from the preferred future?
Momentum and Community buy-in	Inaction and a lack of engagement from leadership and Community Members
City Staff, Elected Officials and Community Members commitment to implementation of vision	Poor communication by Leadership to Community Members
Robust Comprehensive Plan Update addressing vision items	Actions taken without the community vision in mind
Education and communication about the shared vision for Wayzata	Lack of funding support for the vision plan initiatives including lack of private funding for the Lake Effect Park Project
Pursuit of core Vision in Action items, and willingness to pursue bold Vision in Action Items	Skepticism on the part of Leadership and Community Members
Accountability and measurable outcomes throughout the implementation of the vision	Community and/or Leadership not thinking about the greater good but seeking self-interested objectives
Collaborative strength through effective leadership	Pre-conceived ideas surrounding vision in action items

Key to the success for Wayzata's Vision will be the consistent engagement and goal setting by the leadership around the action steps. Consistent and effective communication, transparency and collaboration will encourage participation and a sense of ownership for all stakeholders.

"Innovation distinguishes between a leader and a follower."

– Steve Jobs

11.0 LOOKING AHEAD: IMPORTANT TOPICS FOR THE FUTURE

CONSULTANT'S PERSPECTIVE

The topics and discussion presented in this section are the consultants perspective and reflections on five key issues. These are deep underlying issues, that potentially will have a significant impact on the future of Wayzata. They are topics which we believe to be worthy of ongoing consideration.

Pedestrian-only Lake Street

A pedestrian-only section of Lake Street came up repeatedly during the visioning process but the topic doesn't yet seem primed for Wayzata's full buy-in. As autonomous cars start replacing traditional vehicles, and Wayzata further enhances its connectivity and mobility, we believe this is an important subject that Wayzata should revisit in the not too distant future.

Energy neutrality

The appetite for energy neutrality was emphatically discussed in some settings throughout the engagement process. When tested at the Think Tank workshop, there seemed to be strong agreement that Wayzata should pursue bold standards such as energy neutrality. Wayzata, through the establishment of a Sustainability Commission, should further explore and evaluate the community's appetite for a bold goal of becoming an energy neutral City.

Surrounding Community Collaboration

There is potential in solving some community challenges by creating strong partnerships with surrounding communities. Long Lake, for example, while it doesn't officially border Wayzata, is a close neighbor that presents a lot of collaboration potential beyond Police protection services. We strongly believe the Wayzata can look for synergies with surrounding communities and could greatly enhance collaboration.

Businesses / Developers vs. Residents Perspectives

Throughout the visioning process stakeholders would refer to perceived contradictory perspectives between businesses, developers, and residents, when it comes to the future of Wayzata. Residents perceive businesses and developers to want Wayzata with high-rises and commercial areas. Business owners perceive residents to be against any proposed development they bring to the table. We strongly believe there is much more common ground between these two seemingly separate groups of stakeholders than each one recognizes. The City can use its influence to bring businesses and developers interests closer to resident interests. As it was highlighted in Wayzata's vision, for example, residents wouldn't be opposed to new developments if they met their charm and walkability goals.

Connectivity with the Greater Minneapolis-St. Paul Metro Area

There is significant appetite on the part of some resident and stakeholder cohorts for Wayzata to become more connected with the greater Minneapolis-St. Paul metro area and the MSP Airport. This sentiment is more pronounced among Wayzata commuters and Millennials. However, some resident cohorts are still weary of the possible increased non-resident traffic this would mean for Wayzata. We believe Wayzata's long term vitality and relevance in this growing metropolitan area is highly dependent on being more connected with its downtown areas and main airport hub. As Wayzata implements its vision, it will increasingly target younger generations and attract walkability-seeking residents. This resident profile will also pursue communities with high levels of connectivity beyond City limits.

12.0 ENDNOTES

1 http://www.dot.state.mn.us/peds/plan/

2 https://smartgrowthamerica.org/program/national-complete-streets-coalition/what-are-complete-streets/

3 http://plan4health.us/

4 https://www.hennepin.us/-/media/hennepinus/your-government/projects-initiatives/active-living/FINAL_CHECKLIST_ComprehensivePlanningForAHealthyCommunity_May24-2017.pdf?la=en

5 http://www.nrpa.org/Safe-Routes-To-Parks/

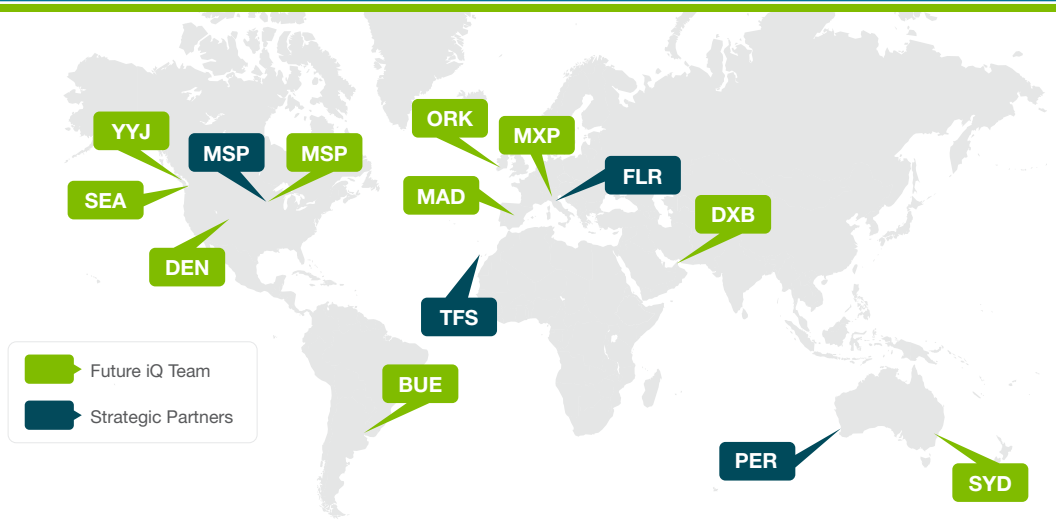
6 https://www.hennepin.us/-/media/hennepinus/your-government/projects-initiatives/active-living/FINAL_CHECKLIST_ComprehensivePlanningForAHealthyCommunity_May24-2017.pdf?la=en

7 http://plan4health.us/

13.0 ACKNOWLEDGEMENTS

Many groups have had a significant role in developing this Vision. At the heart of the process was the active and thoughtful participation from many community residents and stakeholders. The following people and groups deserve special mention:

- Mayor Ken Willcox and City Council Members have provided invaluable guidance to the Advisory Committee and Future iQ.
- City Council member Steven Tyacke dedicated countless hours to visioning workshops, broadening residents understanding of the interrelated of issues impacting Wayzata.
- Advisory Committee Members who guided Future iQ and provided invaluable expertise throughout the process.
- City Staff, particularly Jeff Dahl, Jeff Thomson, Kristin Classey, and Mike Kelly who provided invaluable expertise and insight to make this project a success.
- Owners and employees of McCormick's and 6Smith, restaurants that generously opened their doors and helped residents and stakeholders come together to better prepare Wayzata for the future.



14.0 ABOUT FUTURE IQ

Future iQ specializes in the development and application of scenario planning, network analysis, industry and regional analysis, and stakeholder engagement. The company specializes in applying innovative tools and approaches to assist organizations, regions and industries plan for the future.

To learn more about Future iQ, and our recent projects visit **www.future-iq.com** or by email at **info@future-iq.com**

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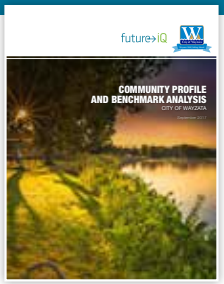
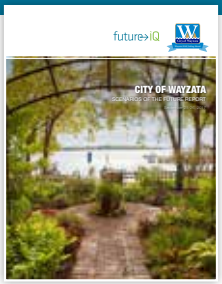


Community Profile and Benchmark Analysis
September 2017



City of Wayzata Scenarios of the Future Report
September 2017

City of Wayzata Stakeholder Engagement Report
February 2018

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Wayzata 2040, Sailing Ahead

CITY OF WAYZATA

STAKEHOLDER ENGAGEMENT REPORT

Wayzata, Minnesota, USA
February 2018

CITY OF WAYZATA

WAYZATA 2040, SAILING AHEAD
STAKEHOLDER ENGAGEMENT REPORT

Wayzata, Minnesota, USA

February 2018

This report outlines the stakeholder engagement findings that were conducted as part of the Wayzata 2040, Sailing Ahead Visioning Project. This report provides a compilation of findings, analyses, and conclusions that have been used to support the development of the Vision for the future of the City of Wayzata.

REPORT PREPARED BY:

future→iQ

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'Wayzata 2040, Sailing Ahead' has brought City of Wayzata residents and stakeholders together within a large-scale community visioning process ensuring that the 2040 Comprehensive Plan reflects the collective community's aspirations.

1.0 INTRODUCTION

In 2017, the City of Wayzata embarked on a comprehensive Visioning Project which would assist in the development of the City's 2040 Comprehensive Plan. The visioning project was named Wayzata 2040, Sailing Ahead. This project would became the first half of the City's Comprehensive Plan update process and would be strictly dedicated to community engagement. The main goal of Wayzata 2040, Sailing Ahead was to engage with City residents and stakeholders in order to explore the City's assets and determine where they would like to see Wayzata in 10, 20 and 30 years' time. This process enables the Wayzata community to take control and input into the process to shape their own future.

The stakeholder engagement process will be built into the City's Vision, which will in turn be used to create a cohesive and strong Comprehensive Plan. Wayzata 2040, Sailing Ahead will create shared goals, which will ensure that every decision made in Wayzata's Comprehensive Plan will bring the City closer to the vision that it has for the entire community. This long-range visioning process was designed to ensure that residents, business owners, local institutions and all community stakeholders within Wayzata had a voice, and that their input would provide the City with the insight needed to set intelligent, coordinated, and creative future priorities. There are five definitive phases of Wayzata 2040, Sailing Ahead process:

- Issue Exploration
- Scenario Development
- Examination of Implications
- Alignment of Wayzata's Vision
- Development of the Wayzata 2040 Vision document

Future iQ explored the issues shaping the future of Wayzata through background research and staff interviews, the Community Profile and Benchmark Analysis Report, and the extensive Community Survey. The development of the scenarios for the future of Wayzata was conducted in the Think Tank Workshop. Preferred and expected futures were explored through 19 Visioning Workshop Sessions across Wayzata. The Alignment of the Vision was conducted through the identification of the areas of shared vision for Wayzata in the Reconvening of the Think Tank Workshop. The aforementioned four steps guided and informed the development of the Wayzata 2040 Vision document.

This report outlines the project's stakeholder engagement process and provides a compilation of findings, analyses, and conclusions that may be used to support the development of a comprehensive community vision of Wayzata. Of particular interest is the alignment of the input from residents, and other key stakeholders. This alignment provides a clear direction and a vision that is supported by all, which leads to broad stakeholder buy-in and momentum.

2.0 ENGAGEMENT APPROACH AND TIMELINE

The overall Wayzata Vision development process during 2017 included several major principles:

- Future Oriented. The objective was to 'peer' into the future and design a process that drew together strategic foresight and identification of preferred future outcomes in Wayzata.
- People Focused. The process aimed to offer maximum opportunity for local stakeholders and community members to engage in meaningful and thoughtful discussion about the future. A series of workshops and surveys were conducted to provide structured input.
- Data Driven. The planning work was underpinned by extensive analysis of community dynamics and surveying of stakeholders and community members.

2.1 ENGAGEMENT APPROACH

A range of complementary engagement methodologies were used. A highlight of each engagement methodology is below:

- Scoping interviews and benchmark analysis: Scoping interviews were held in June and July 2017 and were used in order to explore the issues that were seen to be shaping the future of Wayzata. In September 2017, the Wayzata Community Profile and Benchmark Analysis was produced. This report consisted of a description of Wayzata and included current population make up, select characteristics of households, labor force, income and employment characteristics. Most importantly, the benchmark analysis identified – via a multi-dimensional analysis - seventeen communities similar to Wayzata, where best practices could be sourced and implemented at the vision stage.
- Community Survey: The issues generated through the scoping interviews were explored further and community input was acquired by means of an extensive Community Survey which ran from August to November.
- Think Tank Scenario Planning Workshop: Scenario Planning was conducted within a two evening Think Tank workshop in late September in order to generate plausible futures for Wayzata and to ascertain the preferred and expected futures.

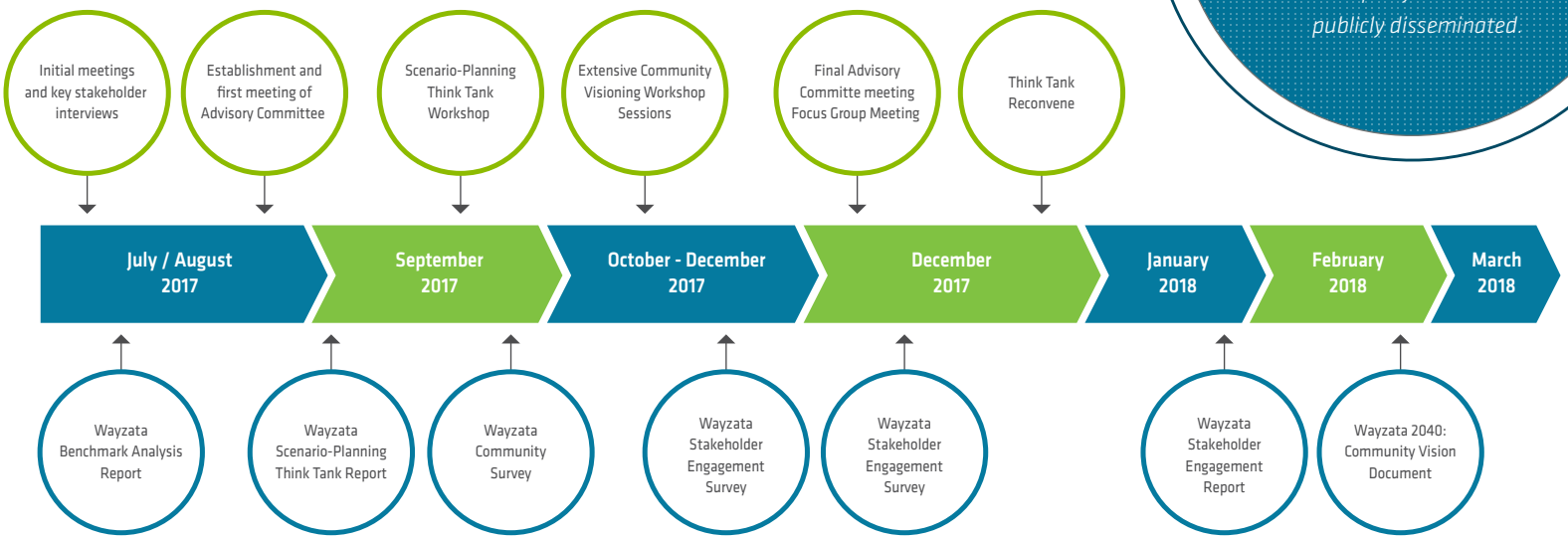
- **Vision Workshops**: The scenarios developed at the Think Tank were taken out to the wider Wayzata community within nineteen engagement sessions to test the plausibility of the scenarios. An engagement survey was used to gauge the reactions and perspectives of each of the attendees at the end of each engagement session. The engagement sessions were held from October to December.

- **Data Visualization Portal**: The results from the Community Survey and Engagement Sessions were subsequently compiled and displayed via an online data visualization platform. This platform consisted of filterable charts which enabled stakeholders to view the results from a range of options including age, location, importance of factors, preparedness of Wayzata for change and other variants.

- **Reconvening Think Tank**: The original Think Tank was reconvened in mid-December and the results from the community surveys and engagement sessions were shown to participants. This workshop was also used to clarify the areas of shared vision for the future of Wayzata.

The 'Wayzata 2040: Sailing Ahead' process was designed to offer the broad Wayzata community a platform for meaningful engagement where ideas and concerns would be openly shared and publicly disseminated.

2.2 ENGAGEMENT TIMELINE



3.0 ENGAGEMENT METHODOLOGIES AND RESULTS

Future iQ uses a people-focused community engagement approach that emphasizes broad and deep participatory engagement methods to create collaborative environments that produce aligned visions for the future. For the purposes of this project, various engagement methods were used including meetings and interviews, several visioning workshops, a Think Tank and a subsequent reconvene of the Think Tank group, an online community survey, and a stakeholder engagement survey. In addition, Future iQ hosted an interactive Lab Portal for the project (http://lab.future-iq.com/wayzata-2040-sailing-ahead/)

Information about the project was disseminated through a designated website (www.wayzata.org/Wayzata2040). Surveys, workshop information, and all relevant project information was posted on this website.

This project began in June 2017 with meetings between Future iQ and the City of Wayzata staff. Wayzata City Council appointed an Advisory Committee, and the first meeting of this Committee was held on August 1, 2017. At that meeting, new committee members were appointed and committee member roles and responsibilities were established. The Advisory Committee played a crucial role in the engagement process not only by outreach to community members, but also by championing many of the visioning workshop sessions and ensuring a broad spectrum of residents and stakeholders attended the sessions. A list of the Advisory Committee Members is below:

- Dan Koch (City Council)
- Steven Tyacke (City Council)
- Graciela Gonzalez (Planning)
- Jeff Buchanan (Planning)
- Chris Plantan (Planning)
- Dan Baasen (Parks)
- Jim McWethy (Parks)
- Kim Anderson (Heritage)
- Elissa Madson (Heritage)
- Tom Shaver (HRA)
- Bob Ambrose (HRA)
- Becky Pierson (Chamber)
- Kimberly Tutt Moorse (Folkestone)
- Patricia Ecklund (Wayzata Resident and Folkestone Staff)
- Jeff Dahl (Staff)
- Jeff Thomson (Staff)
- Mike Kelly (Staff)

3.1 COMMUNITY SURVEY

The main objective of the Community Survey was to understand the perspectives of the community and the perceptions around key factors shaping the future of Wayzata. The Community Survey was live from August to November, and community members explored:

- The importance of a range of issues facing Wayzata and when they would impact the City
- Positivity or negativity related to the range of issues and overall impact
- Preparedness of Wayzata to adapt to projected changes
- Opportunities for the future of Wayzata in the next 5 to 20 years
- Threats to the future of Wayzata in the next 5 to 20 years

The Community Survey endeavored to understand the perspectives of the community about key trends shaping the future of Wayzata.

Several factors, which were determined based on Future iQ's research and refined through interviews and signed off by the Advisory committee, were:

- Aging population of Wayzata
- Vibrancy of the community in the winter
- Job market / availability of employment in the City
- Workforce and skills shortage in the City
- Housing affordability
- Housing options / types of housing available
- Tear-down and rebuild of traditional neighborhoods
- Historical preservation
- Preservation of historical buildings
- History / Archaeology
- Pre-European history of the area
- Traffic congestion association with high season
- Traffic issues associated with daily commute patterns to and from Wayzata
- Public transit access and availability
- Family friendly amenities
- Intergenerational amenities
- Reputation as premier suburb of the Twin Cities
- Loss of younger adult generations from Wayzata
- Health and Wellness
- Availability of post-secondary or technical education
- Entertainment options
- Diversified and expanded recreation offerings
- City-wide walkability and Bike-ability
- Neighborhood / Businesses / Parks / Trails / Lakefront Connectability
- Vibrant City Parks
- Distinctive Retail Experience
- Trend of less brick and mortar retail and more online shopping
- Top regional destination
- Changing long-term weather conditions and patterns
- Quality of lakeshore life
- Protection of ecosystem and enhanced environmental sustainability
- Increased racial and ethnic diversity
- Economic diversity
- Diversity of representation
- Urban resiliency / adaptability to change

Community members were also asked profiling questions which investigated:

- Whether the participant was interested in Community/ Social issues, Environmental issues or Economic/ Industry issues
- How long the participant had lived in Wayzata
- Whether the participant was a full-time resident, part-time resident, commuter, or seasonal resident of Wayzata
- The area of Wayzata in which the participant lives
- Age
- Gender

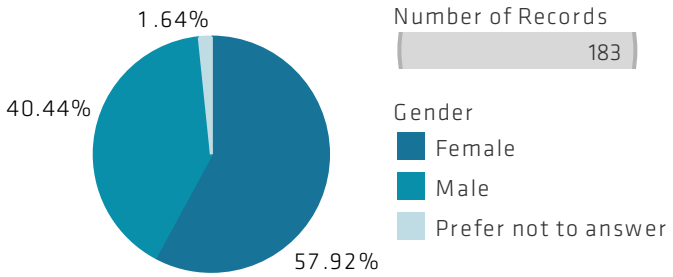
3.1.1 STRUCTURE OF COMMUNITY SURVEY

The Community survey consisted of 21 questions and asked a series of multi-dimensional, in-depth questions and was available online and in hard copy. A total of 189 stakeholders took the survey, an appropriate sample of Wayzata residents and stakeholders. The survey counted with open ended questions as well as matrix and ranking questions. The open ended provided great insight into individual's perceptions and wishes as it relates to Wayzata's future. The matrix and ranking questions laid the foundation for a powerful data visualization platform, which allows for great exploration of each question.

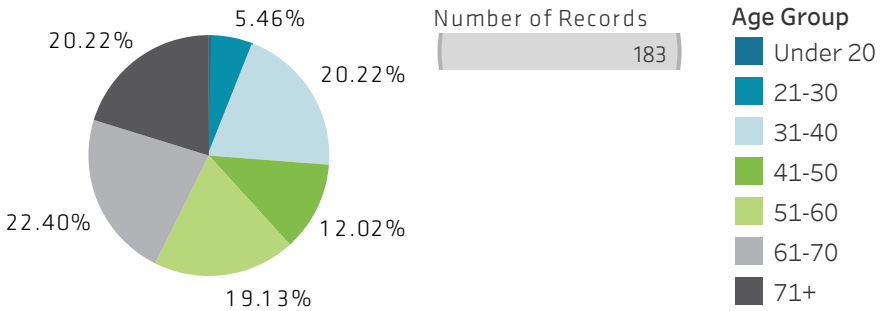
In total, 189 stakeholders took the Community Survey.

3.1.2 SURVEY RESPONDENT PROFILE

57.91% of respondents were male and 40.44% of respondents were female.



The majority of respondents were over 50 years of age. With the largest age cohorts being 61-70 years and over 70 years.



The correlation between gender and age range showed that the strongest cohort of respondents were females between 51-60 and males between 61-70 and over 71. Of note, there was strong participation by males between 31-40.

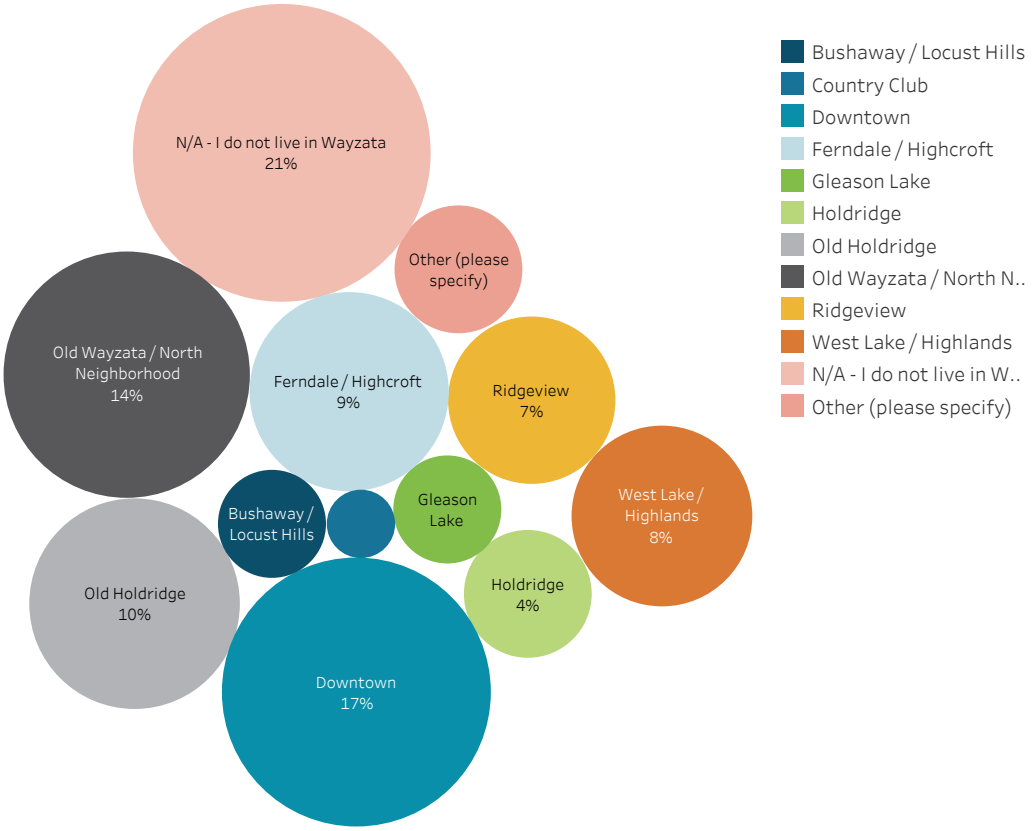
Age Group

Gender	Under 20	21-30	31-40	41-50	51-60	61-70	71+
Female	0.94%	6.60%	16.98%	7.55%	27.36%	21.70%	18.87%
Male		2.70%	24.32%	18.92%	8.11%	22.97%	22.97%
Prefer not to answer		33.33%	33.33%			33.33%	

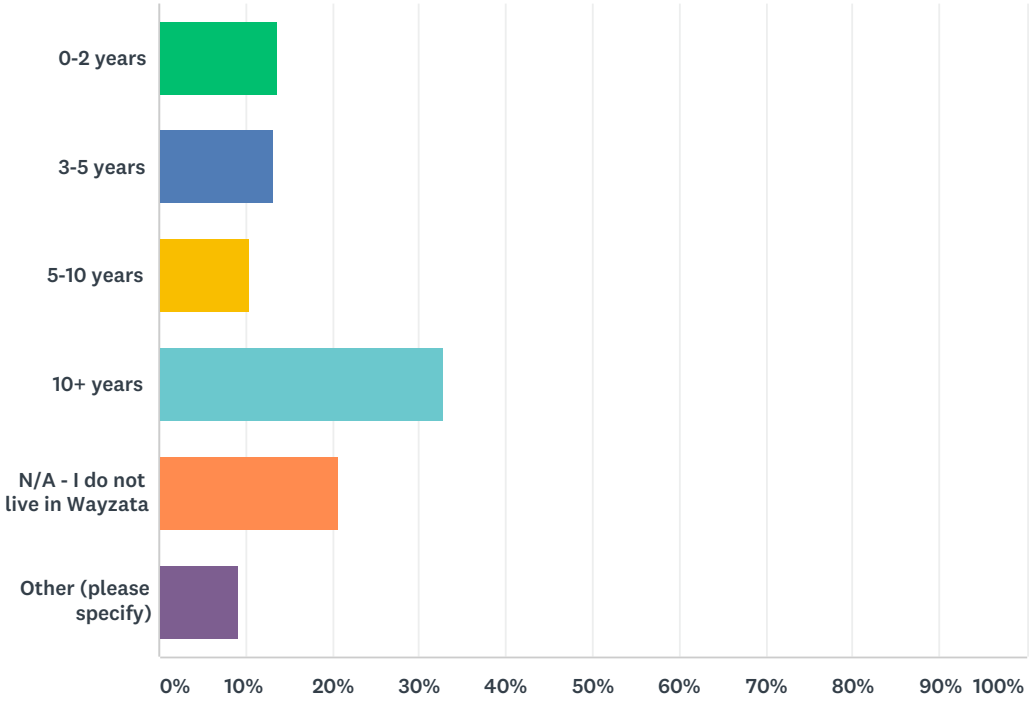
% of Total Number of Respondents

0.94% 33.33%

Most of the respondents lived outside of Wayzata (21%). Of Wayzata residents, the most represented neighborhood was Downtown (17%) followed by Old Wayzata / North Neighborhood (14%).



Of the survey respondents, 32% have lived in Wayzata for over 10 years. Of note is that close to 26% of respondents have moved to Wayzata in the past 5 years.



3.1.3 COMMUNITY SURVEY RESULTS

This section explores the key results from the community survey and highlights the items of note. The full survey can be viewed online at www.wayzata.org/wayzata2040. A legend containing the colors of each factor listed within the survey is below.

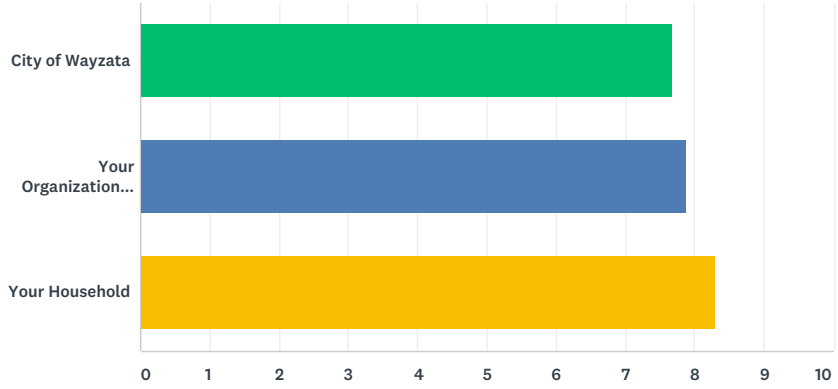
Factors

- Aging population of Wayzata
- Availability of post-secondary or technical education
- Changing long-term weather conditions and patterns
- City-wide walkability and Bike-ability
- Distinctive Retail Experience
- Diversified and expanded recreation offerings
- Diversity of representation
- Economic diversity
- Entertainment options
- Family friendly amenities
- Health and Wellness
- Historical preservation
- History / Archaeology
- Housing affordability
- Housing options / types of housing available
- Increased racial and ethnic diversity
- Intergenerational amenities
- Job market / availability of employment in the City
- Loss of younger adult generations from Wayzata
- Neighborhood / Businesses / Parks / Trails / Lakefront Connectability
- Pre-European history of the area
- Preservation of historical buildings
- Protection of ecosystem and enhanced environmental sustainability
- Public transit access and availability
- Quality of lakeshore life
- Reputation as premier suburb of the Twin Cities
- Tear-down and rebuild of traditional neighborhoods
- Top regional destination
- Traffic congestion association with high season
- Traffic issues associated with daily commute patterns to and fromWayzata
- Trend of less brick and mortar retail and more online shopping
- Urbanresiliency /adaptability to change
- Vibrancy of the community in the winter
- Vibrant City Parks
- Workforce and skills shortage in the City

3.1.3.1 Future Prospects

Respondents were asked how they would rate the future prospects for the City of Wayzata, the respondents' organization / industry and the respondents' households over the next 5 years.

Respondents are optimistic about the future prospects for the City of Wayzata, their organization / industry, and their households.



3.1.3.2 Importance of Key Factors

The respondents were asked about the importance of a list of factors affecting the future of Wayzata. The top 15 most important factors, according to survey respondents were:

- City-wide walkability and Bike-ability
- Neighborhood / Businesses / Parks / Trails / Lakefront Connectability
- Protection of ecosystem and enhanced environmental sustainability
- Quality of lakeshore life
- Vibrant City Parks
- Traffic congestion association with high season
- Family friendly amenities
- Traffic issues associated with daily commute patterns to and from Wayzata
- Health and Wellness
- Distinctive Retail Experience
- Preservation of historical buildings
- Reputation as premier suburb of the Twin Cities
- Historical preservation
- Urban resiliency / adaptability to change
- Loss of younger adult generations from Wayzata

Respondents are optimistic about the future prospects for the City of Wayzata, their organization / industry, and their households.

3.1.3.3 Nature of Impact of Key Factors

Respondents were also asked about the nature of the impact of each factor (whether it would have a positive or negative impact on the future of Wayzata), and how prepared the City is to deal with each factor.

The top 10 factors that would, according to respondents, most positively affect Wayzata were:

- Vibrant City Parks
- Neighborhood / Businesses / Parks / Trails / Lakefront Connectability
- City-wide walkability and Bike-ability
- Reputation as premier suburb of the Twin Cities
- Diversified and expanded recreation offerings
- Top regional destination
- Family friendly amenities
- Entertainment options
- Protection of ecosystem and enhanced environmental sustainability
- Health and Wellness

Vibrant City Parks is the top factor respondents believe would most positively affect the Future of Wayzata.

The top 10 factors that would, according to respondents, most negatively affect Wayzata were:

- Traffic congestion associated with high season
- Traffic issues associated with daily commute patterns to and from Wayzata
- Loss of younger adult generations from Wayzata
- Trend of less brick and mortar retail and more online shopping
- Housing affordability
- Housing options / types of housing available
- Aging population of Wayzata
- Tear-down and rebuild of traditional neighborhoods
- Changing long-term weather conditions and patterns
- Workforce and skills shortage in the City

Traffic congestion associated with high season and traffic issues associated with daily commute patterns to and from Wayzata are the top two factors respondents believe would most negatively affect the future of Wayzata.

3.1.3.4 City Preparedness of Key factors

The respondents were asked how prepared they perceive Wayzata to be in dealing with each factor.

The top 10 factors that respondents perceive the City to be most prepared for were:

- Reputation as premier suburb of the Twin Cities
- Top regional destination
- Family friendly amenities
- Health and Wellness
- Vibrant City Parks
- Quality of lakeshore life
- Neighborhood / Businesses / Parks / Trails / Lakefront Connectability
- Diversified and expanded recreation offerings
- History / Archaeology
- City-wide walkability and Bike-ability

The City is perceived to be most prepared in its Reputation as premier suburb of the Twin Cities. The City is perceived to be least prepared for Housing affordability and Housing options / types of housing available.

The top 10 factors that respondents perceive the City to be least prepared for were:

- Housing affordability
- Housing options / types of housing available
- Traffic congestion association with high season
- Traffic issues associated with daily commute patterns to and from Wayzata
- Workforce and skills shortage in the City
- Diversity of representation
- Trend of less brick and mortar retail and more online shopping
- Economic diversity
- Loss of younger adult generations from Wayzata
- Increased racial and ethnic diversity

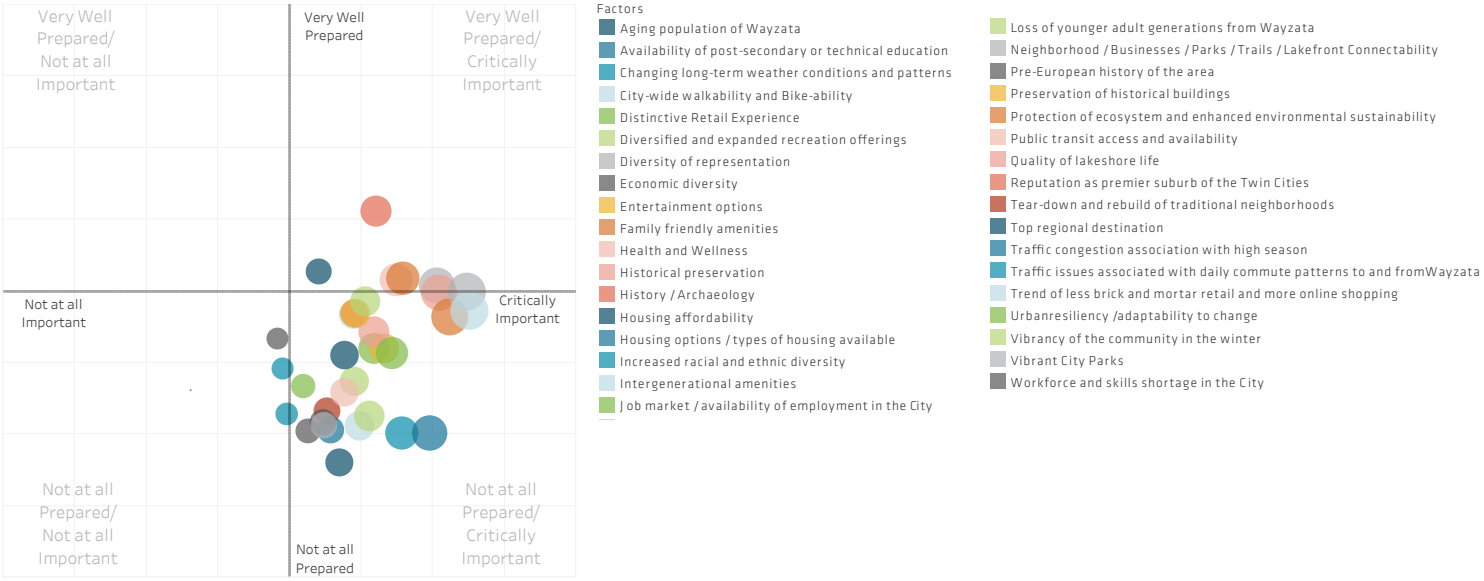
3.1.3.5 Key Factors - Importance x Preparedness

Importance and Preparedness Chart

This chart explores how important a range of topics are to the future of Wayzata and how prepared the City is to adapt to these changes. The chart combines responses to two questions that create an interactive scatter plot. The chart is structured as follows:

- X-Axis is the response to the question "Please indicate how important you think the following topics are to the future of Wayzata" The scale is 1-Not Important; 5 -Critically Important.
- Y-Axis is the response to the question "How well prepared is Wayzata to adapt to these changes?" The scale is 1-Not at all prepared; 5 -Very well prepared.

This chart presents the average results based on all respondents. The most critical factors are located in the bottom right side of the quadrant, which represent the issues that respondents consider to be critically important and perceive Wayzata to be unprepared for.



DataInsight

Key Things to Note

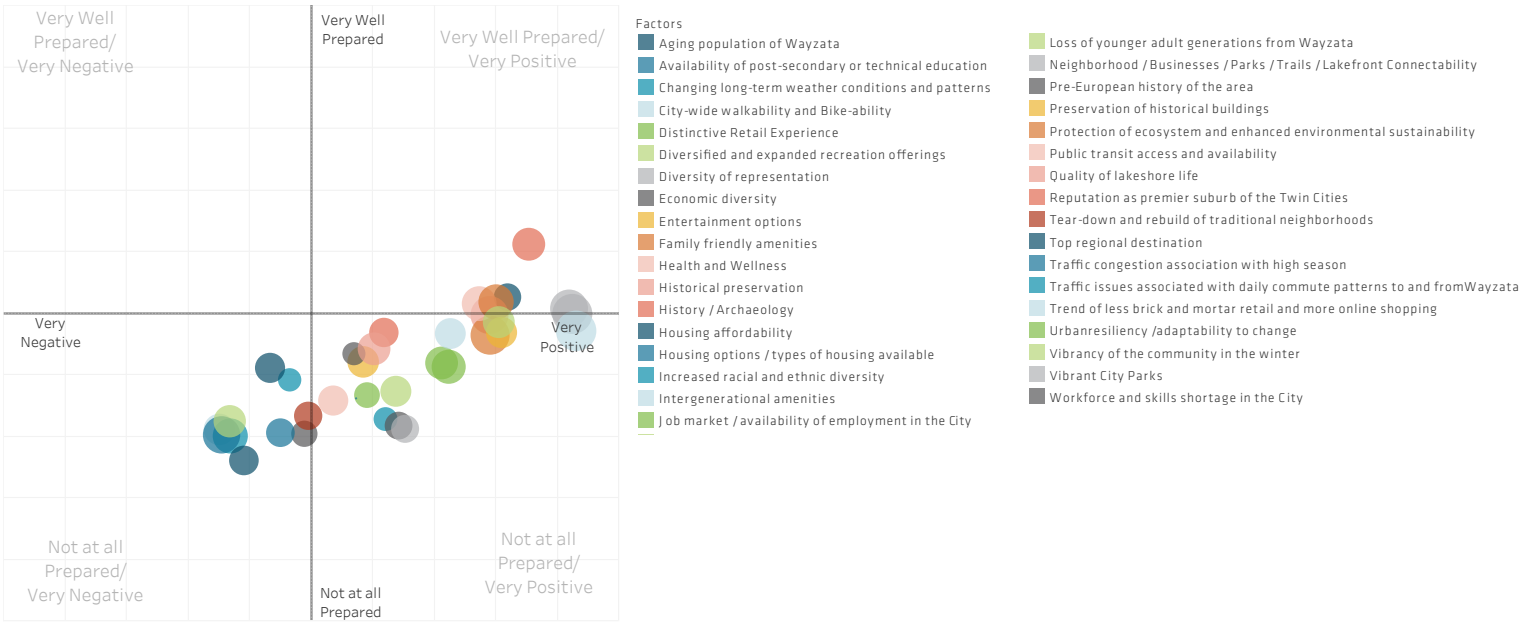
- Housing Affordability was seen to be the factor which the City is least prepared to adapt and with a reasonably high degree of importance.
- Traffic issues associated with daily commute patterns to and from Wayzata and Traffic congestion associated with high season were the two factors considered most critically important for Wayzata and the City is perceived to be unprepared looking out to the future.
- Reputation as a premier suburb of the Twin Cities was seen as the factor that the City is most prepared for and with a relative high degree of importance to the future of Wayzata.

3.1.3.6 Key Factors – Nature of Impact x Preparedness x Importance

This chart explores the impact of a range of topics for the future of Wayzata, the nature of impact of each factor and how prepared the City is to adapt to these changes. This chart combines responses to three questions to create an interactive scatter plot. The chart is structured as follows:

- X-Axis is the response to the question "Considering your answers to the above questions, how positive or negative do you think the changes will be within each topic area?" The scale is -5 Very negative; +5 Very Positive.
- Y-Axis is the response to the question "How well prepared is Wayzata to adapt to these changes?" The scale is 1-Not at all prepared; 5 –Very well prepared.
- Size of the dot is the response to the question "Please indicate how important you think the following topics are to the future of Wayzata" The scale is 1-Not Important; 5 -Critically Important.

This chart presents the average results based on all respondents. The most critical factors are located in the bottom left side of the quadrant, which represent the issues that respondents believe will have a negative impact on the City and perceive Wayzata to be unprepared for.



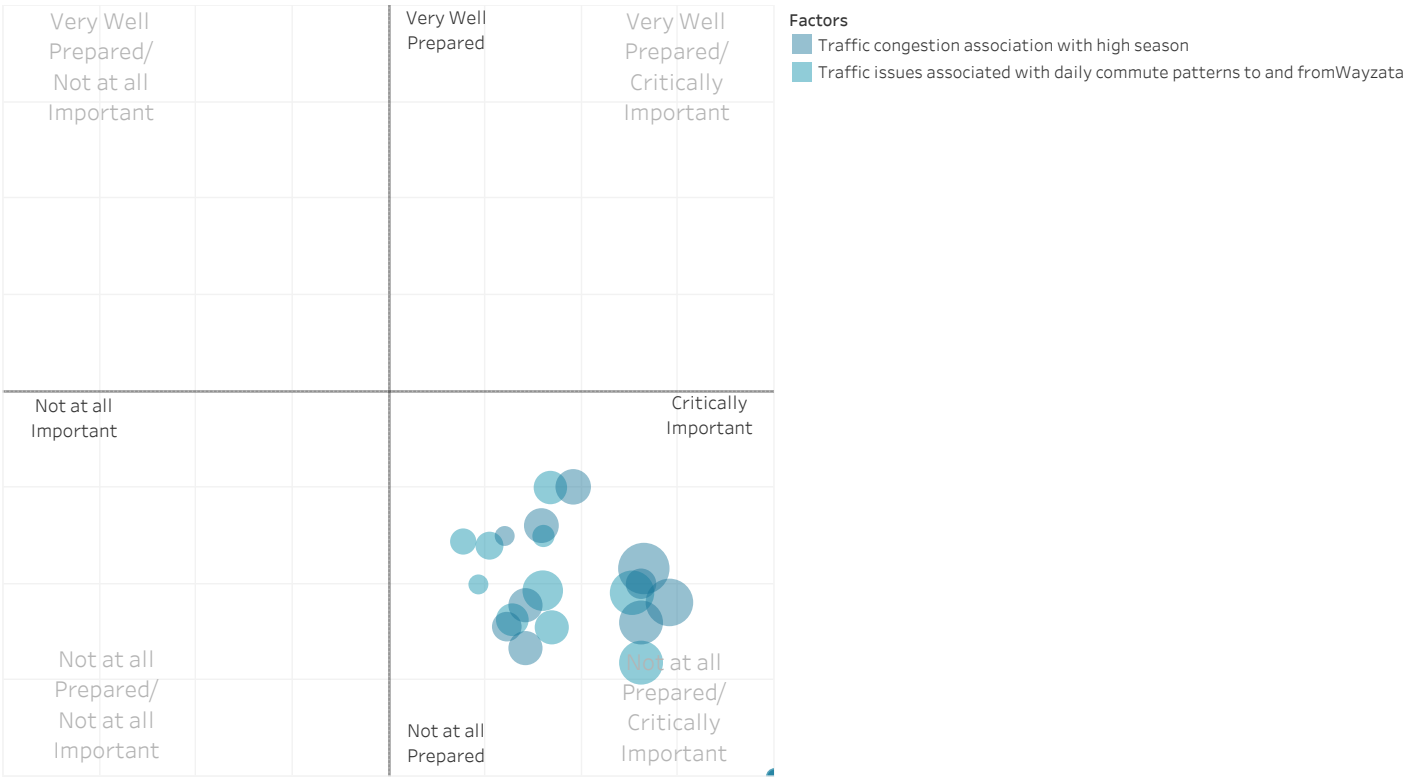
DataInsight

Key Things to Note

- The loss of younger adult generations from Wayzata, traffic issues associated with daily commute patterns to and from Wayzata, traffic congestion associated with high season and housing affordability were the issues that would have the most negative impact and which the City is least prepared for looking out to the future.
- The reputation as a premier suburb of the Twin Cities was seen as the factor that the City is most prepared for and has a positive impact to the future of Wayzata.
- City-wide walkability and Bike-ability, Neighborhood / Businesses / Parks / Trails / Lakefront Connectability, and Vibrant City Parks were key factors that were seen as providing the most positive impact for the City and with a neutral degree of preparedness.

3.1.3.7 Traffic Issues

Traffic issues associated with daily commute patterns to and from Wayzata and traffic congestion associated with high season were two key factors that ranked high in importance, low in City preparedness and with potential to negatively impact Wayzata. In this enhanced chart, the spread of responses shows great concentration surrounding the average points, which indicates a high level of agreement surrounding these two factors.



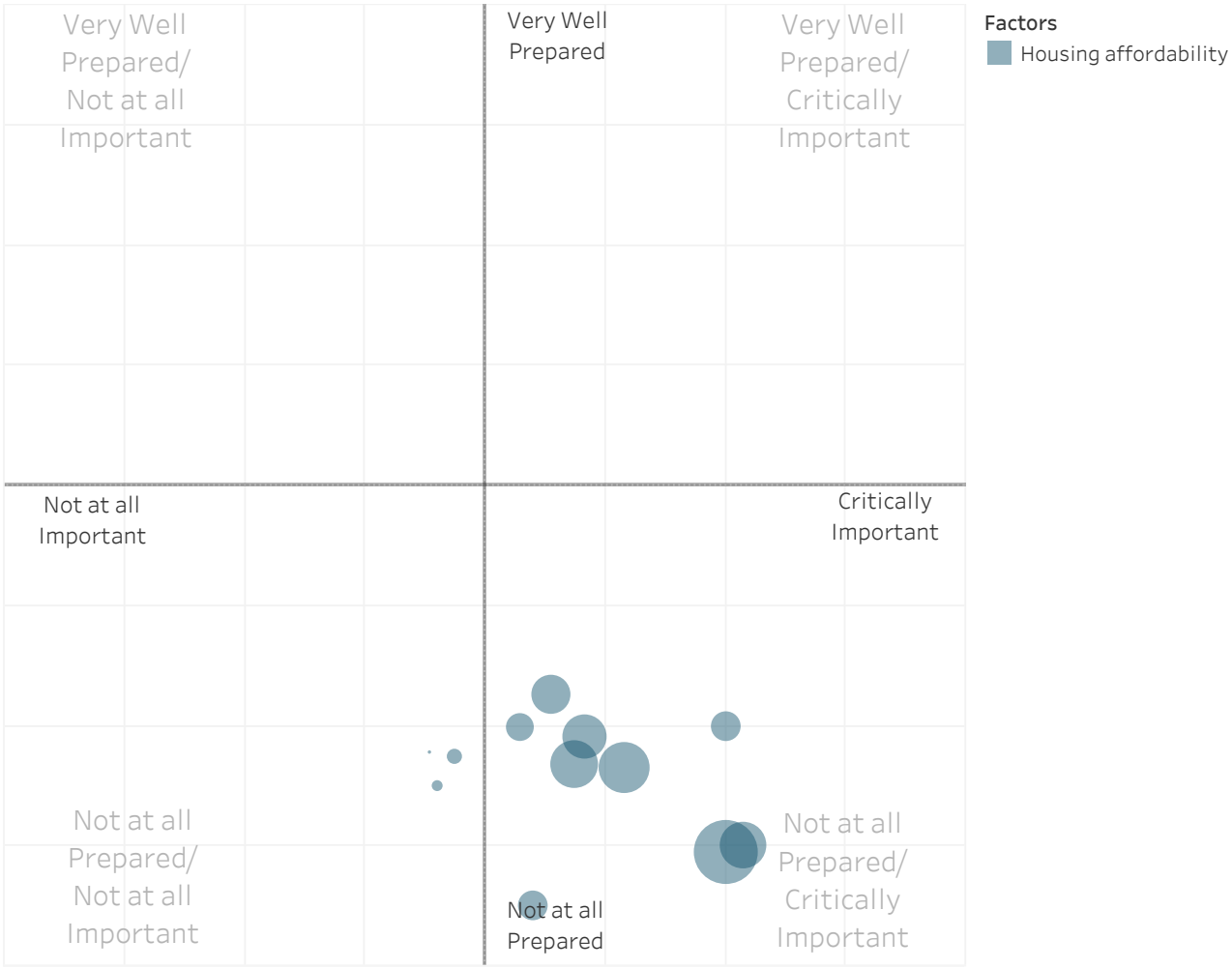
DataInsight

Key Things to Note

- The two factors that relate to traffic and traffic congestion were of great importance to the participants who completed the Community Survey, and when filtered on age, location, or years living in the City, there was minimal change in distribution of responses in the chart, pointing to high levels of agreement across all cohorts.

3.1.3.8 Housing Affordability

In this chart, housing affordability was perceived to be the factor which the City is least prepared for and with a high degree of importance to the future of Wayzata. Housing affordability was one of the factors that was perceived to have the most negative impact and which the City is least prepared for looking out to the future. In the chart below which shows the responses categorized by age and gender cohorts, the spread of responses show great concentration surrounding the average points. This indicates a high level of agreement surrounding the housing affordability factor.



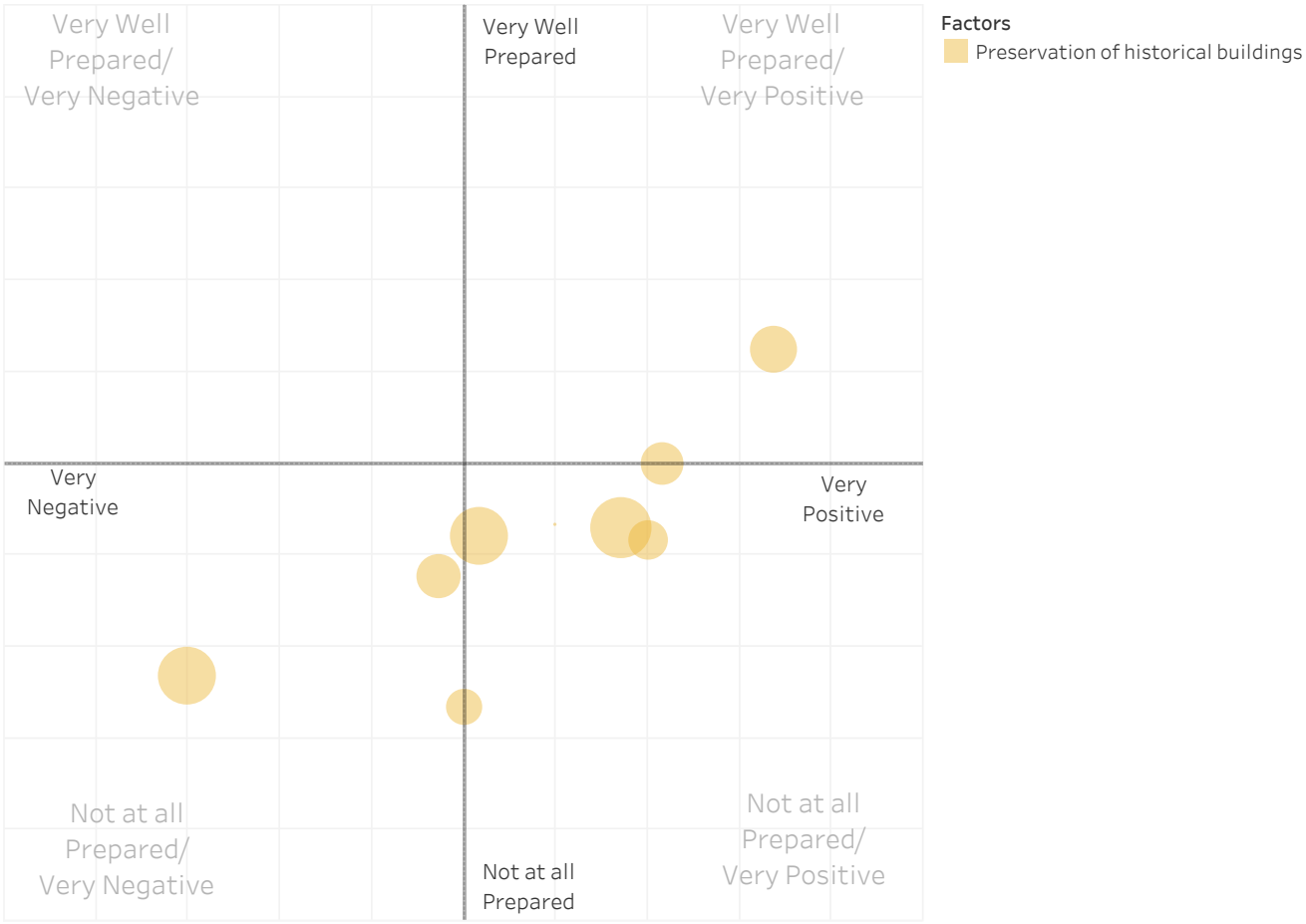
Key Things to Note

- The factor of Housing Affordability was of great importance to the participants who completed the Community Survey. When filtered on age or location, there was minimal change in the distribution of responses in the chart showing a high level of agreement among cohorts.

DataInsight

3.1.3.9 Preservation of Historical Buildings

When exploring the issues with the least amount of agreement within the survey, it is key to highlight the preservation of historical buildings. The chart below shows a spread of responses with a good spread of responses varying from the ends of "very positive impact" to "very negative impact."



DataInsight

Key Things to Note

- The findings from the Community Survey demonstrate that there are varying degrees of agreement around the key factors which had been highlighted as of concern to the future of Wayzata through the original background research and scoping interviews.
- The emerging findings from the Community Survey would inform the next stages of the process which further explored historical preservation feelings within the community

3.2 CITY OF WAYZATA THINK TANK WORKSHOP

The City of Wayzata Think Tank Workshop was held on September 25 and 26, 2017, and was a key in-person participatory engagement event for this project. The Think-Tank is a unique opportunity where community members and stakeholders come together to build an aligned vision for the future. The workshop was intended to assist in the understanding of future drivers that will affect Wayzata and to build cohesion around a unified vision for the community. Approximately 60 individuals – Wayzata stakeholders, community members, City Council members, and City staff – took a deep dive into Wayzata's future during the two evenings.

In this report, the Think Tank workshop will be addressed from a high-level perspective as part of the overall visioning project engagement. The City of Wayzata Scenarios of the Future Think Tank Report provides a comprehensive review of the methodological process and outcomes from the workshop. This report can be accessed online on the Wayzata 2040 Portal.

The City of Wayzata Think Tank Workshop enabled participants to create and describe four plausible scenarios for Wayzata in 2040.

3.2.1 OUTLINE OF THE CITY OF WAYZATA THINK TANK WORKSHOP

The Think Tank started with an in-depth presentation on future trends and global conditions and analyzed how these key macro trends impact Wayzata. The group then performed a collective analysis of Wayzata's key community attributes. The emerging results from the Community Survey were presented to the participants and the key issues from these results were discussed. Participants developed a list of 20 key drivers shaping the future of Wayzata.

During the second evening, participants developed detailed narratives and descriptions of potential future scenarios for Wayzata. The Scenario Planning process provided a methodology from which to explore plausible futures and to consider the implications of various future scenarios.

The scenarios developed during the Scenario Planning process were important in order to provide a framework to discuss future possible outcomes and implications. Workshop deliberations assisted in identifying key actions for Wayzata and how various groups might effectively contribute to future developments. The process involved an exploration and discussion of global, regional, and local trends and forces of change; development of a scenario matrix defining four plausible scenarios spaces for the future; and, the development of descriptive narratives of each scenario.

An in-depth discussion of the scenarios concluded the two-evening workshop, and participants selected their individual expected and preferred scenarios.

3.2.2 CREATING FOUR PLAUSIBLE FUTURES

Drawing from the first evening's participant list of drivers shaping the future of Wayzata, the scenario framework was established. Two primary clusters of drivers would form the horizontal and vertical axis. These clusters were:

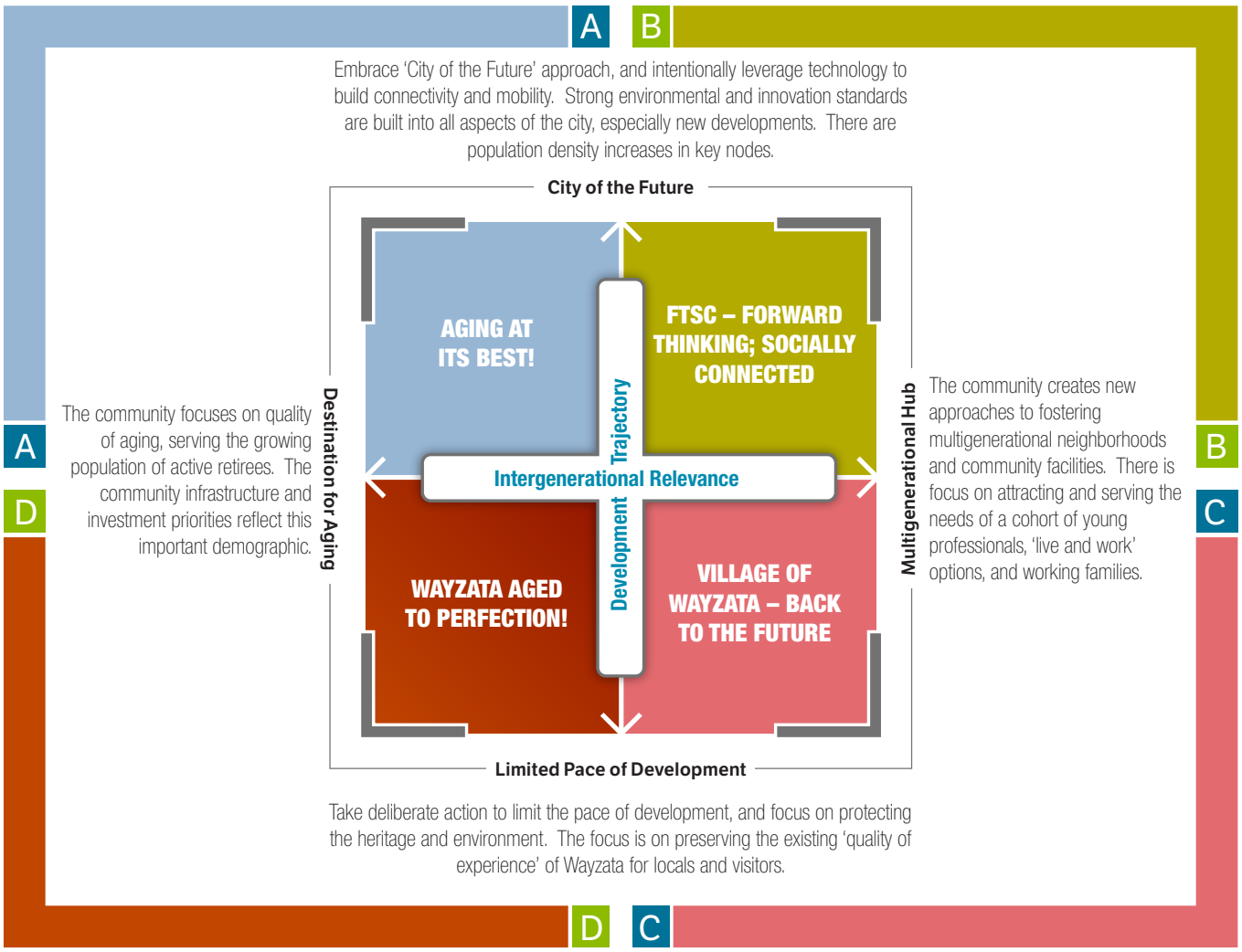
Intergenerational Relevance

- Affordable housing as attraction to young professionals and workforce
- Lake effect – recreational activities
- Increasing quantity of the aging population
- Loss of younger population / generation
- Infrastructure for aging demographic

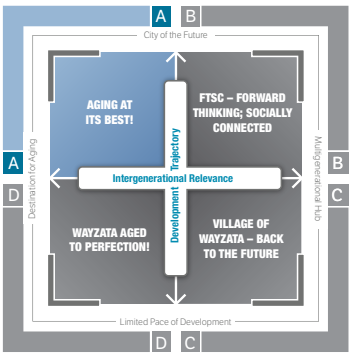
Development Trajectory

- Tension between preservation and development
- Willingness to expand population size/density
- Implications of being a destination
- High cost of land

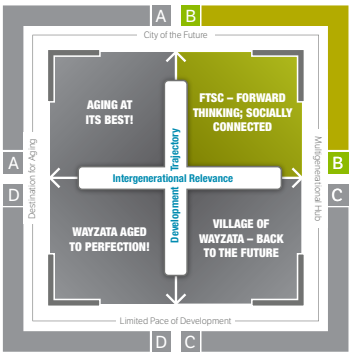
The following Scenarios were developed by the Think Tank participants.



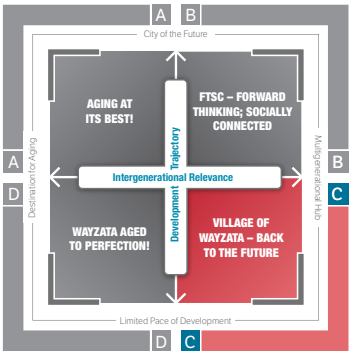
3.2.3 SCENARIO DESCRIPTIONS



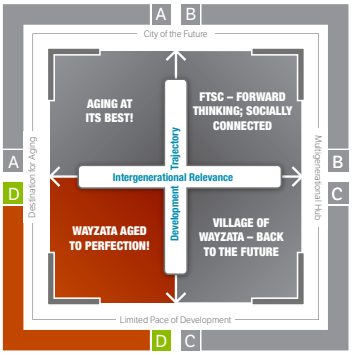
Aging at its Best represents a future where Wayzata has become a prime destination for aging with a very affluent resident base. The resident profile is homogeneous ranging from early 60s through to end of life. The main focus of this community is on an active lake living retiree life and the development in the community is centered around this demographic. Aging at Its Best counts with Senior Think Tanks – a concept where seniors come together to learn and share knowledge flourishes. Community gardens are a very important piece of this community's fabric. These meticulously kept and high tech gardens provide food to the City's population and give seniors plenty of activity. There is a stronger focus on art and senior entertainment. In the community, a highly specialized and highly monitored age in place framework emerges and prospers. Most of the workforce is made up of health workers with a technology emphasis. Smaller mixed use units have developed to support the workforce and the older demographic. The City discontinues the use of street lights, becomes very walkable with autonomous electric cars boosting senior mobility. Moving sidewalks are also a hit among seniors, who can get up and down Wayzata's hills much more efficiently. There is a strong focus on ecological sustainability. The Lake Minnetonka is the cleanest it has been in decades, carbon emissions are at the lowest end, and the community is proud of the increased green space areas. Wayzata becomes a place where "snowbirds nest" and stay year-round.



Forward Thinking; Socially Connected - Wayzata has become a 'poster City' in terms of engaging multiple generations and embracing progress. It has a median age of 40, with a wide ethnic and generational mix. Young families, seasoned professionals, and retirees share a vibrant City that has newly developed apartments, modern and traditional single family homes, and subsidized housing. Wayzata is a trailblazing City that is proud to have achieved energy neutrality. Its downtown counts with a pedestrian-only Lake street, a beautifully finished Lake Effect Park and a state of the art transportation system. Lake street has evolved to being a multigenerational hub, where people of all ages come together to live, work, and play. The shops are small, local, and relevant and lots of markets happen throughout the City. The City counts with a cutting-edge storm treatment center, and it focuses strongly on environmental sustainability. Wayzata's larger population means a larger police force that is able to effectively maintain Wayzata's reputation for being a safe and inclusive City. The City now has state of the art medical facilities and places a strong emphasis on options for exercise. The City launches programs such as "Elders taking care of babies" where the City's retiree population comes together to support young working families.



Village of Wayzata – Back to the Future - While the City tries to establish itself as a place for young families and mid-career professionals, the development restrictions and focus on remaining an exclusive City prove to be very challenging. The City has very limited housing for its growing workforce, transportation – especially public transportation - is an issue as hundreds of workers attempt to come to Wayzata each day. Wayzata continues to be an even more exclusive and traditional City, and the lake living is still a strong part of the community's character. Development looks like building maintenance and repurposing. "Progress" looks like painted bike lanes and home adjacent dwellings – such as now obsolete garages - being transformed into parent's apartments. Homes that are functionally obsolete today are even more functionally obsolete in this future. There is a constrained tax base. While still a destination City, this status and vibrancy is strongly seasonal.

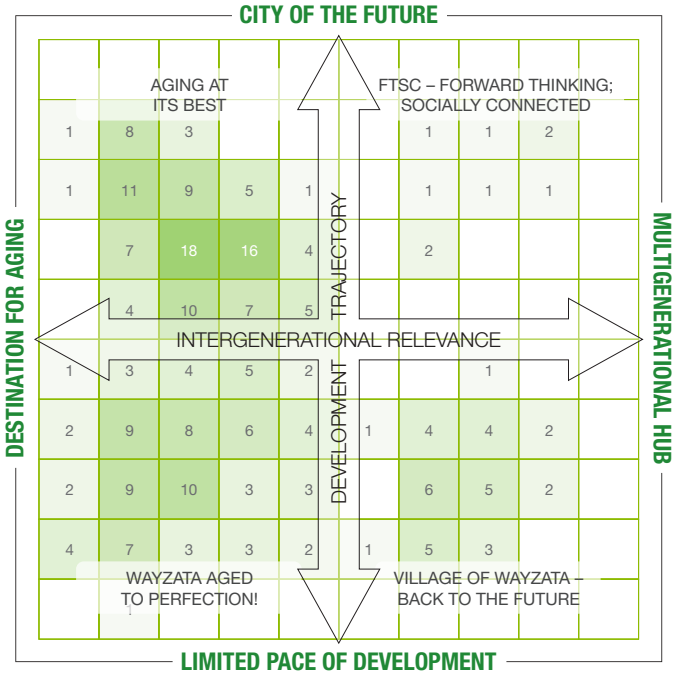


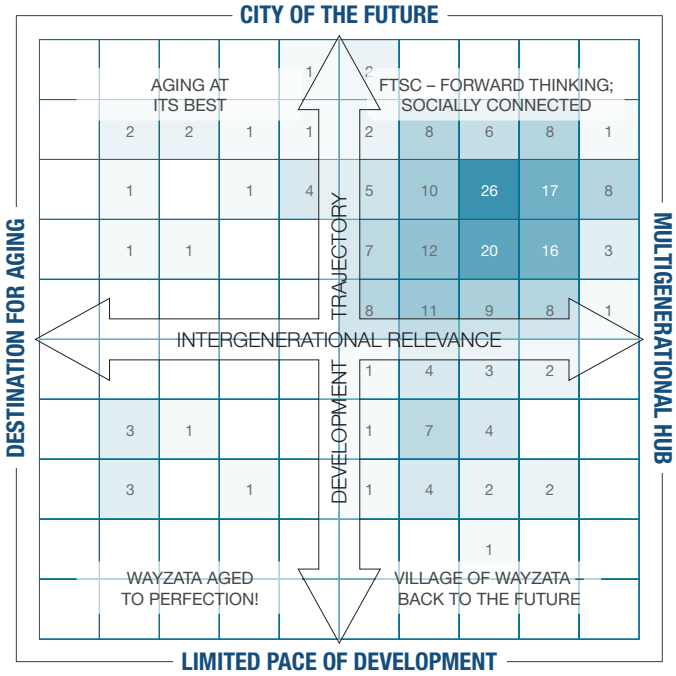
Wayzata Aged to Perfection! Wayzata has become a community of active retirees with a greater diversity mix in the population. The motto of this future is "70 is the new 50." The community has a strong focus on wellness, being outdoors, walking, and the parks. It is a relaxed City with a great number of seasonal residents. Development is limited and centred around repurposing existing buildings for new use. There are more people in smaller spaces living in Wayzata – more density, less volume. The local businesses are mostly focused on the service industry to provide to this aging demographic. Flexible workspaces are the norm, with smaller communal spaces with flexible working opportunities replacing the traditional office. To meet the needs of children and grandchildren visiting the grandparents, there are more hotels and extended stay facilities located in the City. Trolley and golf carts are the main mode of transportation.

3.2.4 IDENTIFYING PREFERRED AND EXPECTED FUTURES

The Think Tank Participants were asked to select two scenario spaces – one that they deemed most likely to occur if there is 'no change in what we are currently doing,' and one they deemed their 'preferred' scenario for Wayzata.

The Think Tank participants 'expected' and 'preferred' futures are outlined below:





There was strong agreement that the expected future would be somewhere in between Scenario A (Aging at its Best) and Scenario D (Wayzata Aged to Perfection) would be the expected future - one that they deemed most likely to occur if there is 'no change in what we are currently doing.' This scenario represented a future which would focus on attracting an aging population.

There was strong agreement that Scenario B – FTSC – Forward Thinking, Socially Connected was the preferred future. This progressive scenario represented a future which would focus its development trajectory on being a City of the "future type City" and would put significant efforts into ensuring Wayzata is a multigenerational hub. This preferred future would be represented by an inclusive and multi-dimensional community.

"We need to have people aging, young families raising lads, a variety of price points in both housing and restaurants."
Wayzata Resident.

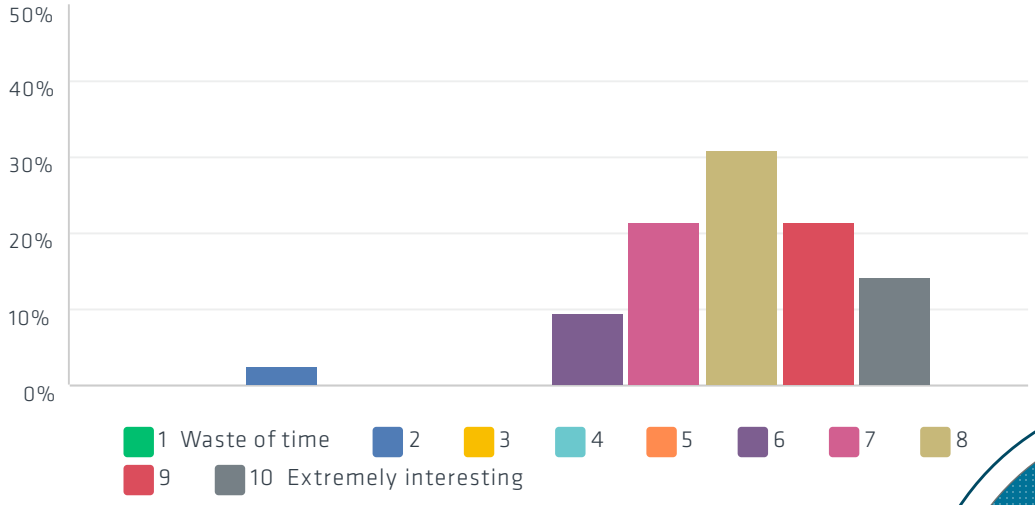
3.2.5 STAKEHOLDER ASSESSMENT OF THE THINK TANK

The participants from the Think Tank were asked to fill out a short survey at the end of the workshop, to give their views on the effectiveness of the Think Tank and of the process to date.

How interesting and valuable did you find this future scenario planning process for the future of Wayzata?

The scale used was: 1= Waste of time; 10 = Extremely Interesting and valuable

Participants view of the Think Tank workshop



The Think Tank was successful in terms of beginning the community discussion about future scenarios for Wayzata. 83% of participants viewed the Think Tank as successful to extremely successful.

What are your top three takeaways from the Think-Tank?

The participants responses included:

- There is a need and desire for change, but a perception of resistance to change
- Wayzata needs to be more planful
- Change and planning are not easy but are essential
- There is a need to anticipate impact of inaction
- Being engaged if one wants to influence change is paramount
- Importance of getting opinions / feedback from a cross section of stakeholders, particularly younger residents '
- How much people really care and are invested in Wayzata
- The sentiment that Wayzata is willing to push past current status to create a different future
- Planning is a great start but focus and follow up will be critical to achieving a changed community
- The Think tank created a bigger sense of commitment going forward

3.3 VISIONING WORKSHOPS

3.3.1 STRUCTURE OF VISIONING WORKSHOPS

For the overall Wayzata 2040, Sailing Ahead visioning process to be successful, it was essential that there would be broad engagement across the City. Stakeholders from across Wayzata were invited to attend and participate in one of 19 in person visioning workshop sessions from October to December, 2017. A list of visioning workshop sessions is outlined below:

- 16 October – Wayzata City Hall
- 9 November – McCormick's Irish Pub and Restaurant
- 9 November – Wayzata Historical Society and Heritage Preservation Board Members
- 10 November – Folkestone Residents and Quayside Residents
- 12 November – St. Bartholomew Catholic Church (2 sessions)
- 13 November – Wayzata Businesses, Wayzata Commuters & Greater Wayzata Area Chamber of Commerce
- 15 November – City Marina Slip Holders
- 16 November – Resident Hosted – Ridgeview
- 16 November – Resident Hosted – Locust Hills
- 17 November – Wayzata Community Church
- 20 November – Meridian Manor Residents
- 21 November – Wayzata High School (4 sessions)
- 4 December – 6Smith Restaurant
- 5 December – Coldwell Banker Burnet Realtors
- 12 December – City Hall

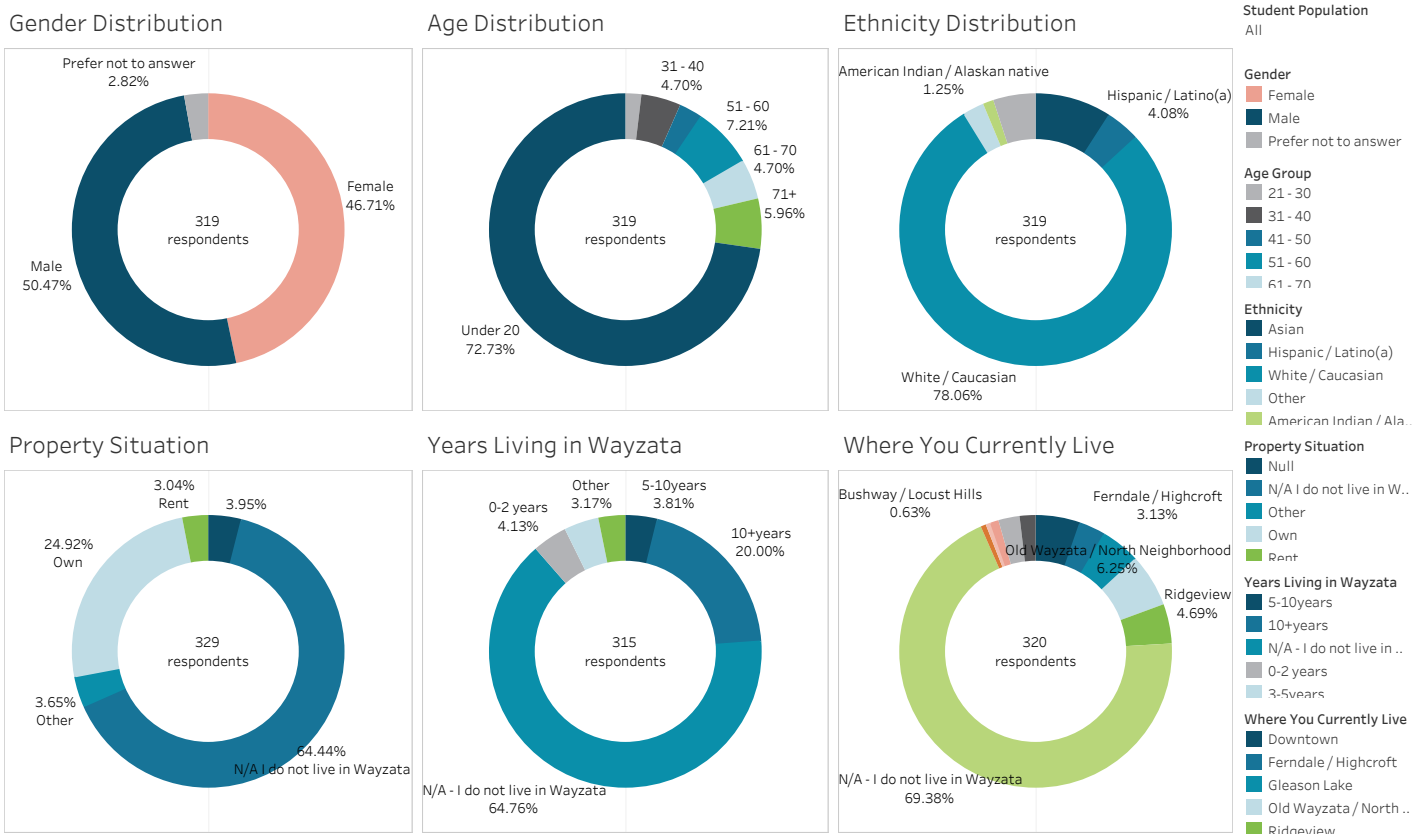
To reach a larger section of the Wayzata community, an online visioning workshop was accessible from the Wayzata 2040 lab page. The online visioning workshop outlined the phases of the visioning process, described the development of the scenarios and enabled people to participate in the engagement survey.

Within the visioning workshops, residents and stakeholders were able to review the process and provide input. At the end of each of the engagement sessions, participants were asked to complete a survey which explored their views about what reflects the best future balance and priorities for Wayzata.

3.3.2 VISIONING SURVEY RESULTS

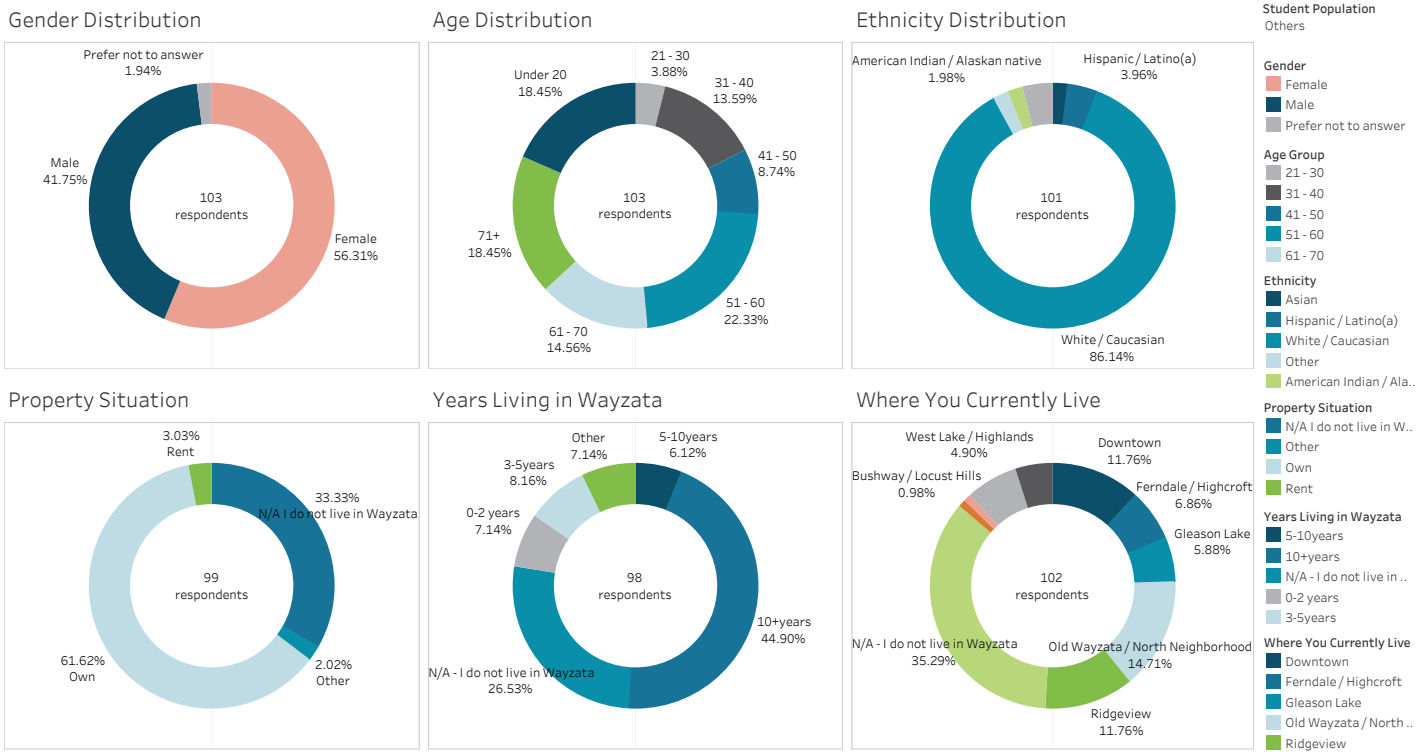
There were approximately 400 people who attended the workshops – 218 of which were Wayzata High School Students. There were 319 completions of the associated Engagement Survey. It is essential to explore the results of this survey in full as the participants were asked to give their individual perspective on both the process but also of the issues raised since the inception of the visioning process. The engagement phase of the project was an opportunity to include as many voices from across Wayzata on the range of topics, which have already been outlined within this report.

3.3.2.1 Community engagement participant profile



The majority of participants were in the under 20 range and a large portion do not live in Wayzata This may have been due to the four workshops that were carried out that the Wayzata High School.

When Wayzata High School students are removed from the calculation, the following charts emerge.



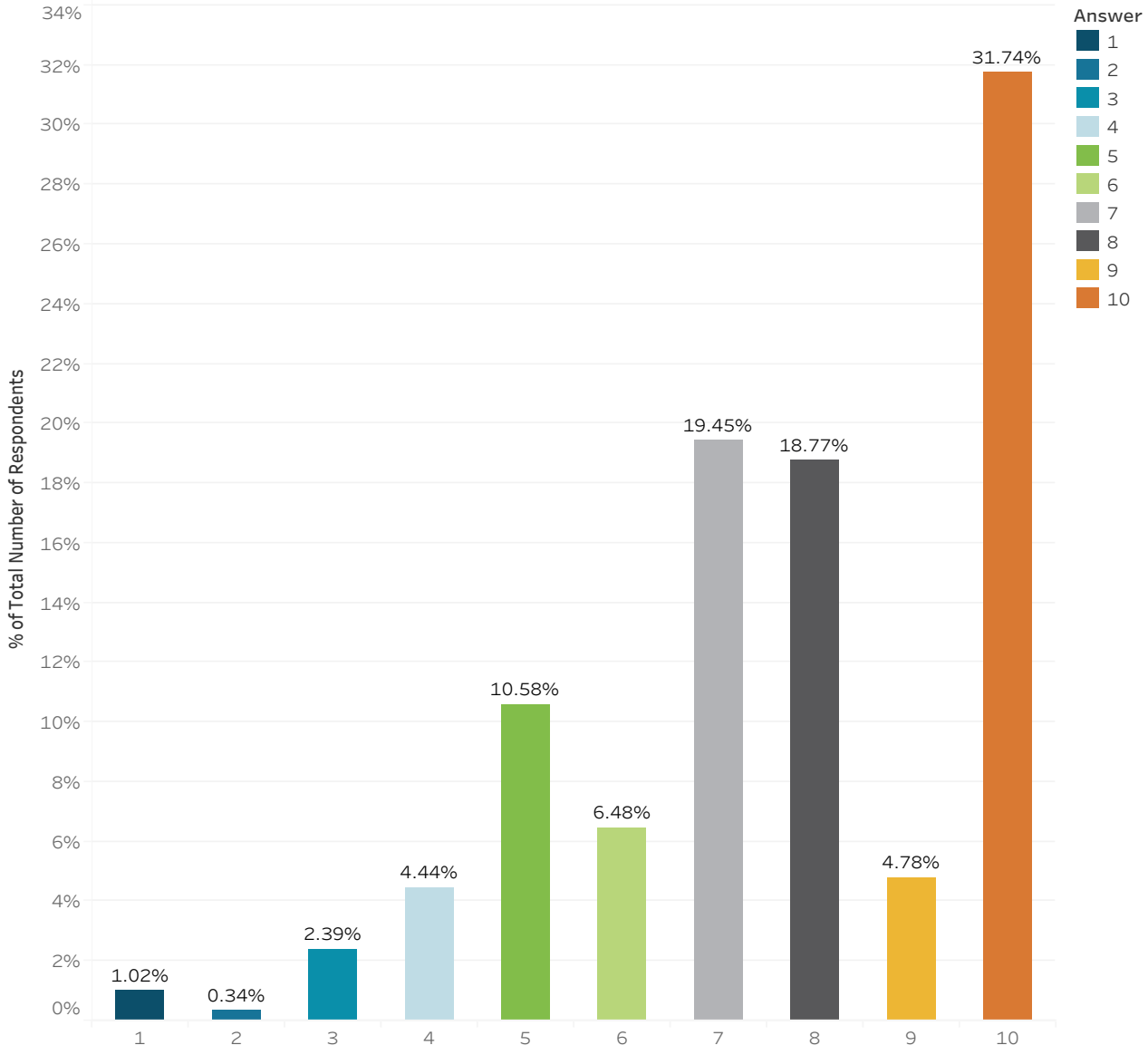
While it was important to capture the Wayzata High School students' perspective – and their ideas and suggestions did help inform the process – we did not capture in depth open ended responses from the students, in order to keep the detailed narrative in the hands of City of Wayzata residents and stakeholders. The open ended text analysis throughout this report was guided by participants of workshops other than the Wayzata High School. Additionally, in the data visualization platform within the Wayzata 2040 Portal, there is the ability to filter out the student population from results.

When analyzing the profiling information of respondents outside of the student population, the age cohorts with higher level of participation are 51-60, 61-70 and 70+. However, there was a general spread between the younger age range cohorts. The majority of the participants did not live in Wayzata (35.29%), and within Wayzata the larger representation of this survey is from Old Wayzata / North Neighborhood, Ridgeview, and Downtown. There was a geographic spread of participants from across Wayzata.

3.3.2.2 Responses about Population Mix

POPULATION MIX - In terms of future population mix and demographics, how would you like Wayzata to be in 2040? Please select your preference on the following continuum; from '1= An active-aging and healthy retirement community', to a '10= A diverse, mixed-age community attractive to families and younger professionals'.

Population Mix



Key Things to Note

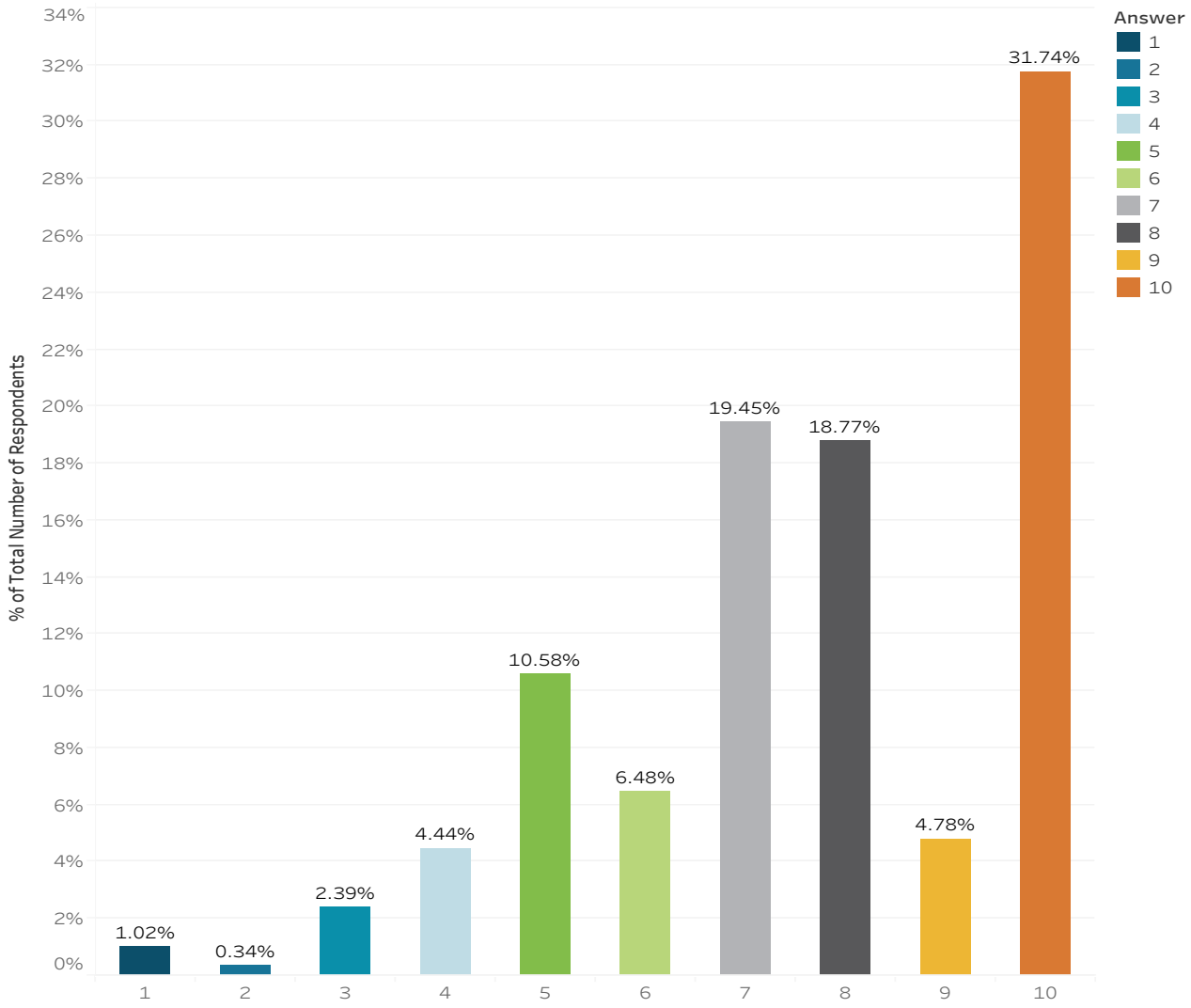
- Over 80% of respondents believe that population mix should be geared towards a diverse, mixed-age community attractive to families and younger professionals. 20% of respondents believe the Wayzata population mix focus should be an active-aging and healthy retirement community
- From the written responses to this question, the highest levels of interest were on housing compatible with diverse ages and friendly activities

DataInsight

3.3.2.3 Responses about Economic Focus

ECONOMIC FOCUS - The economy of Wayzata is driven by being a destination City, retail, retirement and associated industries. This is strongly driven by Wayzata's position and reputation as a regional destination and a great place to retire. In terms of economic focus, how would you like Wayzata to be in 2040? Please select your preference on the following continuum; from '1= Maintain existing focus on being a destination, on its visitors, and on retirees' to '10= Diversify the economy to help attracted young professionals and 'start up' companies'.

Economic Focus



DataInsight

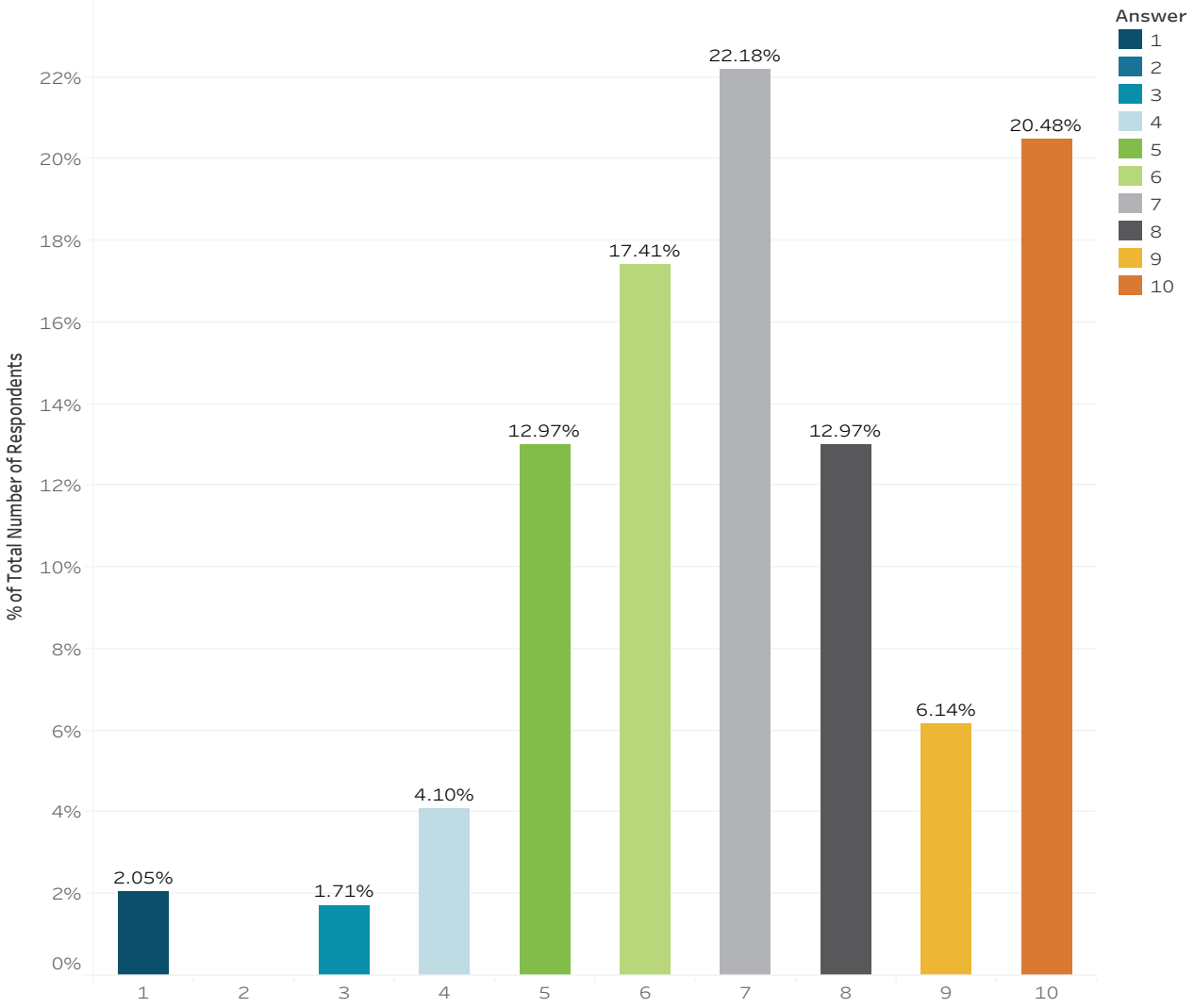
Key Things to Note

- 67% of respondents believe that Wayzata should diversify the economy to help attract young professionals and 'start up' companies. 33% of respondents believe that Wayzata should maintain an existing focus on being a destination, for its visitors, and for retirees.
- An overall majority of respondents were in the middle of the continuum indicating that a balanced approach with a slightly higher focus on economic diversification and young professionals / startup companies would work best for Wayzata.
- From the written responses to this question, the highest levels of interest was on attracting young professionals and new companies to Wayzata

3.3.2.4 Responses about Allocation of Resources

ALLOCATION OF RESOURCES - Over the coming decade, there is likely to be substantial investment in a range of community assets. Please select your preference on the following continuum; from '1= Allocation of resources to active retirees and visitor experience' to '10= Infrastructure that helps foster its appeal as an intergenerational community'

Allocation of Resources



Key Things to Note

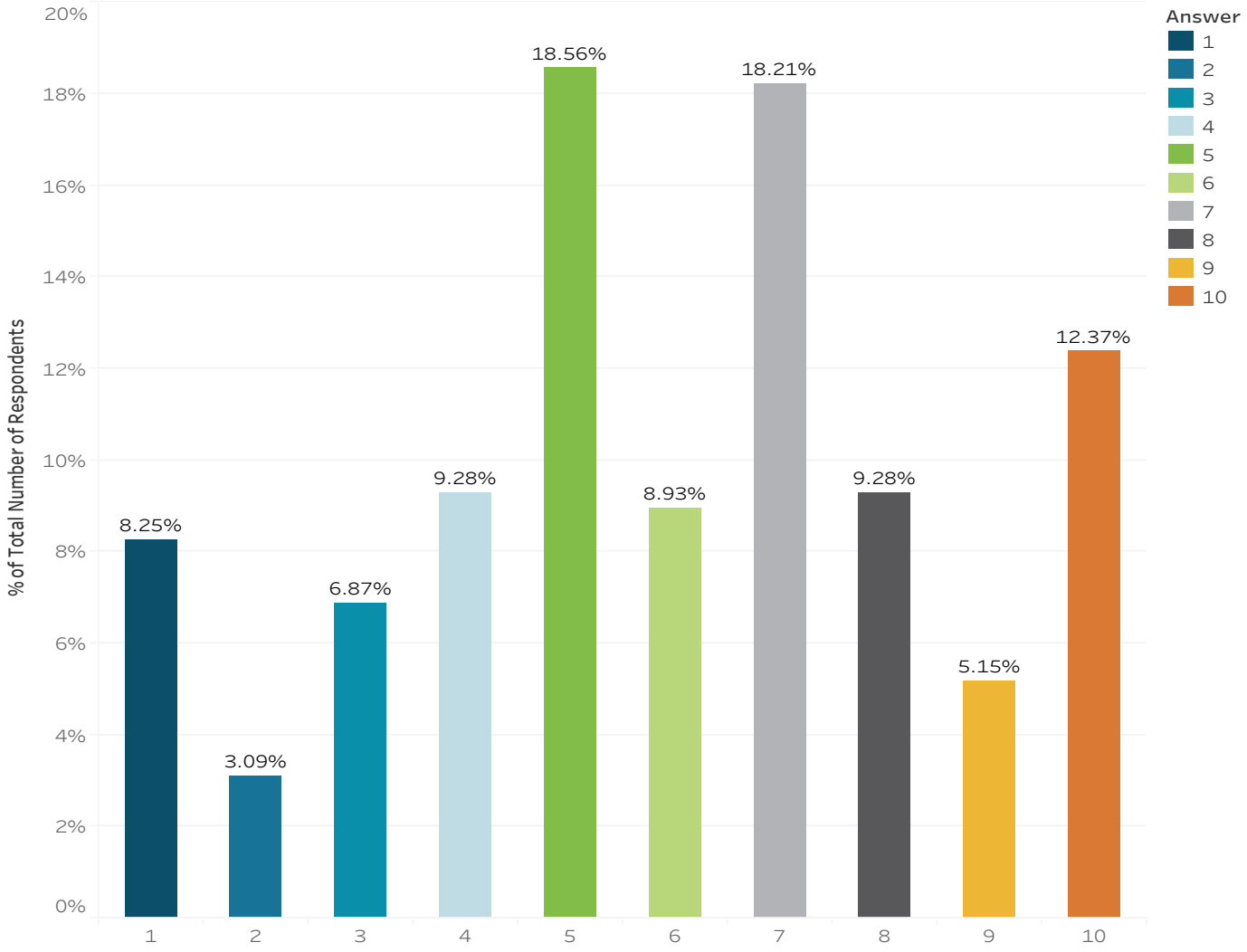
- 79% of respondents believe that Wayzata should allocate its resources to infrastructure that helps foster its appeal as an intergenerational community. 21% believe Wayzata should focus on the allocation of resources to active retirees and to enhance the visitor experience

DataInsight

3.3.2.5 Responses about Transportation Infrastructure

TRANSPORTATION INFRASTRUCTURE - Wayzata has long invested in good infrastructure. However, population and visitor numbers are placing pressure on the City's roads. In terms of ease of access, and local transportation issues, how would you like Wayzata to be in 2040? Please select your preference on the following continuum; from '1= Maintaining a reliance on good quality roads and vehicle systems', to a '2= Innovative and multi-dimensional forms of fostering greater community connectivity and mobility'

Transportation Infrastructure



DataInsight

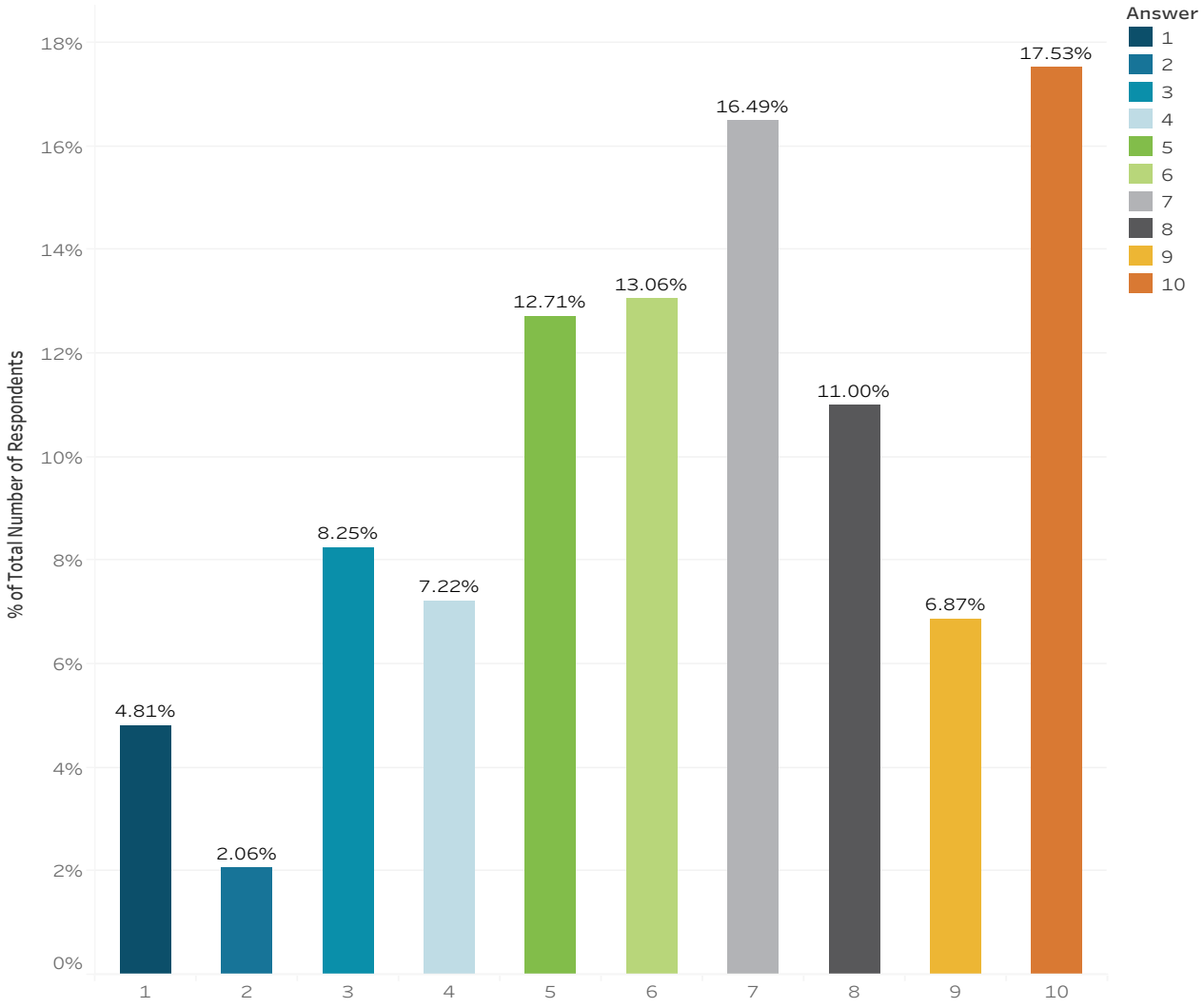
Key Things to Note

- 54% of respondents believe that Wayzata's transportation infrastructure should be innovative and multi-dimensional forms would foster greater community connectivity and mobility. 46% of respondents believe Wayzata should maintain a reliance on good quality roads and vehicle systems.
- An overall majority of respondents were in the middle of the continuum indicating that a balanced approach with a slightly higher focus on multi-dimensional forms of transportation would foster community connectivity which would work best for Wayzata.
- From the written responses to this question, the highest levels of interest were on local transportation including trolleys, on bike trails particularly along Lake Street, and focus on pedestrians.

3.3.2.6 Responses about Design Focus

DESIGN FOCUS - Wayzata has been through some significant development in the last few years, and is embarking on a lakeshore revival. Future redevelopment City areas is a possibility. There is appetite for upgrading areas to be more modern with more cutting-edge standards of design and construction. Please select your preference on the following continuum; from a '1= Limiting the rate of development and expansion, maintaining existing charm' to '2= Embrace an innovative design approach applying leading edge standards of construction'.

Design Focus



DataInsight

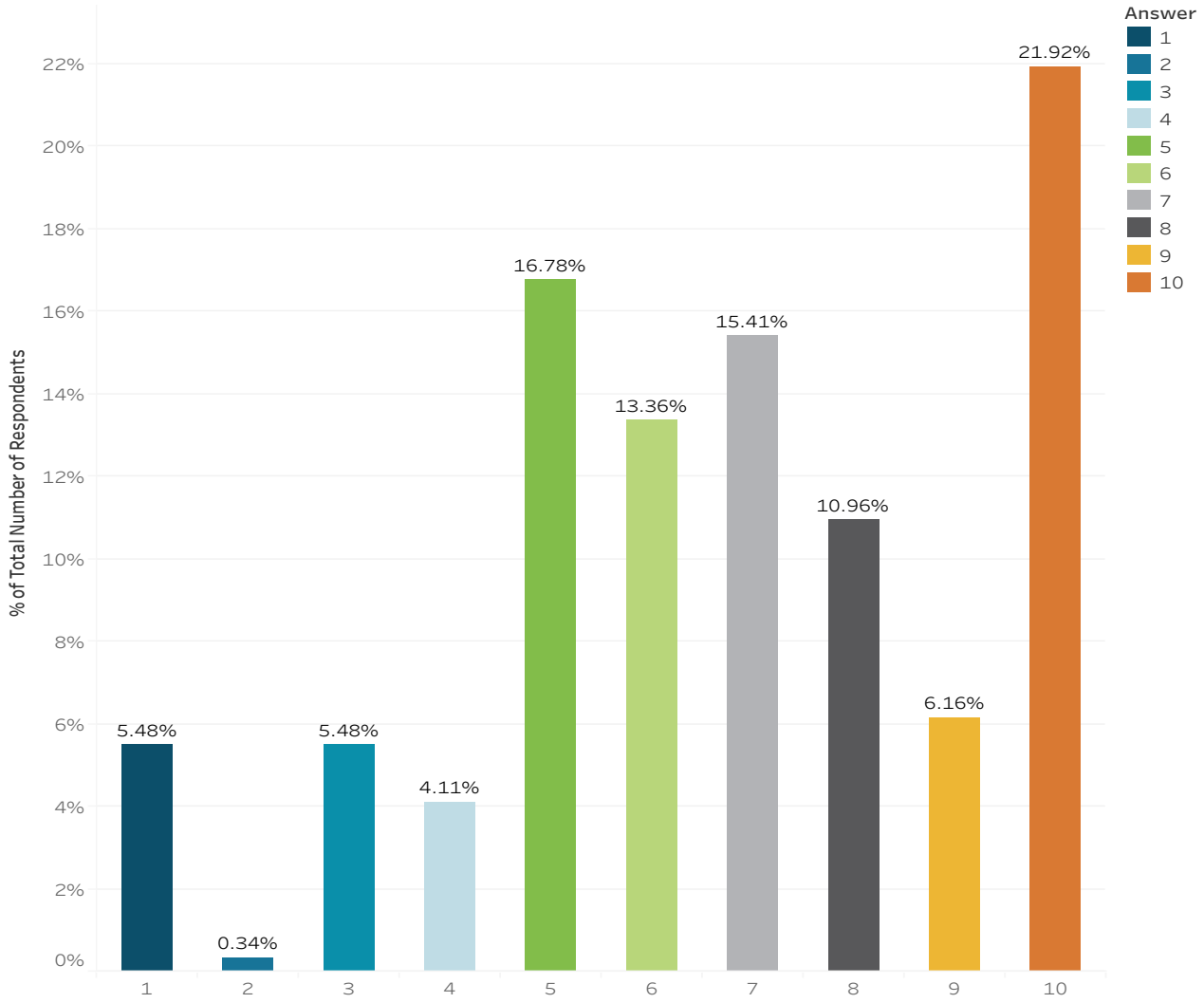
Key Things to Note

- 65% of respondents believe the City of Wayzata should embrace an innovative design approach applying leading edge standards of construction. 35% of respondents believe that Wayzata should limit the rate of development and expansion and maintaining existing charm.
- From the written responses to this question, the highest level of interest was on being innovative to maintain Wayzata's charm.

3.3.2.7 Responses about Environmental Practices

ENVIRONMENTAL PRACTICES - In terms of environmental focus, how would you like Wayzata to be in 2040? Please select your preference on the following continuum; from '1= Maintain existing environmental focus and practices', to '2= Aggressively pursue new sustainability actions and focus'.

Environmental Practices



DataInsight

Key Things to Note

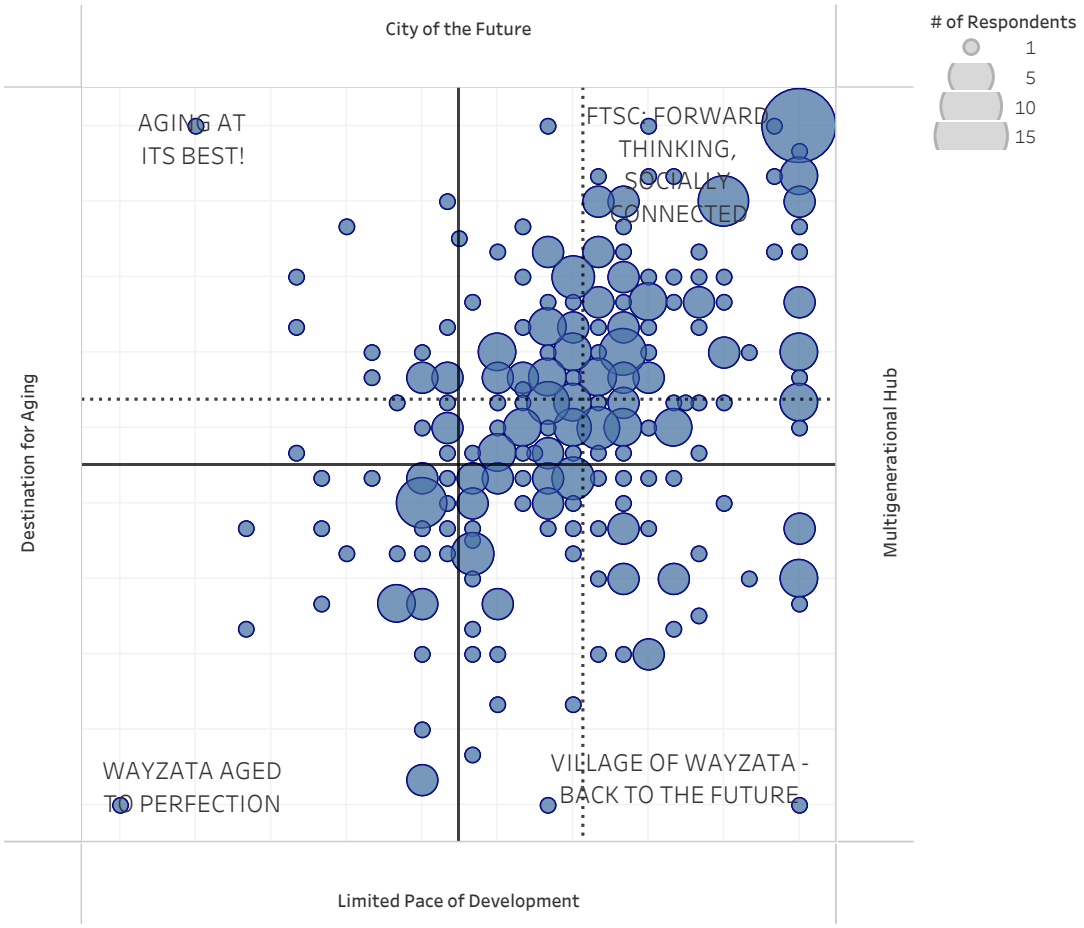
- 68% of respondents believe that Wayzata should 'Aggressively pursue new sustainability actions and focus'. 32% of respondents believe 'Wayzata should maintain existing environmental focus and practices'.
- From the written responses to this question, the highest levels of interest was on preserving Wayzata's natural surroundings, particularly allowing for a more integration of the City with its nature and parks.

3.3.2.8 Scenario Matrix Validation Chart

The 'Scenario Matrix Validation Chart' is created by building a preferred future from the answers to the 'Critical Issues' questions (Population Mix , Economic Focus, Allocation of Resources, Transportation Infrastructure, Design Focus and Environmental Practices).

The 'Critical Issues' questions are subsets of the scenario axes, and by recombining each person's answers the X and Y averages are produced. This approach generates a notional Preferred Future, but one based on likely responses to issues and expected behaviour. This provides a validation of the Preferred Future response based on the heat map diagram.

When plotted on the graph, averaging the respondent's selections of questions 9, 10, and 11 (Population Mix , Economic Focus, Allocation of Resources) as the X axis and questions 12, 13, and 14 (Transportation Infrastructure, Design Focus and Environmental Practices) as the Y axis the following visualization emerges:



This key validation point provides a clear picture on respondent's views as it relates to the key 6 sub issues within the scenario matrix presented above. It is important to note that respondents were not reacting, in these specific questions, to the scenario locations within the scenario matrix. Respondents were reacting to individual sub issues as they relate to the scenario matrix and the result further supports the preferred future of FTSC: Forward Thinking, Socially Connected.

3.4 RECONVENING OF THINK TANK WORKSHOP

The Think Tank Reconvene took place on December 13, 2017. The overall community engagement process was reviewed and the results from the community surveys and engagement sessions were shown to the participants and discussed. The think tank reconvene was an opportunity for stakeholders to validate the preferred vision, considering results from the community engagement sessions and also a place where stakeholders could engage in a meaningful discussion about the potential roadmap to achieve the emerging vision / preferred future.

The Wayzata Think Tank was reconvened as an opportunity for stakeholders to validate the preferred vision and clarify the areas of shared vision for the future of Wayzata.

3.4.1 THINK TANK RECONVENE – BRAINSTORMING ACTION

The workshop was given the task of identifying actions that would help move the community towards the preferred future. Participants self-selected into key topic areas and gave the following responses with regard to four key questions.

Intracommunity transportation was brought up by various stakeholders throughout the stakeholder engagement process. A predictable, reliable and efficient means of transportation would increase connectivity and de-emphasize vehicles.

3.4.1.1 Connectivity and Mobility

How do we foster greater connectivity and mobility in Wayzata?

MOBILITY

- Intracommunity transportation
- Preserving walkability
- Expanded bus service
- Lake street pedestrian

CONNECTIVITY

- Current / future technology
- Way finding – Designated pedestrian loops and better signage
- Scenic byway
- Water connectivity

3.4.1.2 Charm

What is the identifiable charm of Wayzata? How do we nurture Wayzata's charm?*

*Due to the importance of the issue, several workshop participants wanted to be part of the "Charm" discussion. Two groups were formed to discuss this topic.

Group 1

- Hospitality – feeling good after a visit to a restaurant or event
- Events similar to the tree lighting
- Charming Buildings:
  - Travel beyond
  - Ben and Jerry's – children
  - The library – attracts hundreds of all ages of residents
  - Sun + ski
  - McCormicks
  - Bellecour
  - Outdoor seating on restaurants in the summer
- Beach with Adirondack Chairs at the beach
- Music in the park + The Trolley
- The Muni as a gathering place
- Anything bringing the community together
- Possibility for winter gatherings beyond Chili Open
  - Have the YMCA sell Christmas trees
  - Fire pit to roast marshmallows
  - Winter Farmers Market selling Christmas decor. Have Nature's Harvest or Pundees participate
- Olli Osher Lifelong Learning Institute or Folkstone be advertised to the Wayzata population via the paper (local)
- Offer Tai Chi + gentle yoga for all ages
- Yoga at the beach for kids
- Keeping older houses' shells intact + renewed houses fitting for the neighborhood

Group 2

Architecture:

- Building articulation (ex.: old 5 Swams / Bend Building)
- Use interesting and varying materials – mixed materials
- Randomness
- Variety
- Small + intimate
- Make building design standards more flexible (materials, colors)
- Whimsical

Sociability:

- Coffee shops

Size:

- Buildings need to be designed with vertical setback + articulation
- 3 stories – greening + 3 stories means 3 stories (normal stories period)

Embellishments:

- Margins flower baskets, pots, plants
- Buildings of different colors and designs

Enforcements:

- Enforce the commercial design standards (i.e. Wayzata Boulevard + Lake Street, etc)

Neighborhoods differentiation:

- Neighborhood identities (ex.: entry points)

Scale

- Smaller and intimate

The identifiable charm of Wayzata is something participants were keen on participating in. Two groups were formed to explore and describe what this important concept means for Wayzata residents.

3.4.1.3 Younger Generations

How do we attract younger families and younger professionals to Wayzata?

- Maintain charm
- Active life style
- Colored parks system (active and passive)
- Walkability
- Housing affordability ($400,000 - $800,000)
- Increased technology - Gigabyte / WIFI
- Great school system
- Diversity (people)
- Zoning for Gig economy

Attracting younger generations is tightly connected to other key issues shaping the future of Wayzata, such as housing affordability, connectivity and charm.

3.4.1.4 Sustainability

How does Wayzata best move to pursue new sustainability actions and focus?

- Cradle to cradle
- Zero waste
- Energy independence
- Pursue balanced but progressive policy (e.g. plastic bags that are recyclable / none)
- Park cars on perimeter and we will move you around
- Policy of solar and alternative sources that are enabling vs. disabling
- City landscapes that do not require/ consume water
- Water policy requirement / allowing re-treatment / recycling of water

The need to foster a sustainable community was a predominant issue throughout the stakeholder engagement process. There is significant appetite for Wayzata to lead the way in terms of community led sustainability goals.

3.4.2 THINK TANK RECONVENE – DESCRIPTION OF PREFERRED FUTURE

The Think Tank reconvene participants were asked to work at table groups, and add some detail to the description of the 'preferred future'. The summaries of the group discussion is outlined below:

Group 1

- More affordable houses
- Multigenerational (mother-in-law quarters)
- Flexibility
- Funding to stay at home (maintenance)
- Underwrite / public
- Private support
- Full spectrum amenities – year round vibrancy
- Parks
- Pedestrian focus
- Bikes
- Shuttle bus / internal transportation (connectivity)
- Mix of rental, ownership, single family
- Protect single family home neighborhoods – be selective
- Responsible density
- Mix of retail / entertainment
- Accommodate new technology – experiment with new innovation
- Diversity – incomes, ages, ethnicity
- Affordable for families
- Regional connectivity
- Year round vibrancy
- Increased social connectivity (stuff to do)
- Develop cultural hotspots (special events)
- Community center! (classes, performance space, playground)
- Increased housing density along Wayzata Blvd. (rather than on Lake St.)

Group 2

- More housing in the $200,000 - $500,000 range (to accommodate the local workforce and for young families)
- Intergenerational engagement / activities (parks, bocce ball, lake effect)
  - performing arts – entertainment center
  - community center
- timeless architecture
  - looking for charm
- Variation across housing stock to allow for low to high cost housing
- Expand 'downtown' to spread activities and density (3 + blocks)
- Consider the possibility of non-car Lake street
- Promote walkability
- Governance that supports the required pace of change
- Maintain quaint and charming (articulation) – no tunnel effect

3.4.3 THINK TANK RECONVENE – CITY OF WAYZATA MAP – IDEA GENERATION ACTIVITY

Think Tank reconvene participants were invited to use self-adhesive notes and add ideas in line with Wayzata's preferred future to a 12-foot map.

Participants added ideas, questions, and aspirations to this Wayzata canvas before them. Ideas ranged from connecting currently disconnected portions of the City, to questioning the future need of car dealerships. For further details refer to the Wayzata portal where the idea map is shown on a slide show on the Think Tank page.

As the engagement process advanced themes became more refined and succinct, and a shorter list of key themes emerged.

4.0 ANALYSIS OF MAJOR THEMES

As described earlier in this report, the following key issues relating to the Future of Wayzata arose from the original research and interviews:

- Aging population of Wayzata
- Vibrancy of the community in the winter
- Job market / availability of employment in the City
- Workforce and skills shortage in the City
- Housing affordability
- Housing options / types of housing available
- Tear-down and rebuild of traditional neighborhoods
- Historical preservation
- Preservation of historical buildings
- History / Archaeology
- Pre-European history of the area
- Traffic congestion associated with high season
- Traffic issues associated with daily commute patterns to and from Wayzata
- Public transit access and availability
- Family friendly amenities
- Intergenerational amenities
- Reputation as premier suburb of the Twin Cities
- Loss of younger adult generations from Wayzata
- Health and Wellness
- Availability of post-secondary or technical education
- Entertainment options
- Diversified and expanded recreation offerings
- City-wide walkability and Bike-ability
- Neighborhood / Businesses / Parks / Trails / Lakefront Connectability
- Vibrant City Parks
- Distinctive Retail Experience
- Trend of less brick and mortar retail and more online shopping
- Top regional destination
- Changing long-term weather conditions and patterns
- Quality of lakeshore life
- Protection of ecosystem and enhanced environmental sustainability
- Increased racial and ethnic diversity
- Economic diversity
- Diversity of representation
- Urban resiliency / adaptability to change

As the visioning process advanced, the themes became more refined and succinct, and a shorter list of key themes emerged.

The following represent the key themes from the Wayzata stakeholder engagement process.

- City-wide Connectivity, Walkability and Pedestrian Focus
- Charm
- Housing Availability / Affordability
- Sustainability / Nature
- Vibrant City Spaces and Parks
- Aging Population

4.1 CITY-WIDE CONNECTIVITY, WALKABILITY AND PEDESTRIAN FOCUS

Wayzata prides itself on being a small town with many options for its residents and visitors. Throughout the engagement process, the need for connecting neighborhoods with the downtown area and the shopping areas around Wayzata Boulevard came up repeatedly. Newer residents, in particular, stated that they moved to Wayzata for the walkability potential, but end up driving due to the lack of connectivity. The issue of connectivity is inherently linked to the issue of Vibrant City Spaces / Parks outlined further in this document –issues residents and stakeholders see as critical to the future of Wayzata.

"The perfect Wayzata is well connected, innovative, intelligently built for the future"

– Wayzata Community Survey Respondent

"How can Wayzata enhance connectivity, walkability, and provide pedestrians a better overall Wayzata experience?"

DATA INSIGHT:

- While there are connection points between key nodes in Wayzata – namely Wayzata Boulevard shopping areas and Downtown – the City is very car-centric and even in the summer months visitors and residents are inclined to drive from one place to another.
- There are many opportunities for enhanced walkability within Wayzata. Wayzata Boulevard, in particular, is often overlooked but could serve as a main node for pedestrian traffic.

DataInsight

4.2 CHARM

The single most used word throughout the visioning workshops, interviews, and conversations with City residents and stakeholders was charm. Wayzata's charm is not one thing in particular, but a combination of different factors. Some examples are the unique experience to visitors as they stroll around downtown Wayzata after a pleasant dinner, events such as the tree lighting ceremony and James J. Hill Days festival that brings the community together, and the small town feel that the farmers market provides. Charm is something residents want to ensure it is preserved and something they feel can get easily lost if it is not an utmost priority.

"There is a little left of Wayzata's historic fabric, but places that contribute positively to Lake Streets streetscape/street life should be preserved and adaptively reused as much as possible." Wayzata resident and community survey respondent

DataInsight

DATA INSIGHT:

- Hotel Landing is an example of a new development that residents point to as a source of pride and charm for Wayzata.
- Many town's biggest source of charm is a central gathering place such as a town square. The revitalization of Lake Street in current planning form, which includes a central gathering space by the lake, is in line with the residents and stakeholders observed need for a charming central location.
- Historical aspects of Wayzata – such as the Depot – serve and can be further explored as a connection point between present enjoyment and the City's history.

4.3 HOUSING AVAILABILITY / AFFORDABILITY

The issue of housing was a key issue during the visioning process specifically in terms of the community's residential fabric. Additionally, in the community survey, housing affordability was seen as one of issues that Wayzata is least prepared for and one that is perceived to have the most negative impact to the City.

The lack of available less expensive housing in Wayzata directly impacts the ability of young families and young professionals to move to the City.

There was consensus during the visioning process that there was a severe lack of less expensive housing options available in Wayzata. This directly affected the possibility of young families and young professionals moving to Wayzata. It also contributed to the daily commute of workers, especially from the service sector, that cannot afford to live in Wayzata. It was widely viewed as a necessity to create more diverse residential options for those who want to live in Wayzata – with a limited strategically located, thoughtful, and coordinated departure from expensive single family homes and expensive condos.

"We need intergenerational community. Which .. affordable housing for young families and great schools."

– Wayzata resident and stakeholder engagement survey respondent

"I wish there was more land or housing for younger families and ability for young people to move back"

– Wayzata resident and stakeholder engagement survey respondent

"Diverse housing to bring workers in. Lower rents so retail can thrive. Entertainment venues."

– Wayzata resident and stakeholder engagement survey respondent

DataInsight

DATA INSIGHT:

- Wayzata is an exclusive and prestigious residential community with a significant number of high priced single family homes and condominiums.
- Looking forward to 2040, participants were divided regarding maintaining the status quo of expensive houses and a limited number of expensive condos or promoting higher density in key nodes of the City.
- There was agreement fostering a sense of inclusivity in the community, but not a clear path on how to make Wayzata accessible and affordable.

4.4 SUSTAINABILITY / NATURE

Lake Minnetonka is a central part of Wayzata's character and fabric. Efforts to support the lake and its conservation are viewed positively across all residents and stakeholders. There is, however, significant appetite for Wayzata to go even further than Lake preservation and take bold steps on sustainability. The establishment of a City of Wayzata Sustainability Commission was mentioned by one of the workshop participants and the idea was very well received by residents and stakeholders.

Wayzata should push sustainability efforts not only in the local level, but at regional and state levels.

There was a general optimism around Wayzata becoming a poster City in terms of energy neutrality, reduction of water use, and increase of green spaces. Participants believe Wayzata should make sustainability a key City value enabling and encouraging residents and developers to choose more sustainable options such as solar energy and green spaces in new and existing developments.

There was strong agreement that a sustainable environment is built regionally and globally, and that Wayzata should push sustainability efforts not only in the local level, but at regional and state levels.

"We have the ideal location for clean energy opportunities and we need to look closely at keeping our most valuable asset healthy - Lake Minnetonka"

– Wayzata resident and stakeholder engagement survey respondent

"Microgrids, utilizing solar/wind power and community renewable energy grids. Encourage geothermal with tax incentives. Maintain green space"

– Wayzata resident and stakeholder engagement survey respondent

DataInsight

DATA INSIGHT:

- There was strong agreement that Wayzata leading the way in sustainability efforts were a given. That if any City in Minnesota were to lead these efforts, Wayzata would benefit from being that City – both from a sustainability point of view and a positive PR point of view.
- Policies and codes surrounding more sustainable sources of energy such as solar were viewed as cumbersome and disabling. There was a lot of optimism surrounding the establishment of a Sustainability Commission to address all aspects of sustainability within Wayzata.

4.5 VIBRANT CITY SPACES, PARKS AND TRAILS

There was resonance throughout the visioning process regarding the need for more investment into attractions that appeal to both younger families and older residents. The City Parks were seen as the main conduit for this, as it fosters intergenerational vibrancy and community connectivity. When asked about vibrancy and the outdoors, participants pointed to the need for more trails throughout the City and the need of a park system that meets young families and older residents needs.

Lively City parks and spaces foster intergenerational vibrancy and community connectivity, key objectives of Wayzata residents and stakeholders. Wayzata is uniquely positioned to tackle this important issue via the Master Parks Plan in development.

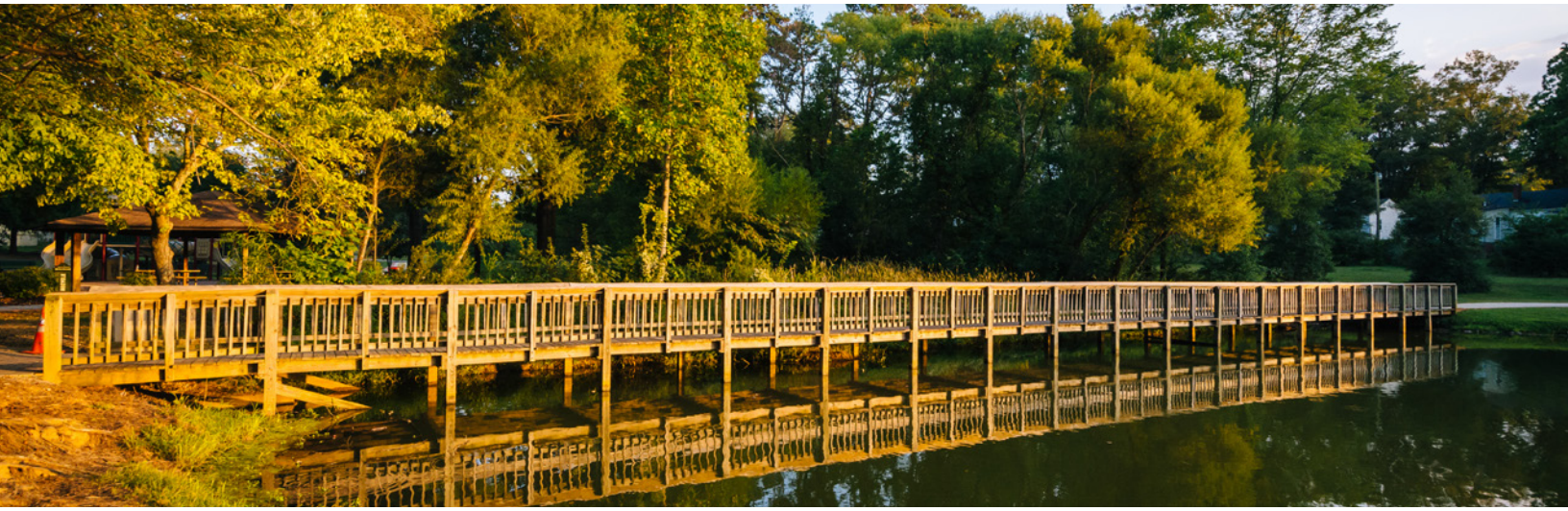
There was perception that City spaces like the beach need to be replicated in other parts of the shore, and that playgrounds need to be renovated to continue to attract families. Connectivity between parks and City spaces is also seen as critical, and is closely linked to the issue of connectivity discussed previously on this document. The Lake Effect was seen as a key development in achieving this vibrancy and vitality within the community and strong support of this project was evident throughout the visioning workshops.

"Multi generational alternatives: from sports facilities to areas of reflection and tranquility."

– Wayzata resident and stakeholder engagement survey respondent

"I'd love Wayzata to focus 1st on its' residents' desires - to create inter generational opportunities of activity + entertainment. Then focus on visitors. The visitors already come!"

– Wayzata resident and stakeholder engagement survey respondent



DataInsight

DATA INSIGHT:

- Young families who participated in the visioning workshops highlighted the need for updated play areas and engaging places for young children to explore.
- A great number of participants did not realize that most of the Lake Effect project will be funded privately and is still in its fundraising stage. There is a strong level of agreement that the vitality of downtown Wayzata depends on the Lake Effect project moving forward successfully.

4.6 AGING POPULATION

Wayzata consists largely of an aging population with a median age of 53.1 years, in comparison to the wider Minnesota median age of 37.9 years. The majority of respondents to the community survey were over 50 years of age. Once high school students are excluded from the survey sample, this was replicated in the stakeholder engagement survey, whereupon 55% of respondents were 51+ years.

Participants noted that the future and vibrancy of Wayzata was dependent on younger professionals and young families, but there is a real concern with younger people being able to afford to live in Wayzata.

Wayzata's population has been aging, but this trend has become more prominent with the arrival of the Presbyterian Homes, where 400+ senior residents live. There was agreement that there was a need to encourage a diverse and mixed age population to Wayzata, such as young professionals and families. Participants during the process noted that the future and vibrancy of Wayzata was dependent on younger professionals and young families, but there is a real concern with younger people being able to afford to live in Wayzata. This is intrinsically connected to the housing issues described earlier. If the property prices are high and there is a lack of affordable housing, it will be difficult for the young professional or family to enter the Wayzata property market. This will be a challenging balance to achieve, but one that has strong commitment from the wider Wayzata community.

"I would love to see a more mixed age/diverse community that can afford to live here."

– Wayzata resident and stakeholder engagement survey respondent

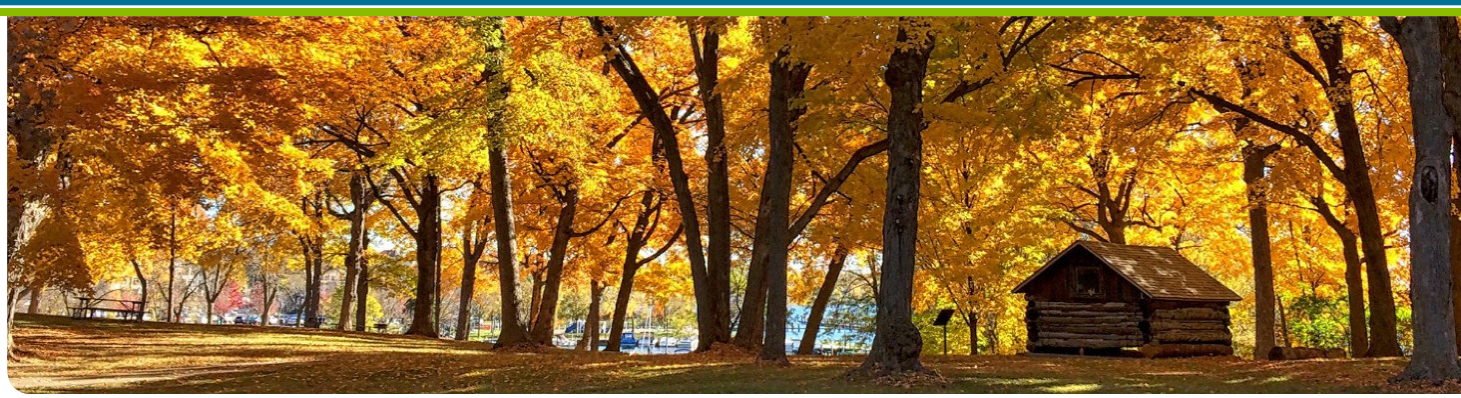
"A safe and charming City where young families can comfortably live and meet diverse people."

– Wayzata resident and stakeholder engagement survey respondent

DataInsight

DATA INSIGHT:

- Wayzata has a median age of 53.1 years, in comparison to the wider Minnesota median age of 37.9 years
- The majority of participants in the visioning process were over 50 years old.

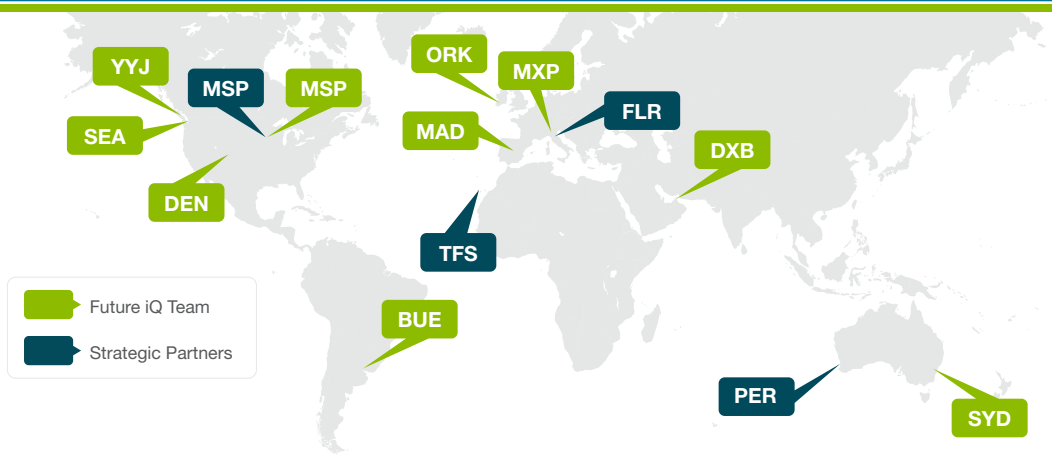


5.0 CONCLUSION

The Wayzata 2040 stakeholder engagement process' main objective was to gather maximum input from the residents and stakeholders of Wayzata. This input will be transformed into a vision document which will inform the City's comprehensive plan update process.

The preferred future for Wayzata was generated within the Think Tank in September and validated through visioning workshops, the vision survey, and the Think Tank reconvene. The preferred future in 2040 was of a Wayzata which will guide its development trajectory from a 'City of the future' approach with a multigenerational focus.

The themes of City-wide connectivity, walkability and pedestrian focus, charm, housing availability / affordability, sustainability / nature, vibrant City spaces and parks, and the aging population are the key areas that Wayzata needs to face in order to move towards the preferred future and will be explored in depth within the Wayzata 2040 Vision Document.



6.0 ABOUT FUTURE IQ

Future iQ is a market leader in the development and application of scenario planning; network analysis, industry and regional analysis, and community engagement and capacity building. Future iQ specializes in applying innovative tools and approaches to assist organizations, regions and industries shape their economic and community futures. With over a decade of business experience, the company has grown to have a global clientele spanning three continents. To learn more about Future iQ, and our recent projects visit www.future-iq.com or by email at info@future-iq.com

Report and Scenario Planning workshop prepared by:

JULIANA PANETTA, IN-HOUSE ATTORNEY AND ENGAGEMENT SPECIALIST

Juliana Panetta is an attorney and engagement specialist. She is originally from São Paulo, Brazil, where she attended the University of São Paulo (USP) before moving to Minnesota and completing her Bachelor's Degree in International Relations and her Juris Doctor at Mitchell Hamline School of Law. Juliana works with clients on a variety of projects, leading engagement efforts, assisting clients with strategic planning, and providing data analysis.

DAVID BEURLE, CEO

As CEO of Future iQ, David specializes in creating future planning approaches for the use in regional, community and organizational settings. David has worked in the field of organizational and regional economic and community planning for over 20 years. His work in community and economic development has earned his work international, national and state awards.

HEATHER BRANIGIN, VICE-PRESIDENT, BUSINESS DEVELOPMENT

Heather has an academic background in Political Science, International Relations and Education and is committed to helping people understand global interconnectedness and collaboration. She is past President and current Advisory Council member of the United Nations Association of Minnesota and has worked for over 20 years in the fields of international education and development.

7.0 ACKNOWLEDGEMENTS

Future iQ would like to thank the Advisory Council and City of Wayzata Staff - particularly Jeffrey Dahl, Jeffery Thomson and Kristin Classey - for their contributions to a successful stakeholder engagement process. Additionally Future iQ would like to thank Steven Tyacke, City of Wayzata City Council member for his significant contributions to the visioning workshops held across Wayzata. Your contributions are sincerely appreciated.

8.0 FOR MORE INFORMATION

For more information regarding the Wayzata 2040, Sailing Ahead project, please contact:

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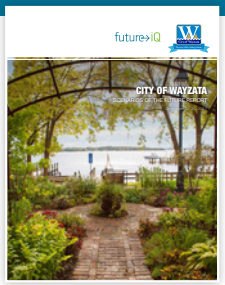
Wayzata2040

FOR MORE DETAILS, AND TO ACCESS COPIES OF ADDITIONAL REPORTS, PLEASE VISIT:

www.future-iq.com or http://lab.future-iq.com/wayzata-2040-sailing-ahead/

Community Profile and Benchmark Analysis
September 2017



City of Wayzata Scenarios of the Future Report
September 2017

future→iQ

City of Wayzata
Wayzata 2040, Sailing Ahead

City of Wayzata
Planning Commission
Agenda Report

MEETING DATE: May 29, 2019	**AGENDA ITEM:** 3.c.
TITLE: Review Comparison of the Metropolitan Council Requirements and the Proposed 2040 Comprehensive Plan	
PREPARED BY: Eric Zweber, Planning Consultant	
REVIEWED BY: Jeff Dahl, City Manager	
60 DAY DEADLINE: N/A	

BACKGROUND:

Stephanie Falkers, Senior Associate Planner from SRF, will present the Metropolitan Council requirements for the City of Wayzata and other cities that have a "Suburban" community designation. These requirements have the greatest impact on two areas: how to address Wayzata's affordable housing allocation and how to maintain an average overall density of 5 units per acre for new development and redevelopment. Ms. Falkers will review how the 2040 Comprehensive Plan addresses those issues.

ACTION REQUESTED:

None required.

ATTACHMENTS:

None

City of Wayzata
Planning Commission
Agenda Report

MEETING DATE: May 29, 2019	**AGENDA ITEM:** 3.d.
TITLE: Review Comparison of the 2030 Comprehensive Plan and the Proposed 2040 Comprehensive Plan	
PREPARED BY: Eric Zweber, Planning Consultant	
REVIEWED BY: Jeff Dahl, City Manager	
60 DAY DEADLINE: N/A	

BACKGROUND:

Stephanie Falkers, Senior Associate Planner for SRF, will review the land use components of the 2030 Comprehensive Plan and the 2040 Comprehensive Plan. The review will focus on what is proposed to change and a general overview of what is staying the same.

ACTION REQUESTED:

None required.

ATTACHMENTS:

None

City of Wayzata
Planning Commission
Agenda Report

MEETING DATE: May 29, 2019	**AGENDA ITEM:** 3.e.
TITLE: Review of Changes and Edits made as a result of the May 20 Planning Commission Meeting	
PREPARED BY: Eric Zweber, Planning Consultant	
REVIEWED BY: Jeff Dahl, City Manager	
60 DAY DEADLINE: N/A	

BACKGROUND:

Stephanie Falkers, Senior associate Planner for SRF, has provided a memorandum of the changes that have been made to the draft 2040 Comprehensive Plan since the May 20, 2019 Planning Commission meeting. The memorandum and the revised Comprehensive Plan are attached.

Ms. Falkers will review the changes. Following that review, the Planning Commission can provide direction on other issues or items that they would like revised within the draft 2040 Comprehensive Plan.

ACTION REQUESTED:

Provide direction on revisions to the draft 2040 Comprehensive Plan in preparation for the June 3, 2019 Planning Commission Meeting.

ATTACHMENTS:

1. Planning Commission Workshop Memo
2. Wayzata 2040 Comprehensive Plan Draft_May232019

Memorandum

SRF No. 11484

To: Wayzata Planning Commission

From: Stephanie Falkers, Senior Associate

Date: May 23, 2019

Subject: Wayzata 2040 Comprehensive Plan

Comprehensive Plan Workshop

The draft Wayzata 2040 Comprehensive Plan was reviewed by the Planning Commission at the May 20th hearing. A presentation was given providing an overview of the plan, recent process updates and changes since the November 2018 Planning Commission workshop. Following the presentation, a variety of questions and comments were shared from Commissioners. To work through these questions and comments, a workshop will be held with the Planning Commission on May 29th. The following topics will be discussed:

- Comprehensive Plan Overview and relationship to the planning process
- Wayzata 2040, Sailing Ahead Review
- Comprehensive Plan Requirements
- Changes between the 2030 and 2040 plans (land use and housing)
- Plan updates
- General Discussion

Comprehensive Plan Updates

Following the Planning Commission hearing, updates were made to the draft plan to respond to comments received. These changes include:

- **Chapter 1- Introduction**
  - The previous draft included a statement from the Vision 2040 Think Tank describing its view of the "Preferred Future". This statement was removed from the Comprehensive Plan. ***(Pages 1-4 to 1-5)***
  - References to the Lake Minnetonka Trolley were removed from the chapter. ***(Page 1-8)***
- **Chapter 3 – Land Use**
  - Updated Figure 2 – 2040 Land Use Plan to include the Park and Open Space land to the west of Gleason Lake. ***(Figure 2)***
  - Updated Figure 4 – 2030 to 2040 Land Use Changes to include the figure presented to the Planning Commission at the 5/20 hearing. ***(Figure 4)***

- **Chapter 5 – Transportation**
  - Chapter was reordered to first address the Roadway System Plan, followed by the Bicycle and Trail System Plan. ***(Pages 5-2 through 5-26)***
  - The section dedicated to the Lake Minnetonka Trolley was removed from the chapter. ***(Pages 5-33 and 5-37)***
- **Chapter 8 – Community Facilities**
  - The description of the proposed regional trail connection improvements was updated. **(Page 8-18)**
  - Observation Platform was removed as an amenity within the Existing Park Inventory table. ***(Table 12/Page 8-21)***

These changes have been addressed in the most recent draft of the Comprehensive Plan. Additional changes will be discussed with the Planning Commission at the upcoming workshop and will be addressed prior to the next hearing.

City of Wayzata 2040 Comprehensive Plan

May 2019 | DRAFT

City of Wayzata

Acknowledgements

City Council

Ken Willcox, Mayor

Dan Koch

Johanna McCarthy

Alex Plechash

Steven Tyacke

Planning Commission

Jeffrey Buchanan, Chair

Gregory Flannigan, Vice Chair

Peggy Douglas

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Appendix

Appendix A - Socio-Economic Data by Transportation Analysis Zone

Appendix B - Wayzata Capital Improvement Program (CIP)

Appendix C - Water Supply Plan

Chapter 1 - Introduction

Evolution of a Small Town

Wayzata has a rich and storied history as a small town serving many purposes and providing many things to those fortunate to call it home. Founded in 1854, Wayzata was first known as a recreational destination on the shores of beautiful Lake Minnetonka. The early 1900's saw an evolution to a more balanced working community with a greater diversity of residents and commerce which continued through most of the century. A "charming small town" was a phrase commonly used by many to describe the community fabric and culture. It spoke to the generally modest community of engaged residents and business owners who built and sustain its strong Midwest values and style. The phrase holds a positive uplifting tone, demeanor, and flair recognized by many.

During the last two decades of the 20th century, small changes began to challenge Wayzata's modest small-town roots. Nothing entirely obvious, but a number of events, none of them consciously contemplated or connected, came knocking on this charming small town's door.

For decades, Lake Street hosted modest family-owned businesses. Over time, these humble places of commerce evolved. Larger and more prominent office and retail hubs took their positions along Lake Street. Residential condominiums with prominent views of the lake also took front stage. A downtown mall, in its second decade of service, continues to find ways to compete with other boutique retail operations. All of this was happening despite the fact that years before, decisions were made to reroute the hustling and constant Lake Street traffic flow around its business core.

As the community evolved, additional density found its place in seams between traditional single family neighborhoods and highway arteries. Modest lake homes gave way to larger and more prominent estate style homes somewhat reflective of the Lake Minnetonka estate properties of the late 1800's and early 1900's.

During the mid 1990's, I-394 opened with Wayzata and downtown Minneapolis on either end. Travel time to downtown jobs was significantly decreased. These physical connections to Wayzata created a more mobile community. It also brought a daily workforce population to the community that is half again as large as its resident population. This mobility adds pressure to high property values that continue to climb at a faster pace than most communities in the Twin Cities. The freeway also makes Lake Minnetonka more convenient as a natural and recreational amenity of regional significance.

Community Engagement in the Comprehensive Planning Process

In 2017, the City of Wayzata embarked on a comprehensive visioning project which formed the foundation and framework for the City's 2040 Comprehensive Plan. The visioning project was named *Wayzata 2040, Sailing Ahead*, and was dedicated to strong community engagement. The main goal of *Wayzata 2040, Sailing Ahead* was to engage with City residents and stakeholders in order to determine where they would like to see Wayzata in 10, 20 and 30 years' time. The process enabled the community to take control and provide input into a process that allowed them to shape their own future.

Wayzata 2040, Sailing Ahead creates shared goals that will ensure every decision made in Wayzata's Comprehensive Plan brings the city closer to the vision that has been outlined for the community. This City-wide project builds on the decisions and aspirations from the City's Lake Effect project, and relies on the City residents' and stakeholders' deep knowledge to build a vision for the entire City

Engagement Approach

The City used a people-focused community engagement approach that emphasized broad and deep participatory engagement methods to create collaborative environments that produce aligned visions for the future. The overall vision development process included several major principles:

- Future Oriented. The objective was to 'peer' into the future and design a process that drew together strategic foresight and identification of preferred future outcomes in Wayzata.
- People Focused. The process aimed to offer maximum opportunity for local stakeholders and community members to engage in meaningful and thoughtful discussion about the future. A series of workshops and surveys were conducted to provide structured input.
- Data Driven. The planning work was underpinned by extensive analysis of community dynamics and surveying of stakeholders and community members.

Wayzata 2040, Sailing Ahead used various engagement methods including meetings and interviews, visioning workshops, Think Tank and subsequent reconvening of the Think Tank, online community survey, interactive online portal, and a stakeholder engagement survey.

Advisory Committee

The Wayzata Comprehensive Plan Advisory Committee led the process of preparing this Comprehensive Plan. Working with City staff and consultants, the Advisory Committee held regular meetings to explore issues and make decisions about the Plan.

Community Survey

The issues generated through scoping interviews with residents, businesses, and community stakeholders were explored further and community input was acquired by means of an extensive community survey which ran from August to November 2017. The main objective of the community survey was to understand the perspectives of the community and the perceptions around key factors shaping the future of Wayzata.

The community survey consisted of 21 questions, asked a series of multi-dimensional, in-depth questions, and was available online and in hard copy. A total of 189 stakeholders took the survey, an appropriate sample of Wayzata residents and stakeholders. The survey included open ended questions as well as matrix and ranking questions. The open ended questions provided great insight into individual's perceptions and wishes as it relates to Wayzata's future. The matrix and ranking questions laid the foundation for a powerful data visualization platform, which allowed for great exploration of each question.

Think Tank Workshop

The Think Tank Workshop was held on September 25 and 26, 2017, and was a key in-person participatory engagement event. The Think-Tank was a unique opportunity where community members and stakeholders came together to build an aligned vision for the future. The workshop was intended to

assist in the understanding of future drivers that will affect Wayzata, and to build cohesion around a unified vision for the community. Approximately 60 individuals – Wayzata stakeholders, community members, City Council members, and City staff – took a deep dive into Wayzata's future during the two evenings. Based on the key drivers identified by the community, the Think Tank developed four plausible futures for Wayzata's future. The scenario matrix was defined by two major axes entitled 'Development Trajectory' and 'Intergenerational Relevance'. These two axes embodied the major key issues facing the future of Wayzata collectively developed and ranked in the key drivers' analysis.

Visioning Workshops

For the overall *Wayzata 2040, Sailing Ahead* visioning process to be successful, it was essential that there would be broad engagement across the City. The scenarios developed at the Think Tank were presented to stakeholders from across Wayzata in 19 visioning workshop sessions from October to December 2017. Within the visioning workshops, residents and stakeholders were able to review the process and provide input. At the end of each of the engagement sessions, participants were asked to complete a survey which explored their views about what reflects the best future balance and priorities for Wayzata. There were approximately 400 people who attended the workshops.

To reach a larger section of the Wayzata community, an online visioning workshop was accessible from the Wayzata 2040 online lab page. The online visioning workshop outlined the phases of the visioning process, described the development of the scenarios, and enabled people to participate in the engagement survey.

Vision Survey

As part of the visioning workshops, each participant was asked to complete a survey which explored their views about what reflects the best future balance and priorities for Wayzata. There were 319 people that completed the survey. The survey asked participants to give their individual perspective on both the process but also of the issues raised since the inception of the visioning process. The engagement phase of the project was an opportunity to include as many voices from across Wayzata on the range of topics.

Data Visualization Portal

The results from the community survey and vision surveys were subsequently compiled and displayed via an online data visualization platform. This platform consisted of filterable charts which enabled stakeholders to view the results from a range of options including age, location, importance of factors, preparedness of Wayzata for change, and other variants.

Reconvening the Think Tank Workshop

The Think Tank Reconvene took place on December 13, 2017. The overall community engagement process was reviewed and the results from the community surveys and engagement sessions were shown to the participants and discussed. The Think Tank reconvene was an opportunity for stakeholders to validate the preferred vision, considering results from the community engagement sessions, and also a place where stakeholders could engage in a meaningful discussion about the potential roadmap to achieve the emerging vision / preferred future.

Future Drivers Impacting the Community

With the background of external trends, the Wayzata 2040 engagement process identified drivers that the community considered most likely to shape the future of Wayzata. The drivers were then discussed at group and workshop levels. The scope of each driver was clarified, and any similar drivers were grouped and new drivers added, until a list of twenty unique key drivers were identified.

The key drivers shaping the future of Wayzata are:

1. Thirst for development and implication on the environment
2. High cost of living
3. Loss of younger population / generation
4. Public transportation
5. Implications of being a destination
6. Lake Effect – recreational activities
7. Infrastructure for aging demographic
8. Technology advancements
9. Increasing quantity of the aging population
10. Dramatic racial demographic changes
11. Traffic and accessibility to 394 + Downtown
12. Affordable housing as attraction to young professionals and workforce
13. Aged group doing the planning
14. High cost of land
15. Appeal to younger families
16. Snow birds' effect on local economy
17. Proliferation of entertainment options
18. Tension between preservation and development
19. Willingness to expand population size / density
20. Ability to engage

Preferred Future

The vision development process aimed at creating a consensus-based vision. This data driven process was made up of key themes that evolved throughout the project, leading Wayzata resident and stakeholders to a 'point-of-consensus' that represents the shared vision of the future. Based on the comprehensive community engagement, the preferred future of Wayzata, ascertained from the community's preferred future selection and reaction to sub-issues, was centered on 'Scenario B – FTSC– Forward Thinking, Socially Connected'.

Vision Statement

WAYZATA 2040 VISION

Wayzata is a forward-thinking lakeside community that is socially connected, charming, walkable, and pedestrian friendly. A multi-generational community with healthy, engaged, and active residents. A community that is in the forefront of sustainability, with a healthy environment, vibrant parks and enticing City spaces. It is a proud steward of its premier natural asset; Lake Minnetonka.

The vision statement provides a broad view of Wayzata and inspires the community to move forward. The Vision serves the following purposes:

- Provides a shared understanding of community desires for the future.
- Looks to current conditions and community traditions for clues guiding future decisions.
- Orients the community to the future, even to a future that is twenty years distant.
- Requires imagination, recognizing that the direction it sets will be the reality of the future.
- Serves as a tool for evaluating proposals, projects, ideas, and new directions.
- Provides an anchor in times of conflict and change - a way of finding common ground and shared values.
- Creates energy and enthusiasm for maintaining the commitment to the Comprehensive Plan.

Guiding Principles of the Comprehensive Plan

The Wayzata 2040 vision guiding principles were developed from the key themes that emerged during the stakeholder engagement process, analysis of the community survey and vision survey responses, visioning workshops, the Think Tank, and the Think Tank reconvene. These guiding principles underpin the implementation of Wayzata's Vision.

Charming

Fostering charm in a community requires intentionality and purpose. A stronger focus on design – sending developers back to the proverbial drawing table to bring a more tasteful proposal – is a check that would go a long way. City residents want to connect to the City's shared spaces. City spaces can be plain or they can be charming – it is just a question of thoughtfulness. Visitors and residents will connect to places that evoke a sense of belonging, and a sense of nostalgia. Wayzata – by nature, as it is located on the shore of Lake Minnetonka – evokes these feelings. The challenge for the City is to make charm an utmost priority not only in new developments but in every aspect of the City's lifecycle. Placing emphasis on the arts, for example, is something that allows passers-by and visitors to slow down and enjoy the City. Development should be small and intimate, creating room for "randomness."

A key aspect of Wayzata's charm that cannot be understated is the role of history. Wayzata is a City fortunate to have both an active Historical Society, and an active Heritage Preservation Board. These groups work tirelessly to document and protect Wayzata's history. History should be considered and highlighted throughout Wayzata's development plans, and repurposing and revival of key buildings should be of utmost priority. Properties like Section Foreman's house should aid Wayzata in

highlighting its history while providing a functional space in a revitalized lake front, as proposed by the Lake Effect Park project.

Walkable and Pedestrian Friendly

A walkable and pedestrian friendly environment leads to a greater vibrancy in the community, reduces social isolation, and leads to healthier and happier communities. Wayzata is primed for increasing its walkability: it is compact, has great connectivity potential, and counts with a demographic that is highly interested in walkable spaces. The argument for a more pedestrian oriented community goes beyond the social and health benefits it provides – walkable communities also lead to increased economic activity.

In order to foster a more walkable community, it is key to create safe and physically enticing spaces, convenient locations to go to and from, and routes that are welcoming to pedestrians. City ordinances and design standards relating to sidewalk widths would have to be revisited, commercial space design would have to be evaluated through a pedestrian centric lens as human scale spaces need to be at the forefront of any new development.

For Wayzata to be walkable, development needs to occur on a smaller human scale – smaller parks near neighborhoods, small node development for small economic activity in otherwise traditionally residential neighborhoods, and housing within traditionally commercial spaces.

Healthy, Engaged and Active

The built environment has a direct impact on the community's health, engagement, and activity level. Thoughtful and intentional city planning can foster greater levels of activity, engagement and positively impact human health. Healthy communities are communities where residents have easy access to good nutrition, access to transportation, and plenty of physical activity opportunity.

Wayzata is not immune to accessibility to healthy living considerations because of its wealthier demographic base. Being home to an aging demographic and intentionally seeking out younger families highlights the need for Wayzata to have residents' health as a top priority. Access to good nutrition for Wayzata's seniors may look like better transportation options that give seniors greater mobility and flexibility.

Easily accessible physical activity is another area of opportunity in Wayzata. Enhanced parks and greater access to trails is essential. Recreation and enrichment opportunities could be greatly enhanced, making physical activity and the outdoors part of the Wayzata community's daily life.

Vibrant Parks and City Spaces

Vibrant city parks and city spaces are essential to Wayzata's future. Parks provide mental health benefits to residents, opportunities for physical activity, and bring the important nature connection to daily routines. City spaces allow residents and visitors to come together, create a sense of belonging, and encourage walkability. Wayzata, through the upcoming robust Parks and Trails System Master Plan, can revive its park spaces and transform them into inter-generational centers with opportunities and spaces from young families to older generations. Connecting the parks and city spaces are also crucial for Wayzata's vitality. While Wayzata has plenty of park land, some spaces feel forgotten. The Nature

Center is the key example of a place that could be reinvented to further connect residents and visitors with nature, and provide opportunities for physical activity.

The revitalization of Lake Street has a huge opportunity to transform the parking lot overlooking the lake into a lively City plaza where all ages can coexist. Having a central location where residents and visitors experience a sense of belonging is a key development area for several guiding principles within Wayzata's vision. The Lake Effect Eco Park and several other aspects of the Lake Effect project greatly address this need – a section of the vision addresses the Lake Effect specifically and how several aspects of the future of Wayzata are closely tied to its successful implementation.

Recreation opportunities can be further enhanced by a staffed Wayzata Parks and Recreation Department. The work currently being carried out through partnerships fostered by Lake Effect Conservancy (with the YMCA, Wayzata Sailing School, Wayzata School District, Interfaith Outreach, and Science Museum of Minnesota) is a fantastic step in that direction, so the focus should be on enhancing those partnerships and centralizing them at the City level so as to enhance access and grow the number of programs offered.

Environmental Sustainability

As a prosperous and renowned destination suburb, Wayzata has an opportunity to take the lead on sustainability goals and objectives. In the Vision Survey, 68% of respondents believe that Wayzata should 'Aggressively pursue new sustainability actions and focus.' The health of Lake Minnetonka's ecosystem, a city free of visual and noise pollution, and a city that cares about fostering a healthy, vibrant, and sustainable environment should be Wayzata's priorities.

A process to streamline the permitting application of green energy sources such as residential solar systems and the encouragement of the use of green sources of energy in large developments was highlighted by stakeholders as a key step in achieving a more sustainable Wayzata. Wayzata could also reduce the number of city landscapes that have high consumption of water and instead opt for more sustainable options.

The establishment of a City of Wayzata Sustainability Commission which would allow Wayzata to determine its sustainability goals and take bold steps to achieve them was mentioned during the engagement process. Stakeholders agreed on a balanced but progressive agenda in Wayzata's sustainability efforts.

Multi-Generational

One of the strongest qualities of the "FTSC- Forward Thinking, Socially Connected" preferred future is a multi-generational Wayzata. Being a multi-generational community is of extreme importance to Wayzata's residents and stakeholders. When asked what Wayzata's population mix should look like in 2040, over 80% of Vision Survey respondents believe that it should be geared towards a diverse, mixed-age community attractive to families and younger professionals.

This guiding principle strongly overlaps with many other principles developed as part of Wayzata's Vision because a multi-generational community necessarily implies diverse housing, transportation availability, and safe walkable and bikeable environments.

Young families are not able to move to Wayzata due to the high property costs – housing diversity such as nodes with townhome developments would enable this important demographic to move to the City. Senior housing has flourished in Wayzata, and many newly built condos have attracted older generations wanting to retire in the City. Multi-generational programs to engage and keep this demographic active can ensure Wayzata's livelihood.

When asked what the allocation of resources should look like in Wayzata, 79% of vision survey respondents believe that Wayzata should allocate its resources to infrastructure that helps foster its appeal as an intergenerational community.

A multi-generational Wayzata, however, should not be reduced to a place where persons of different generations live – it must be a place where all generations belong, thrive, and are valued as integral part of the Wayzata community.

Connected

City-wide connectivity is a topic that came up repeatedly throughout the visioning process. Wayzata residents and stakeholders want to interact with the City in ways they haven't interacted before. To achieve a fully connected and vibrant city, Wayzata must approach connectivity from a multi-dimensional standpoint. Parks, trails, and city spaces systems must be linked to each other. Pedestrian focus should be the priority which will in turn develop a tighter community that makes way for higher density development. Finally, a transportation system that addresses both intracommunity and intercommunity transportation will have to emerge.

Throughout the engagement process, the idea of an intracommunity transportation system surfaced. Repeatedly, the desire of residents to have a reliable, year-round, and pleasant mode of transportation across Wayzata would arise. At the Think Tank reconvene, this idea became more refined and a community where cars were de-emphasized was highlighted. Wayzata residents and visitors would have the ability to park their cars – or boat, or bike – anywhere within the City, and be able to rely on an intracommunity transportation system that would bring them from place to place.

Additionally, connectivity could be greatly enhanced if green networks were created throughout the City. The wetlands on the Nature Center could serve as a main green artery connecting Wayzata Boulevard to the downtown area. The corner of Superior Boulevard and Wayzata Boulevard could house a secondary City Plaza, which would enhance mobility and connectivity between the two main commercial nodes of the City. The more visibility there is between City nodes, the more natural mobility between them will occur.

City Nodes with Greater Housing Diversity

Housing availability and affordability were key themes throughout the engagement process. The current Wayzata reality is that single family homes are expensive, pricing young families out of Wayzata. Additionally, most higher density development has been in the form of condos by the lake with price tags sometimes much higher than the City's single family residences, which attract an older and more financially stable demographic.

Higher density, for Wayzata, would mean City pockets with townhome developments, and housing developments in traditionally commercial areas. This higher density, combined with pointed efforts to make Wayzata walkable, multi-generational, and connected would bring liveliness to nodes within the City.

During the Think Tank reconvene, the corner of Wayzata Boulevard and Central Avenue was explored as a key node primed for higher density development. Wayzata Boulevard and Barry Avenue Park and Ride location is another location within Wayzata with potential for a small commercial/residential node development.

What is a Comprehensive Plan?

The Comprehensive Plan is a tool for guiding the growth, redevelopment and improvement of Wayzata. The Comprehensive Plan consists of a compilation of goals, objectives, policy statements, standards, and maps for guiding the physical, social, and economic development of the City and its environs. The Comprehensive Plan applies to the development of both public and private property. The Comprehensive Plan is made up of a series of sections, each relating to a major subject area.

Role of the Comprehensive Plan

The Comprehensive Plan serves several important practical and legal functions. The Comprehensive Plan presents a vision for the future of Wayzata. In both words and illustrations, the Plan describes aspirations for community development. The Plan seeks to guide public and private actions to achieve results that move Wayzata closer to its vision for the future.

Legal Basis of the Comprehensive Plan

The Metropolitan Land Planning Act[1] is the basis for all cities in the seven-county metropolitan area to prepare and keep updated, a Comprehensive Plan that is consistent with regional policies. Updating Comprehensive Plans occurs once every decade. The last update was in 2008.

Once adopted, the Comprehensive Plan is the basis for a number of official controls which form the implementation basis of the Plan. These official controls must be consistent with the Comprehensive Plan.[2] State Law requires that the Comprehensive Plan contain guidelines for the timing and sequence of the adoption of official controls to ensure planned, orderly, and staged development and redevelopment consistent with the land use plan.[3] Official controls may include ordinances establishing zoning, subdivision controls, site plan regulations, sanitary codes, building codes, and official maps.

The Comprehensive Plan influences public lands. Publicly owned land within the City cannot be acquired or disposed of until the Planning Commission has reviewed the proposal and reported in writing to the City Council as to the compliance of the proposed action with the Comprehensive Plan.[4]

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[1] *Minnesota Statutes, Section 473.851*

[2] *Minnesota Statutes, Section 473.858*

[3] *Minnesota Statutes, Section 462.357, Subd. 2c*

[4] *Minnesota Statutes, Section 462.356, Subd. 2.*

The Comprehensive Plan guides capital improvements by all political subdivisions. No capital improvements shall be authorized by the City (and its subordinate units) or any other political subdivision having jurisdiction within Wayzata until the Planning Commission has reviewed the proposal and reported in writing to the City Council as to the compliance of the proposed action with the Comprehensive Plan.[5]

The City may adopt zoning regulations for the purpose of carrying out the policies and goals of the land use plan element of the Comprehensive Plan. The Comprehensive Plan becomes the foundation for an "official map" adopted in accordance with Minnesota Statutes, Section 462.359. An official map showing existing and proposed future streets, roads, and highways of the City and County, the area needed for widening of existing streets, roads, and highways of the City and County, and existing and future county state aid highways and state trunk highway rights-of-way. An official map may also show the location of existing and future public land and facilities within Wayzata. The transportation plan and communities facilities plan elements in the Comprehensive Plan create the authority to adopt an official map.

The City uses regulations to ensure that subdivisions are consistent with the Comprehensive Plan. The subdivision regulations may prohibit certain classes or kinds of subdivisions in areas where prohibition is consistent with the Comprehensive Plan and State Law.[6] In approving tax increment financing plans (TIF), the City is required to find that the TIF plan conforms with the Comprehensive Plan.[7]

[5] *Minnesota Statutes, Section 462.356, Subd. 2.*

[6] *Minnesota Statutes, Section 462.358, Subd. 2a.*

[7] *Minnesota Statutes, Section 469.175, Subd. 3.*

Chapter 2 – Community Background

Introduction

The City of Wayzata, Minnesota is located in western Hennepin County, and is part of the Minneapolis-St. Paul Metropolitan Statistical Area. The Twin Cities region is home to more than 3.8 million residents and is the 14th largest metropolitan area in the United States. Wayzata's 2017 population of 4,804 people represent a small community in a growing metropolitan region. The City's population has increased by 30% since 2010.

The City of Wayzata has grown from a resort town in the nineteenth century to a vibrant suburban community, benefiting from being a premier gateway to Lake Minnetonka, as well as its proximity to the Minneapolis-St Paul metropolitan area. The high standard of living and quality of life enjoyed by many of the community's residents is both a source of pride as well as an asset that attracts many new residents to the community.

This chapter presents a snapshot of socio-economic, housing, and other community characteristics for the City. Where available, the statistics of other adjacent communities have been included in the analysis to provide a point of comparison for local and regional trends affecting Wayzata and other nearby communities within the metropolitan area.

Metropolitan Council's System Statement for Wayzata

As part of the 2040 Comprehensive Plan update process, the Metropolitan Council issued system statements to each individual community to assist communities in preparing to update their comprehensive plans, as required by the Metropolitan Land Planning Act. The system statements include forecasts that are part of the regional development plan, *Thrive MSP 2040*, that the Metropolitan Council uses to plan for its regional systems. The City of Wayzata's system statement includes the following population, households, and employment forecasts (Table 1):

Table 1: Metropolitan Council Forecasts, 2010-2040

	2010	2020	2030	2040
Population	3,688	4,140	4,520	4,650
Households	1,795	2,100	2,310	2,400
Employment	4,567	4,800	4,920	5,000

Source: Metropolitan Council, 2017

Since the Metropolitan Council released the systems statements in 2015, the 2017 American Community Survey data has been released. In 2018, the Metropolitan Council prepared 2017 population, households, and employment estimates for Wayzata (Table 2).

Table 2: Metropolitan Council Estimates, 2017

	2017
Population	4,804
Households	2,349
Employment	5,049

Source: Metropolitan Council, 2018

Based on the revised population, households, and employment estimates for 2017, the City has revised population, households, and employment forecasts for Wayzata (Table 3). The revised forecasts adjust for the 2010 to 2017 growth, and assume the same growth rates between 2030 and 2040 that were used in the Metropolitan Council's 2015 system statements.

Table 3: Revised Forecasts, 2010-2040

	2010	2020	2030	2040
Population	3,688	4,983	5,120	5,258
Households	1,795	2,471	2,574	2,677
Employment	4,567	5,127	5,398	5,540

Source: City of Wayzata, 2018

Although the Metropolitan Council recognizes that these figures are long-range forecasts that may be subject to change depending on future population and migration trends, the Council requires each community to include these forecasts into their comprehensive plan update process to consider local impacts on regional systems, such as park and transportation systems. It is important to note that these forecasts do not represent a predicted future growth pattern, rather an estimate based on historic trends, 2010 Census data, current demographic data, and local comprehensive plans.

Community Designation

The Metropolitan Council designates the City of Wayzata as a "*Suburban*" community, which states that suburban communities experienced continued growth and expansion during the 1980s and early 1990s, and typically have automobile-oriented development patterns at significantly lower densities than in previous eras.

Population

Table 4 depicts recent population history for the City of Wayzata, adjacent Lake Minnetonka communities, and Hennepin County. Over the past 30 years, population in Wayzata grew at a modest pace, comparable to its neighboring lakeshore communities. A loss in population occurred only between 2000 and 2010, then grew significantly between 2010 and 2017. Other suburban Hennepin Counties communities experienced growth over this same time period. With recent approvals of a number of infill and redevelopment projects, it is expected that the City of Wayzata will continue to experience population growth, although the lack of available vacant land and high land values will impact the amount of future growth.

Table 4: Population Growth 1980-2017

Population		1980	1990	2000	2010	2017	Increase 1980-2017
Wayzata	#	3,621	3,806	4,113	3,688	4,804	1,183
	% Change	--	5%	8%	-10%	30%	33%
Orono	#	6,845	7,285	7,538	7,437	7,883	1,038
	% Change	--	6%	3%	-1%	6%	15%
Woodland	#	526	496	480	437	462	-64
	% Change	--	-6%	-3%	-9%	6%	-12%
Plymouth	#	31,615	50,889	65,894	70,576	76,882	45,267
	% Change	--	61%	29%	7%	9%	143%
Minnetonka	#	38,683	48,370	51,301	49,734	53,394	14,711
	% Change	--	25%	6%	-3%	7%	38%
Hennepin County	#	941,411	1,032,431	1,116,206	1,152,425	1,249,512	308,101
	% Change	--	10%	8%	3%	8%	33%

Source: U.S. Census 2010, Metropolitan Council 2017 Population Estimate

Like other communities in the metropolitan area, the City of Wayzata's population is aging. However, Wayzata's population is aging at a slower rate than other communities in the region. As Table 5 illustrates, from 2000 to 2010, the 55 to 64-year-old age group increased by 19.0 percent, the 75 to 84-year-old age group decreased by 10.2 percent, and the 85-year-old and older age group decreased by 7.1 percent. In comparison, the 25 to 34-year-old group decreased by 26.8 percent, and the 35 to 44-year-old group decreased by 29 percent. It is important to consider the impact of Wayzata's changing population when conducting longer term planning for service delivery, housing opportunities, and other community resources.

Figure 1: Population by Age

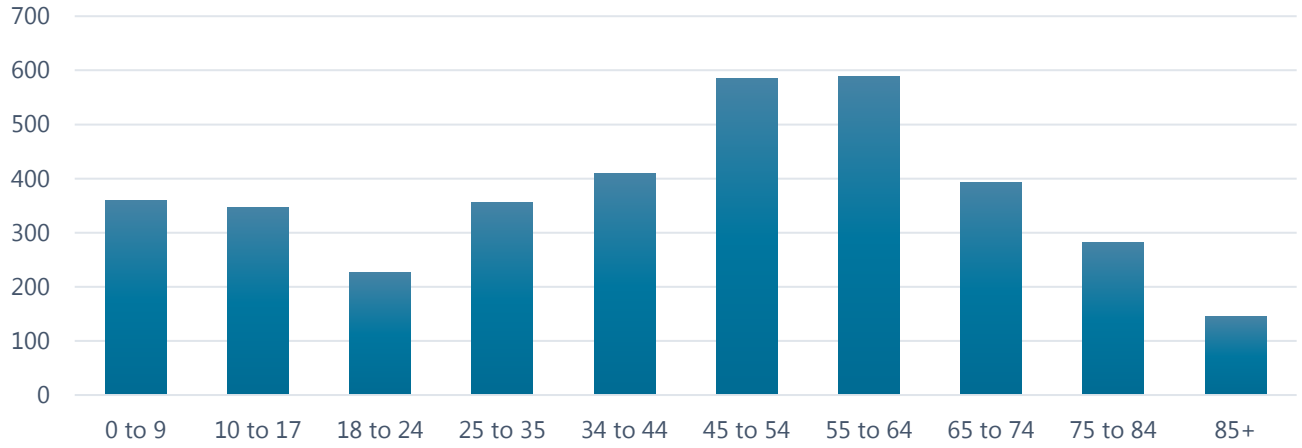


Table 5: Population by Age, 2000-2010

Age	2000		2010		Change	
	Number	% of total	Number	% of total	Number	% of total
Under 5 years	197	4.8%	161	4.4%	-36	-18.3%
5 to 9	205	5.0%	198	5.4%	-7	-3.4%
10 to 14	239	5.8%	227	6.2%	-12	-5.0%
15 to 17	153	3.7%	119	3.2%	-34	-22.2%
18 to 21	117	2.8%	115	3.1%	-2	-1.7%
22 to 24	128	3.1%	112	3.0%	-16	-12.5%
25 to 34	485	11.8%	355	9.6%	-130	-26.8%
35 to 44	576	14.0%	409	11.1%	-167	-29.0%
45 to 54	661	16.1%	585	15.9%	-76	-11.5%
55 to 64	495	12.0%	589	16.0%	94	19.0%
65 to 74	388	9.4%	392	10.6%	4	1.0%
75 to 84	313	7.6%	281	7.6%	-32	-10.2%
85 and older	156	3.8%	145	3.9%	-11	-7.1%
Total population	**4,113**	**100.0%**	**3,688**	**100.0%**	**-425**	**-10.3%**

Source: US Census 2010, Metropolitan Council

Households

Household information provides an indication of the demographic composition of a community by identifying the number of households within the City as compared with population and the average number of persons per household. The number of households in Wayzata is increasing, as shown in Table 64.

Table 6: Number of Households – 1980 to 2040

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

As shown in Table 7, a decline in the number of persons per household has been more pronounced in the lakeshore communities where new development is limited. This is consistent with regional and national trends of smaller family size and smaller household size.

Table 7: Persons per Household – 1980 to 2010

Year	Wayzata	Plymouth	Orono	Minnetonka	Woodland
1980	2.25	2.96	2.99	3.00	2.87
1990	2.22	2.72	2.79	2.56	2.82
2000	2.06	2.60	2.72	2.37	2.77
2010	2.04	2.42	2.63	2.25	2.59

Source: US Census Bureau 2010

Table 8 shows the housing type and tenure for the City, with the primary housing type being single family. From 2000 to 2010, the owner-occupied housing decreased by 1 percent.

Table 8: 2000-2010 Occupied Housing Tenure and Type

Type of Housing and Units in Structure	2000		2010		2017
	Owners	Renters	Owners	Renters	
Single family, detached	853	98	830	113	1,030
Single family, attached	167	27	220	92	307
Duplexes	35	17	0	15	72
3-4 Units	0	43	0	28	
5-19 Units	19	103	18	8	1,110
20+ Units	92	475	172	585	
Mobile Homes	0	0	0	0	0
Others	0	0	0	0	0
Total	**1,166**	**763**	**1,240**	**841**	**2,519**
Percent of Total	**60%**	**40%**	**59%**	**41%**	**-**

Source: US Census Bureau 2010

Table 9 depicts the value of owner-occupied housing in 2016. Nearly fifty percent of the homes in Wayzata had a value of $500,000 or greater in 2016. This represents a twenty-five percent increase in the number of homes valued at $500,000 or greater from 2000. The median home value in 2016 was $485,700, and increase of over $200,000 from 2000. The median home value is higher than many adjacent lakeshore communities, except the City of Orono, which had a median home value of $593,000.

Table 9: 2016 Value of Owner Occupied Housing

Value of Owner-Occupied Units	Number of Units	Percent
Under $200,000	189	15%
$200,000-$299,000	96	8%
$300,000-$399,999	179	14%
$400,000-$499,999	182	15%
$500,000 or Higher	594	48%
Total Owner Units	**1,240**	**100%**

Source: 2016 American Community Survey

Education

The City of Wayzata is part of the Wayzata Public Schools (ISD #284). It is one of eight cities served by the district. The Wayzata Public Schools boasts high levels of achievement among its 12,000 students. The District is currently ranked the top school district in Minnesota and Wayzata High School routinely ranks among top public high schools in the Midwest and nationally. In addition to the Wayzata School District, the City is served by a number of private schools including The Blake School, St. Bart's School, and Redeemer Christian Academy.

Access to high-quality education is frequently cited as one of the principal factors affecting home buying decisions in American cities. The community places a high value on lifelong learning, as more than 54% percent of Wayzata residents hold at least a bachelor's degree – 1.5 times the rate in Minnesota. This provides the talent base for local businesses and the region's large employers. A high degree of education also translates to greater wealth in the community.

Wayzata values the quality of the education system and has a high level of educational attainment by its residents. This is a compelling factor in attracting new residents by targeting young families as a means to future growth. The presence of a highly educated population is equally important in ensuring the economic vitality of the community as more highly educated individuals tend to earn more than their peers. The educational character of the community is also an asset in the local and regional labor markets.

Income and Employment

The median household income of Wayzata's residents, $61,835, is in line with that of suburbs in the Minneapolis-St. Paul region, but of note is the fact that 34.4% percent of Wayzata's households earn more than $100,000 annually. Also of note is the fact that 37.9% percent of the community's households are single-worker households, a percentage that is above average.

Chapter 3 – 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 40 acres or 2.8 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.

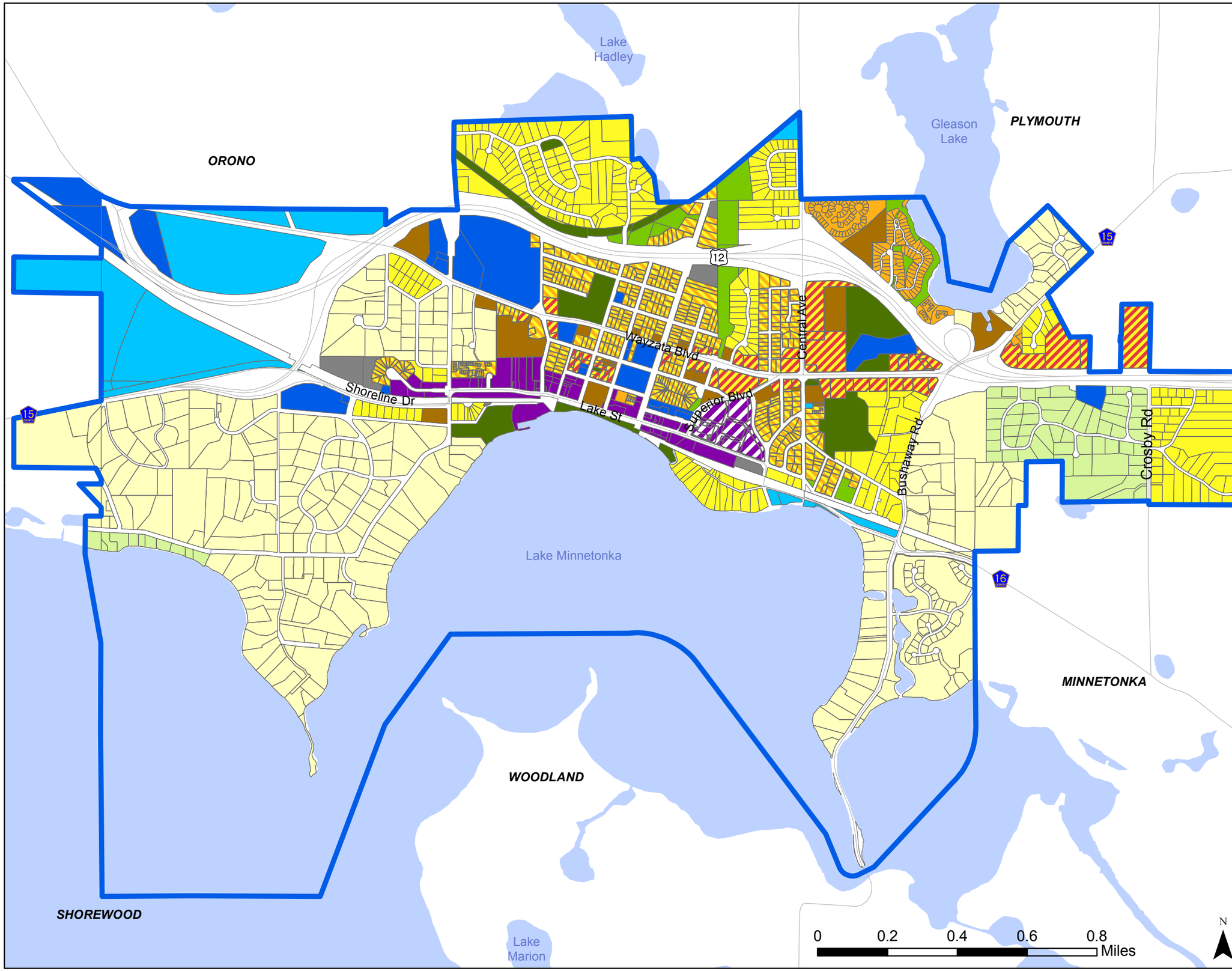
Table 1: Existing Land Uses

Land Use Designation	Acres (2018)	Percent
Estate Single Family Residential	513	32.8%
One Acre Single Family Residential	161	10.3%
Low Density Single Family Residential	230	14.7%
Central Core Residential	117	7.5%
Medium Density Multiple Family Residential	34	2.2%
High Density Multiple Family Residential	42	2.7%
Mixed-Use Residential/Commercial	77	4.9%
Central Business	33	2.1%
Downtown Mixed Use	14	0.9%
Institutional/Public	90	5.7%
Semi-Public/Private	153	9.8%
Park	58	3.7%
Public Open Space	31	2.0%
Vacant	12	0.8%
Total	**1,564**	**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	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 2 acres or larger. Single-family homes are the primary use within this category, however, accessory dwelling units are also allowed.
One Acre Single Family	One Acre Single Family represents residential development on lot sizes of 1 to 2 acres. This designation is located near the Estate Single Family uses, removed from the historic community core. Single-family homes are the primary use within this category, however, accessory dwelling units are also allowed.
Low Density Residential	The low density single family residential category represents the single-family home developments within and in close within 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.
Central Core Residential	The central core residential category represents the single-family residential development located in the central core of Wayzata. These homes include smaller lot sizes, with densities of 3 to 8 units per acre. Single-family units are the primary uses within this district; however, lower density multi-family developments may also be allowed.
Medium Density 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 8 to 12 units per acre.
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.
Mixed-Use Commercial/ Residential	The mixed-use commercial/residential land use category represents a broad range of uses that represent retail, service, office and multi-family residential. A majority of the employment locations within the city are identified by the mixed-use commercial/residential land use.
Central Business District	The central business district represents a range of commercial uses within the commercial core of Wayzata. Many of these uses are located near Lake Minnetonka and along Lake Street. These uses include retail, service and office uses. Multi-family residential is also an allowed use within this category, when located on the upper floor.
Downtown Mixed Use	The downtown mixed use represents developments that include a combination of residential (multiple family) and commercial uses located within the downtown.

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.
Public Open Space	The public open space category represents lands that have no development and will remain vacant open space. These lands do not include programmed recreational uses, like the park category; however, they do provide passive recreation opportunities or represent natural resource areas.
Vacant	The vacant category includes lands that are vacant with no structure. Properties identified as vacant denote opportunities for growth and development.



Comprehensive Plan 2040

City of Wayzata

Legend

Existing Land Use

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

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.
Promote shared and joint parking facilities within development wherever possible
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.

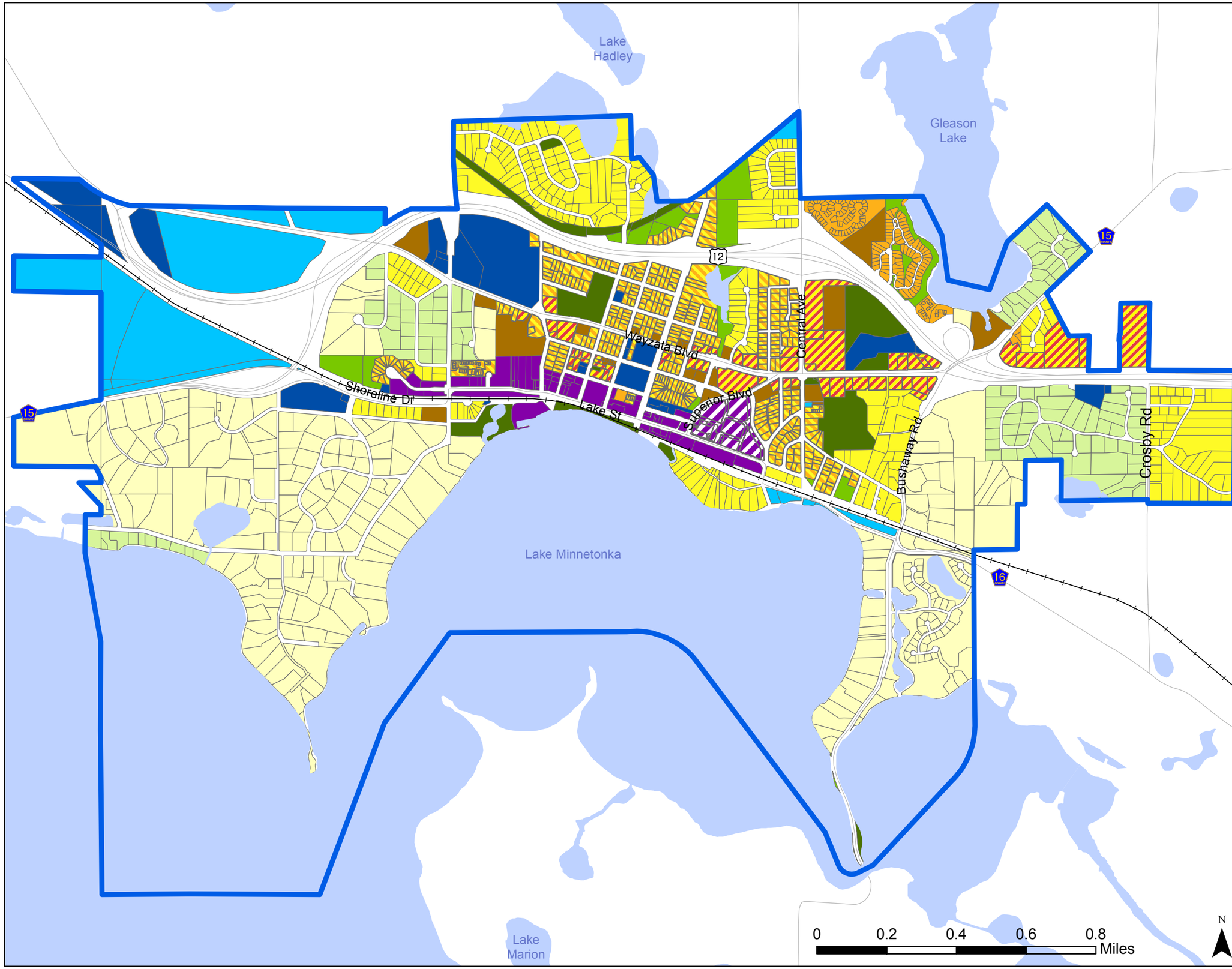
Estate Single Family Residential

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 (1 unit per 2 to 4 acres). 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



City of Wayzata

Comprehensive Plan 2040

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
- Central Core 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

Figure 2

2040 Land Use Plan

1 unit per acre (1 unit per 0.5 to 1 acre). The R-1 zoning district aligns with the density and allowed uses of this category.

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.

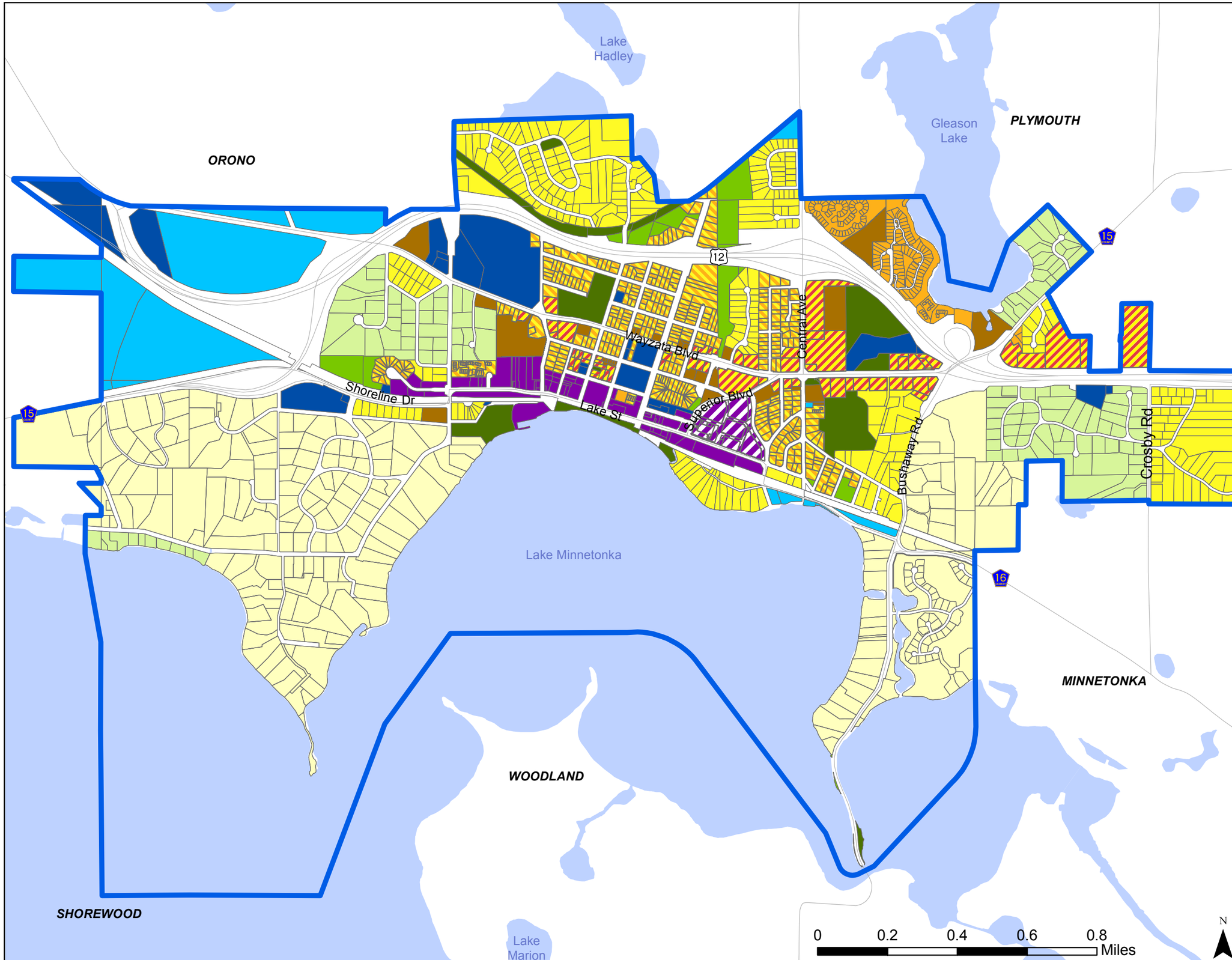
Future Low Density Residential land uses are scattered throughout the core of the city, representing existing platted lots that greater than 14,520 square feet in area. Many on the existing Low Density Residential land uses remain consistent from the existing land use plan. The largest concentrations 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.

Central Core Residential

The Central Core 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, when the lot sizes allow, are typical uses within this category.

The Central Core Residential category is used throughout the core of the city within the future land use plan. Each single family residential development within the city was analyzed for the existing land use. Areas achieving greater than 3 units per acre were recategorized as Central Core 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 Central Core Residential have been highlighted in Figure 3 according to the 2030 land use. This figure identifies a color for only those parcels identified as Central Core Residential.

There are no new areas of Central Core Residential identified within the plan; therefore, any development activity within this category will be the result of redevelopment.



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
- Central Core 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

Figure 2

Future Land Use

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 mixture of uses can be achieved in many ways, including traditional vertical or horizontal mixed-use on a single lot. Additionally, mixed-use can be achieved on a block level, where individual lot sizes and property characteristics would make multiple uses difficult to implement. In this case, a mixture of uses should be achieved at the block level where, for example, a lot with residential units may be situated next to a lot with commercial uses. 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.

The intent of this category is to encourage development that responds to the characteristic and locality of the property, while encouraging a mixture of development types to serve residents. The category has been designated in areas that are traditionally commercial uses. This designation allows for the continued use of commercial development, but encourages the inclusion of residential uses.

Areas designated for the Mixed-Use Commercial/Residential category are primarily located along the Wayzata Boulevard corridor. As noted, a majority of the area designated for future Mixed-Use Commercial/Residential is currently used for standalone commercial development; 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 have 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

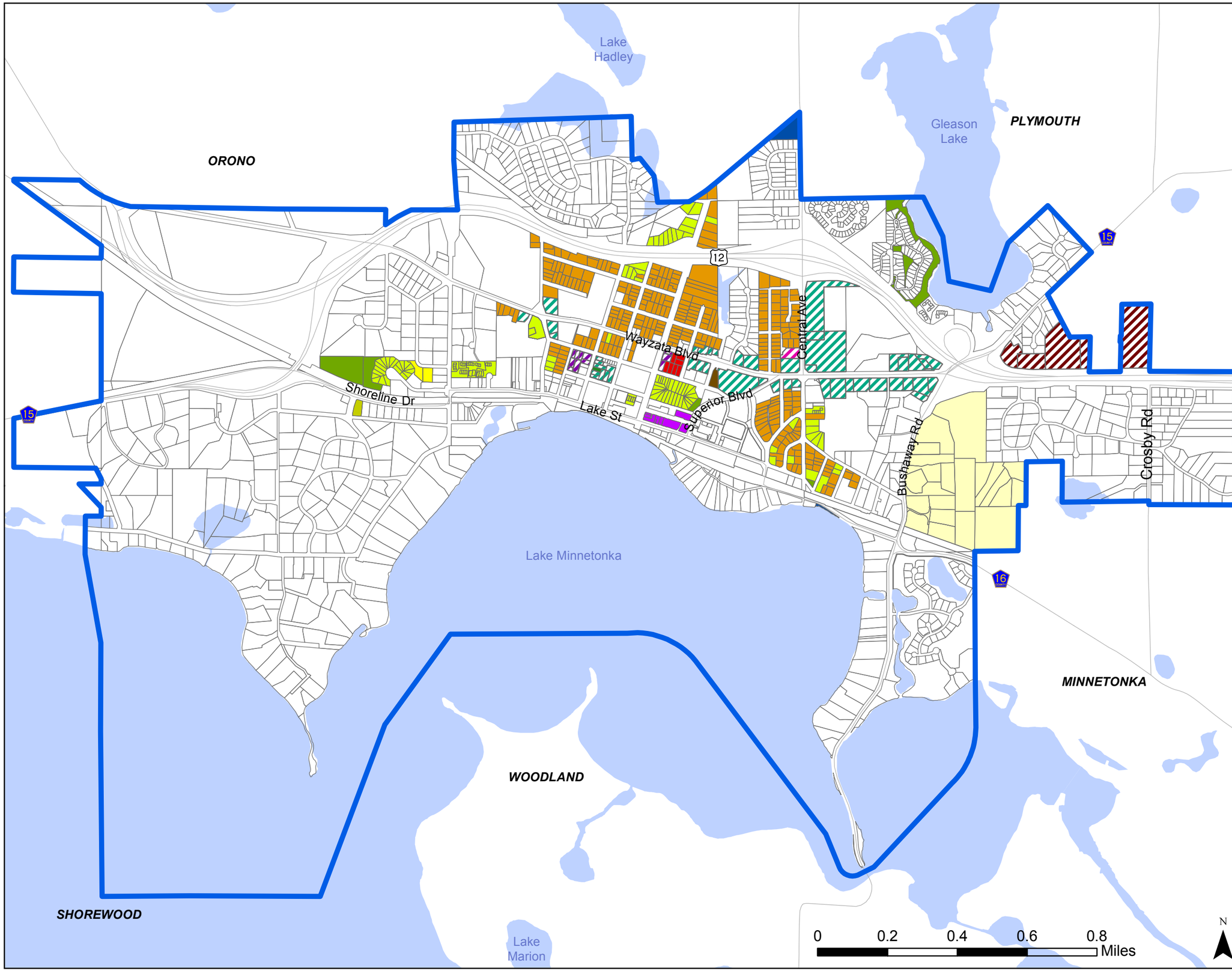
The Parks category represents recreation facilities and lands owned by the city or other public jurisdiction. These uses provide some form of recreation or public use for the general public. Park uses can include a dedicated city park, sports field or nature preserve. All Parks designations within the 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 central core 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
- Medium Density to Low Density
- Low Density to Central Core
- Medium Density to Central Core
- High Density to Central Core
- Mixed Use Residential to Central Core
- Medium Density to High Density
- Low Density Single Family to Mixed Use
- Mixed Use Residential to Mixed Use
- Mixed Use Commercial to Mixed Use
- Service Commercial to Mixed Use
- Mixed Use Commercial to Central Business District
- Low Density Single Family to Semi-Public/Private
- Mixed Use Commercial to Park
- Medium Density to Public Open Space
- Lakes

Figure 4

2030 to 2040 Future Land Use Changes

2040 Land Use Allocations

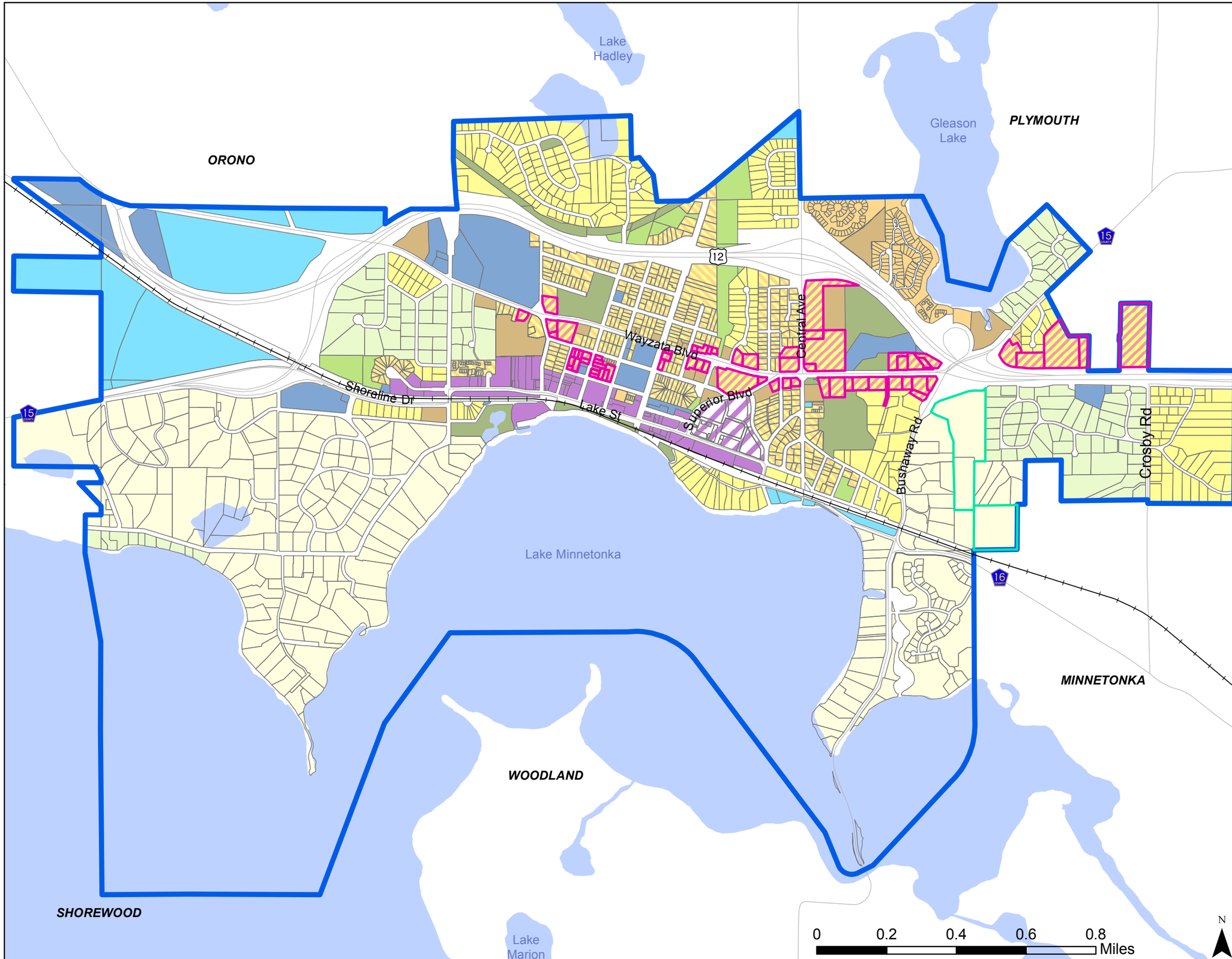
The 2040 future land use plan identifies the desired mix of land uses within the City of Wayzata. The plan was developed to promote growth and development that support the goas and policies identified within the Comprehensive Plan. The future acreages identified for each land use begin to tell the story 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 (1 unit per 2 to 4 acres)	513	32.8%
One Acre Single Family	0.5 to 1 unit/acre (1 unit per 0.5 to 1 acre)	161	10.3%
Low Density Residential	1 to 3 units/acre	230	14.7%
Central Core Residential	3 to 8 units/acre	117	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	84	5.1%
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	88	5.7%
Semi-Public/Private	N/A	146	9.3%
Park	N/A	61	3.9%
Public Open Space	N/A	32	2.0%
Total	--	1,564	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

Figure 5

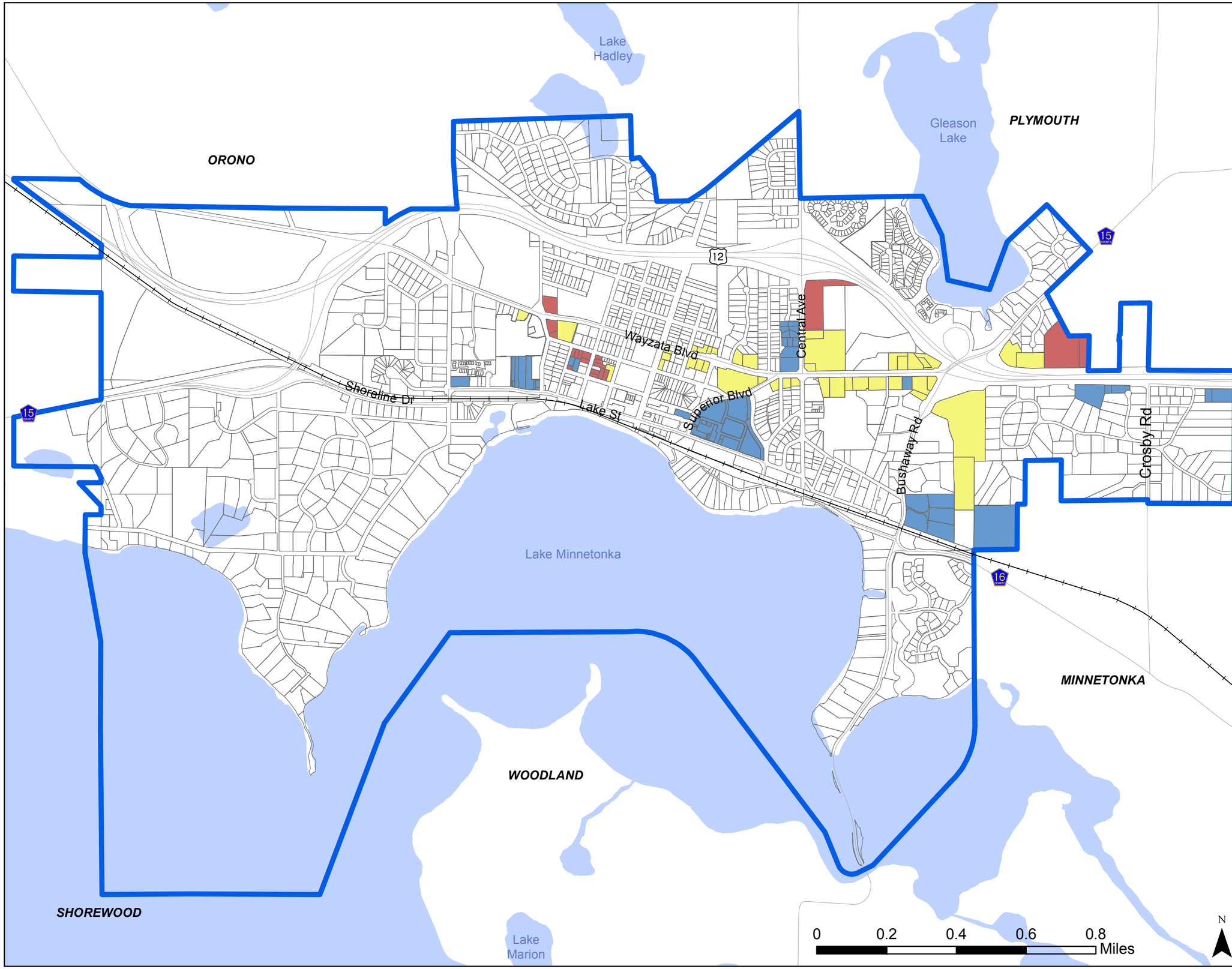
Infill and Redevelopment

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	--	--	--	--	--	--	--
Central Core 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

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
Central Core 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**

Chapter 4 - 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.

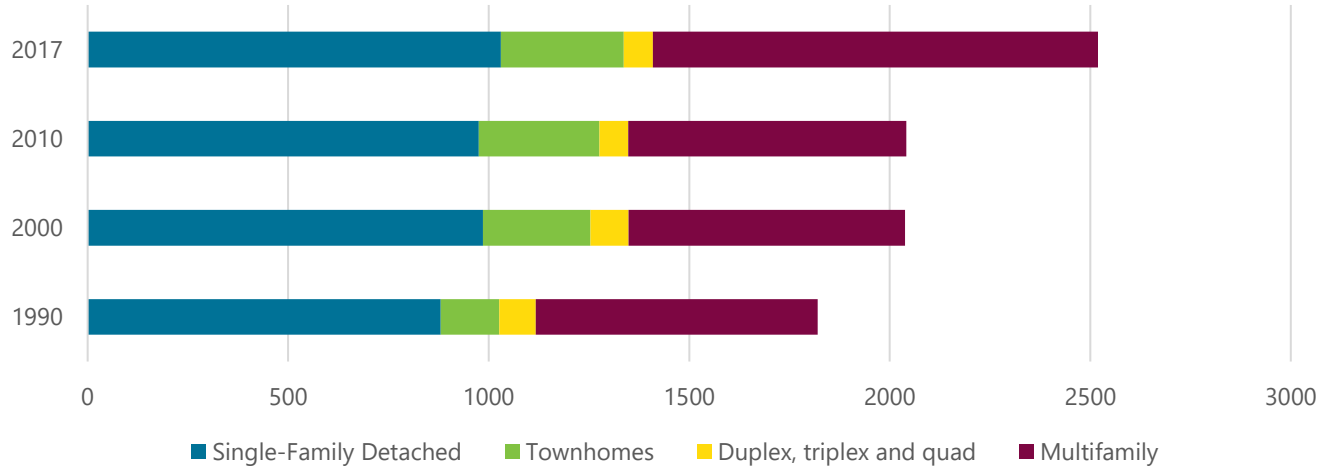
Challenges

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.

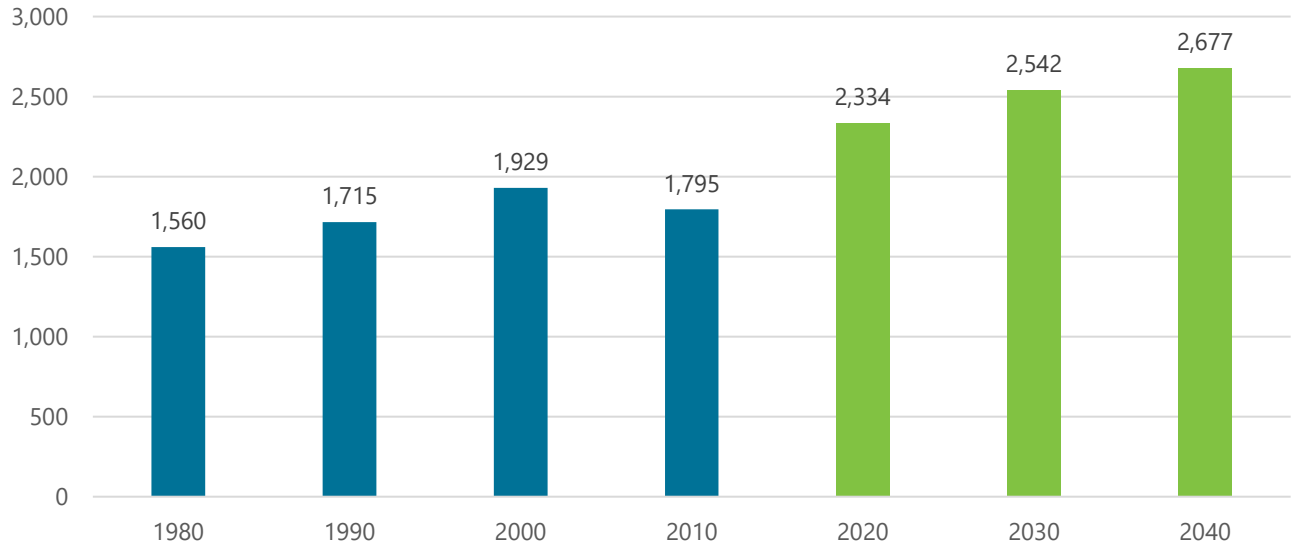
Figure 1: Existing Housing Stock, 1990 - 2017



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

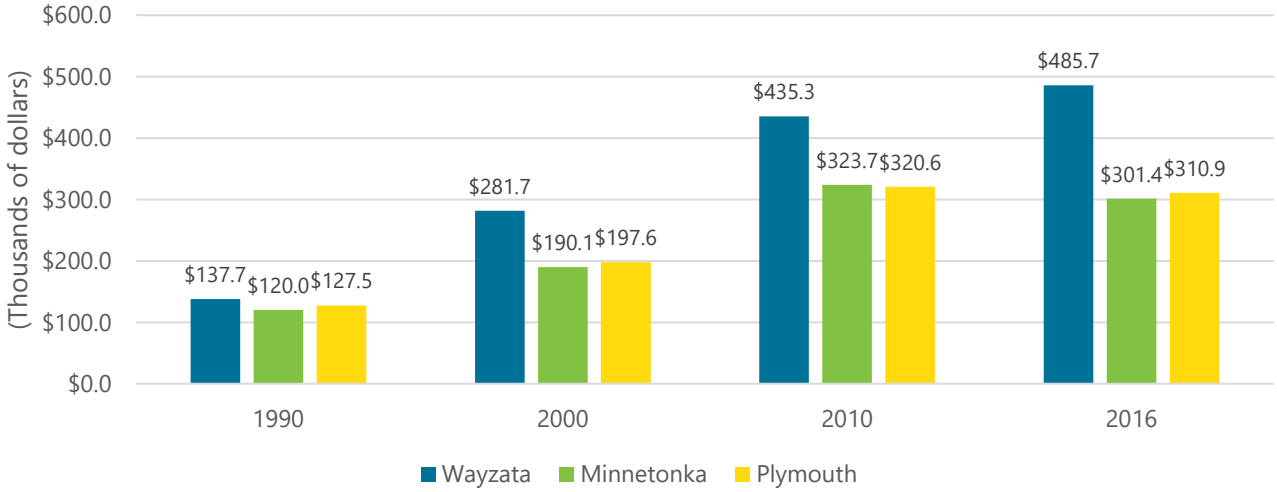
Year	Owner-Occupied		Renter-Occupied		Vacant	
	Units	%	Units	%	Units	%
2000	1,164	59.6%	765	37.4%	118	5.8%
2010	1,061	52.0%	734	36.0%	246	12.1%
2016	1,240	53.2%	841	36.0%	252	10.8%

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

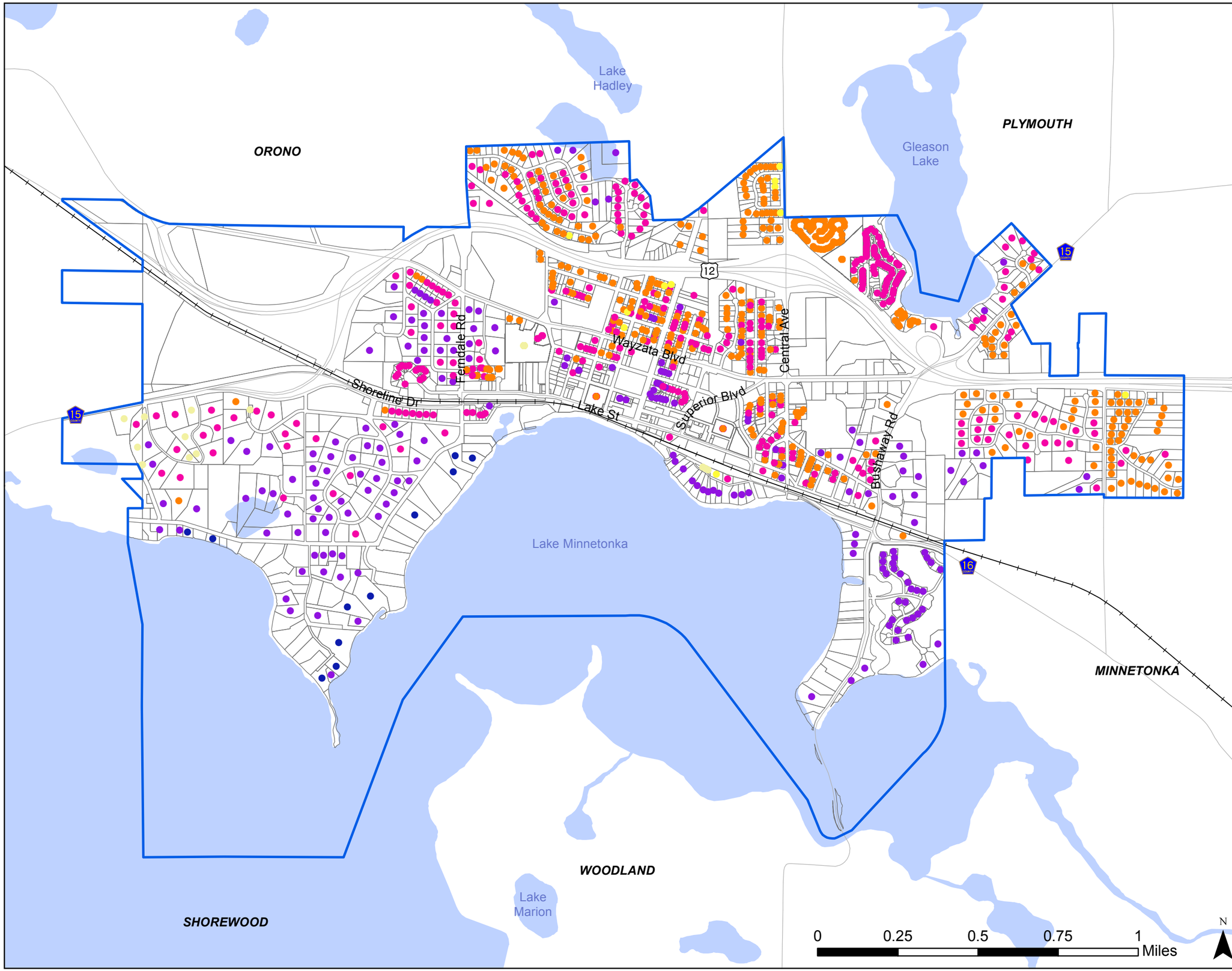
Median Housing Value

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
- $100,000,001 to $5,000,000
- Over $5,000,000

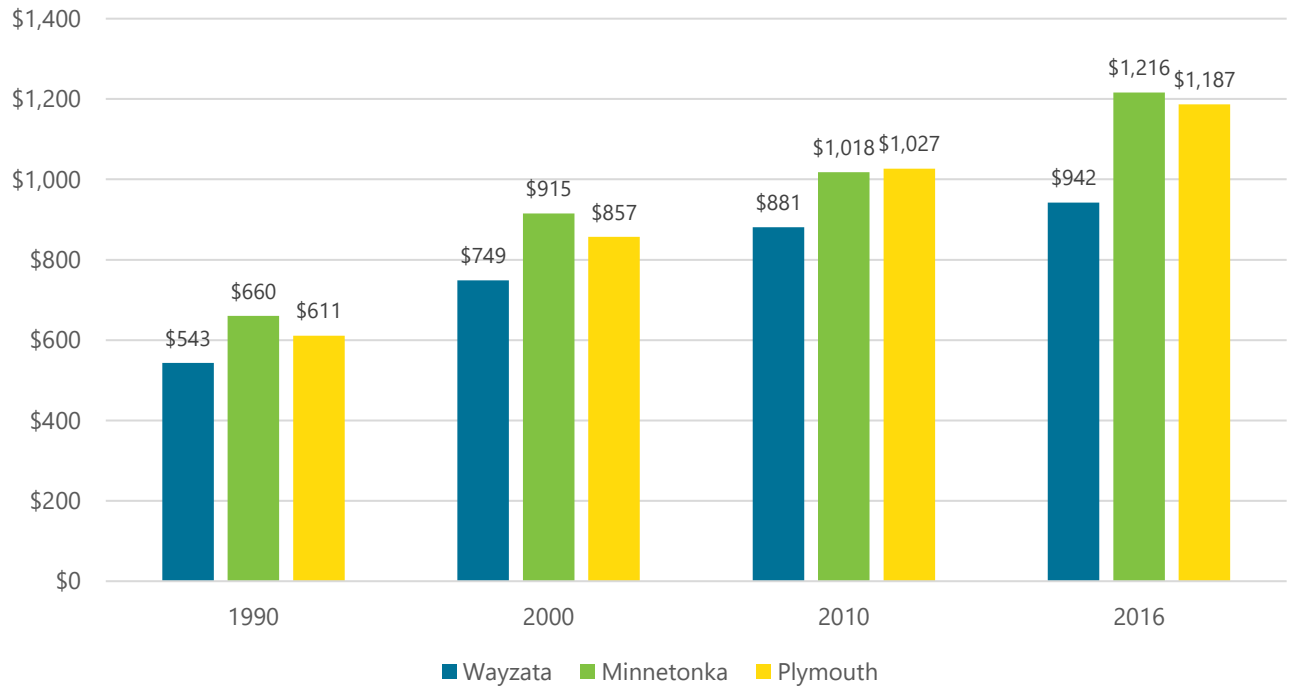
Figure 1

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).

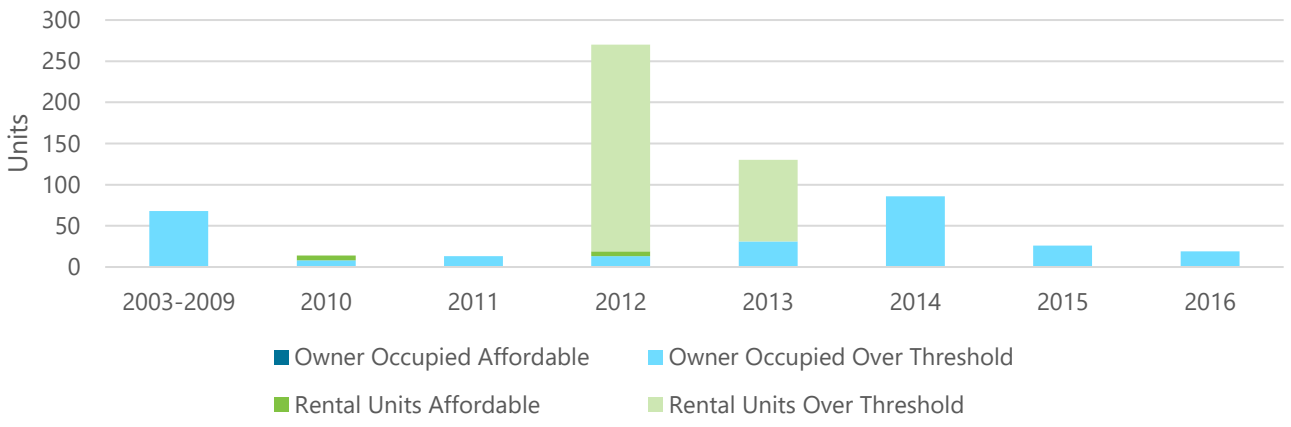
Table 4: Affordable Housing Units, 2016

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

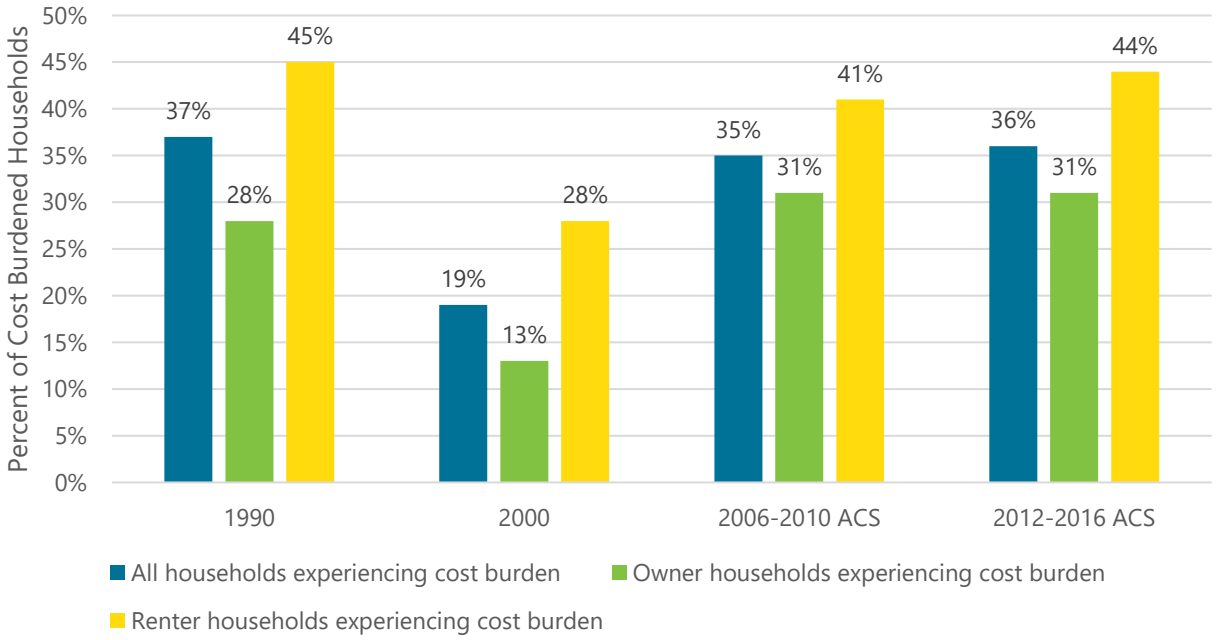


Source: Metropolitan Council Affordable Housing Production Survey

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.

Chapter 5 - 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.

Roadway System Plan

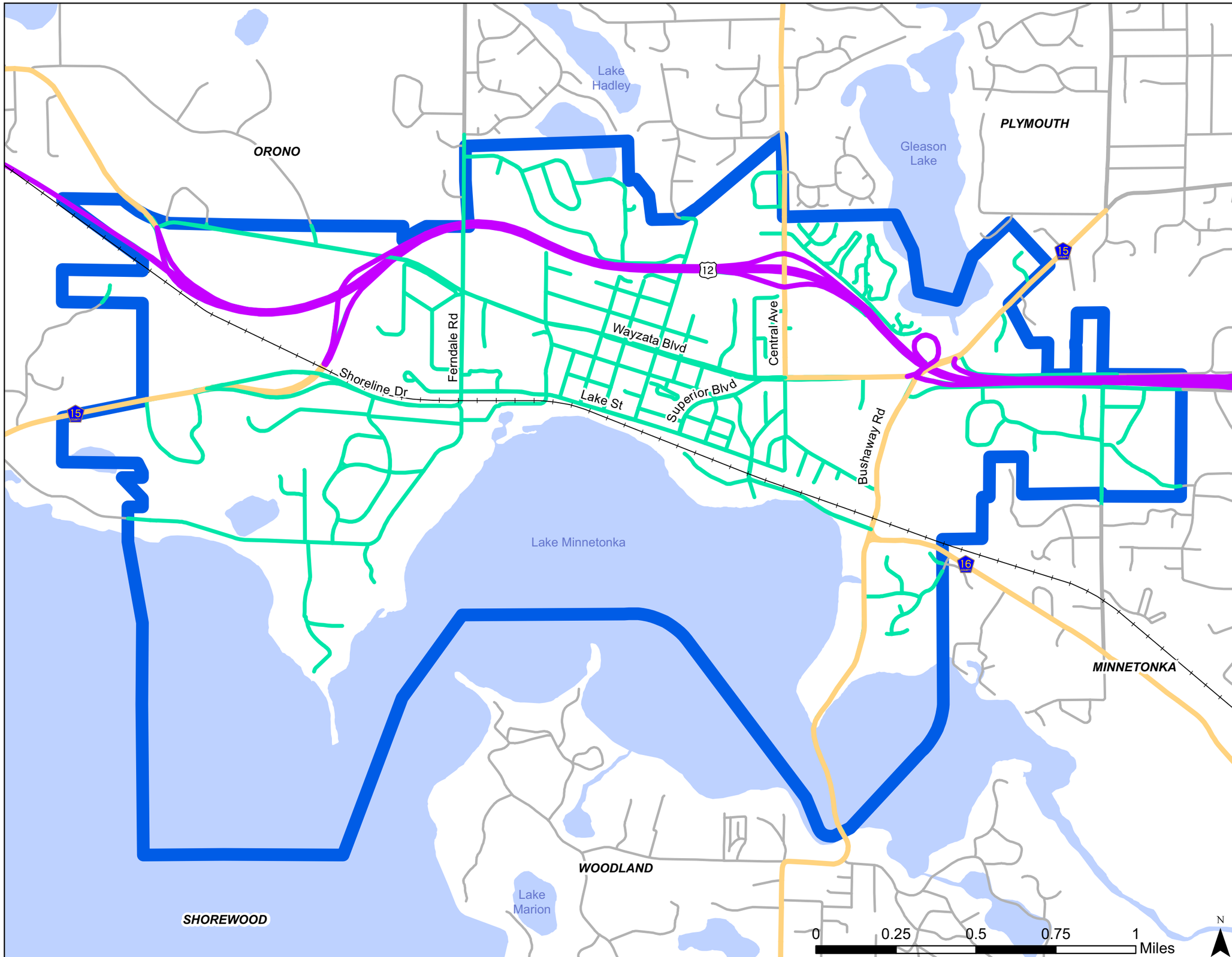
The City of Wayzata's roadway system is well-established to support existing land uses and needs. It provides strong connections to the regional highway system with TH 12 and several county roads – Central Avenue (CSAH 101), Wayzata Boulevard (CSAH 101) and Bushaway Road (CSAH 101). As the vision for 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 1 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

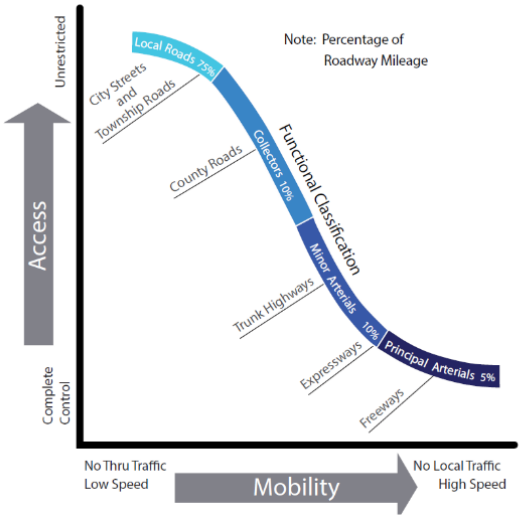
Figure 1

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 2). Functional classification also seeks to align designations that match current and future land uses with the roadway's purpose.

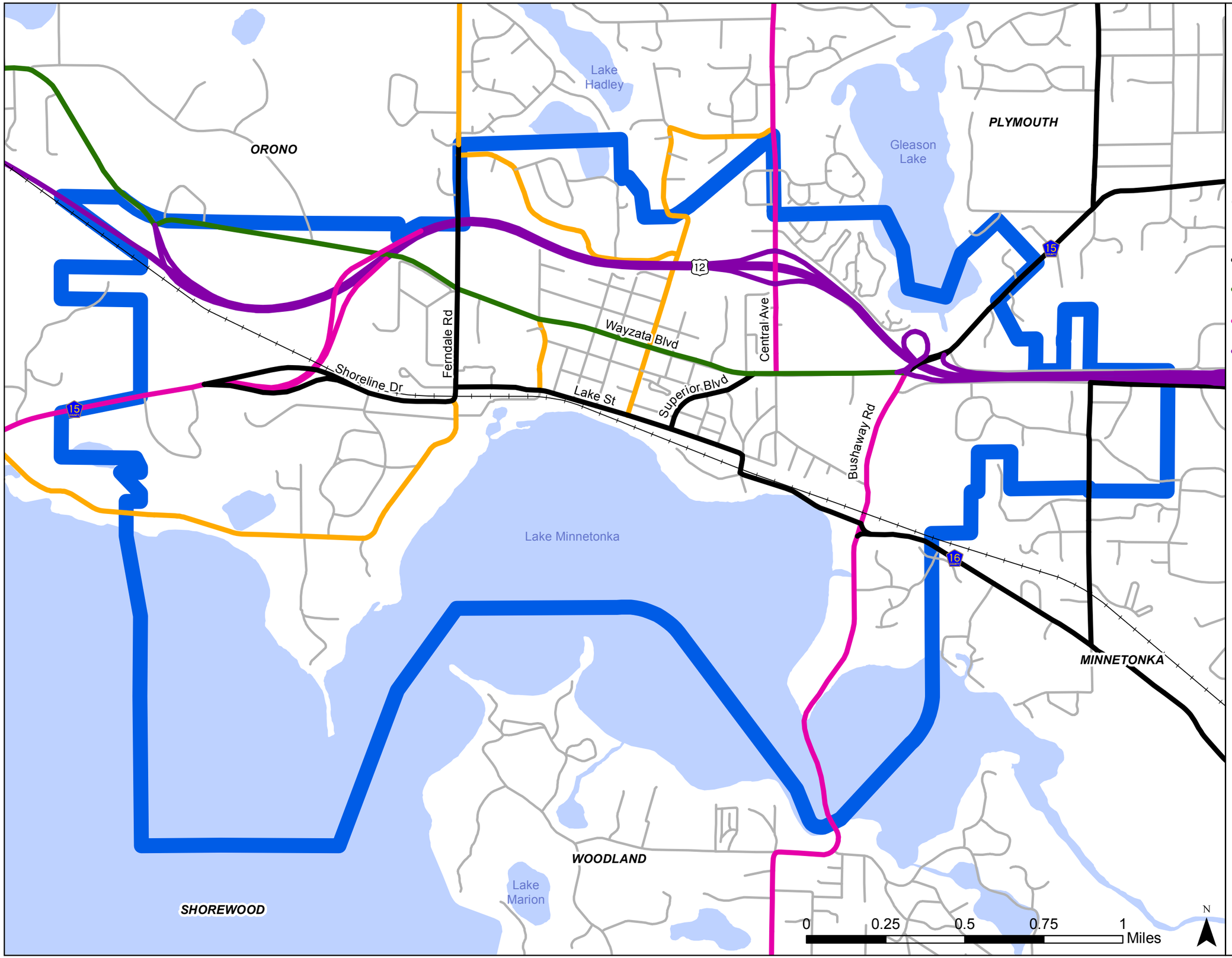
Figure 2: Access/Mobility Relationship



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 3. 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

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City Limits

Functional Classification

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

Figure 3

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 3, 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 dedicated 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	3,688	1,795	4,567
2020	4,983	2,471	5,127
2030	5,120	2,574	5,398
2040	5,258	2,677	5,540

Source: Metropolitan Council

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.

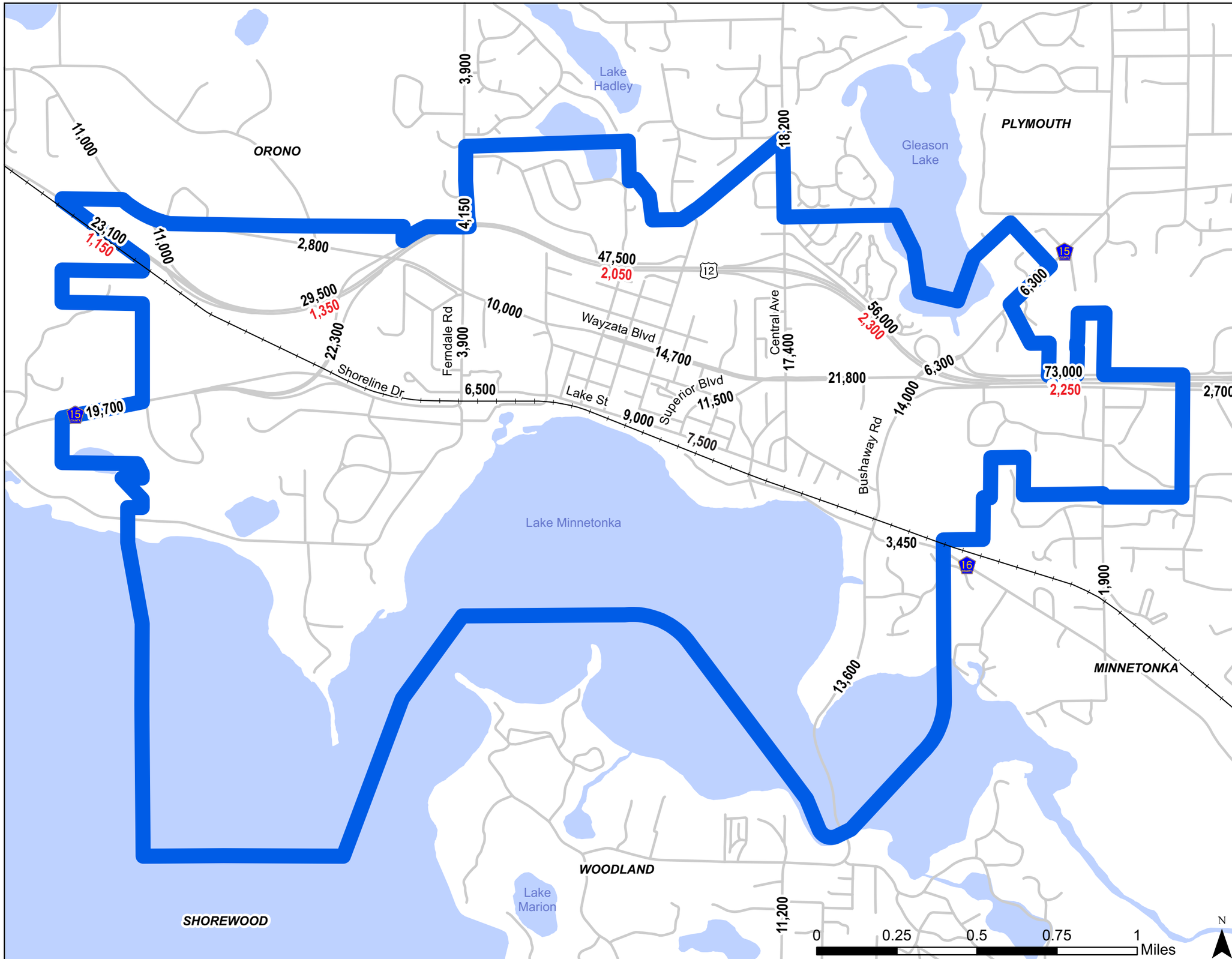
2040 Traffic Forecasts

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 4 and 5.

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).



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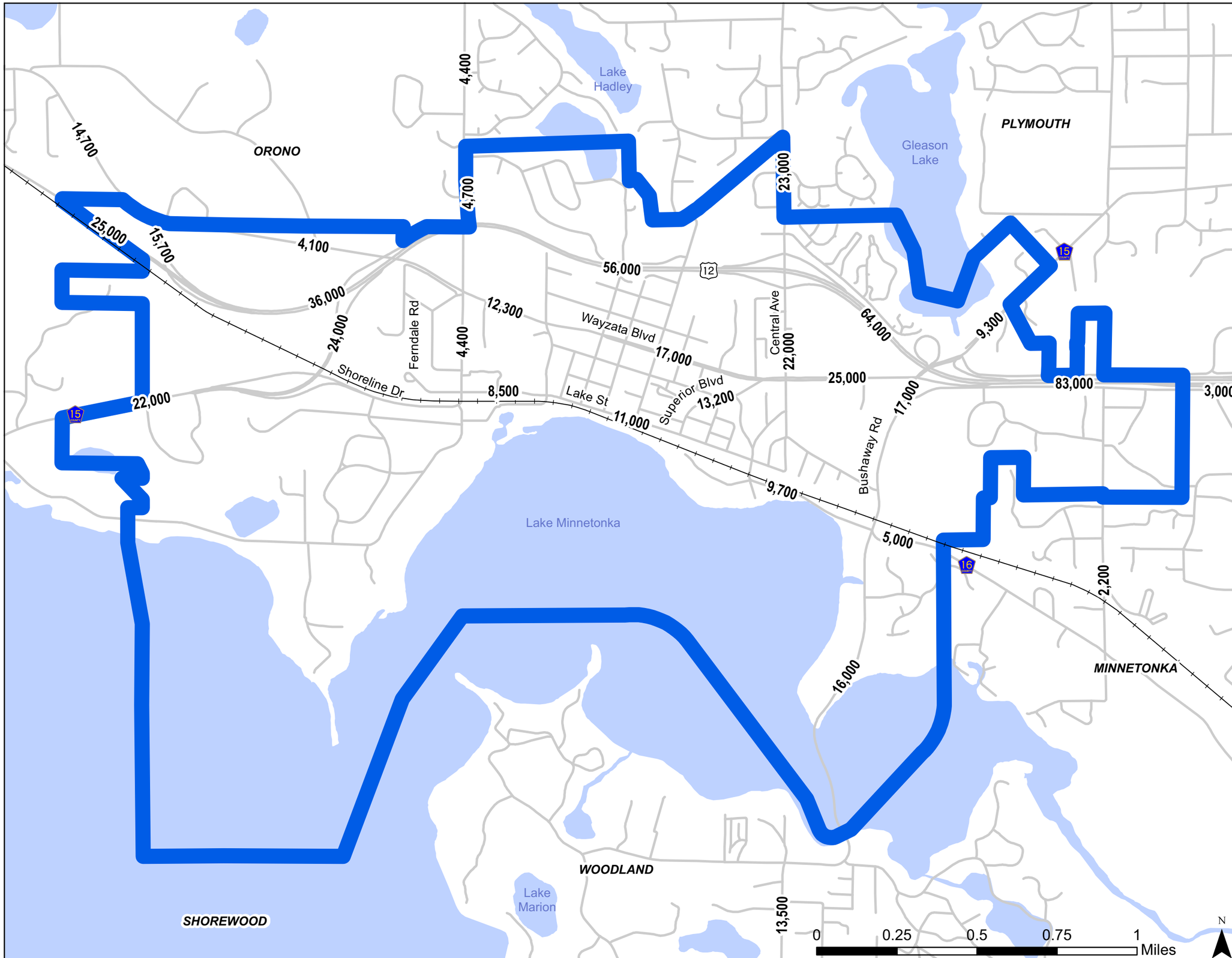
City Limits

X,XXX Daily Traffic Volume

X,XXX Heavy Commercial Daily Traffic Volume

Figure 4

Existing Daily Traffic Volumes



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City Limits

X,XXX Daily Traffic Volume

Figure 5

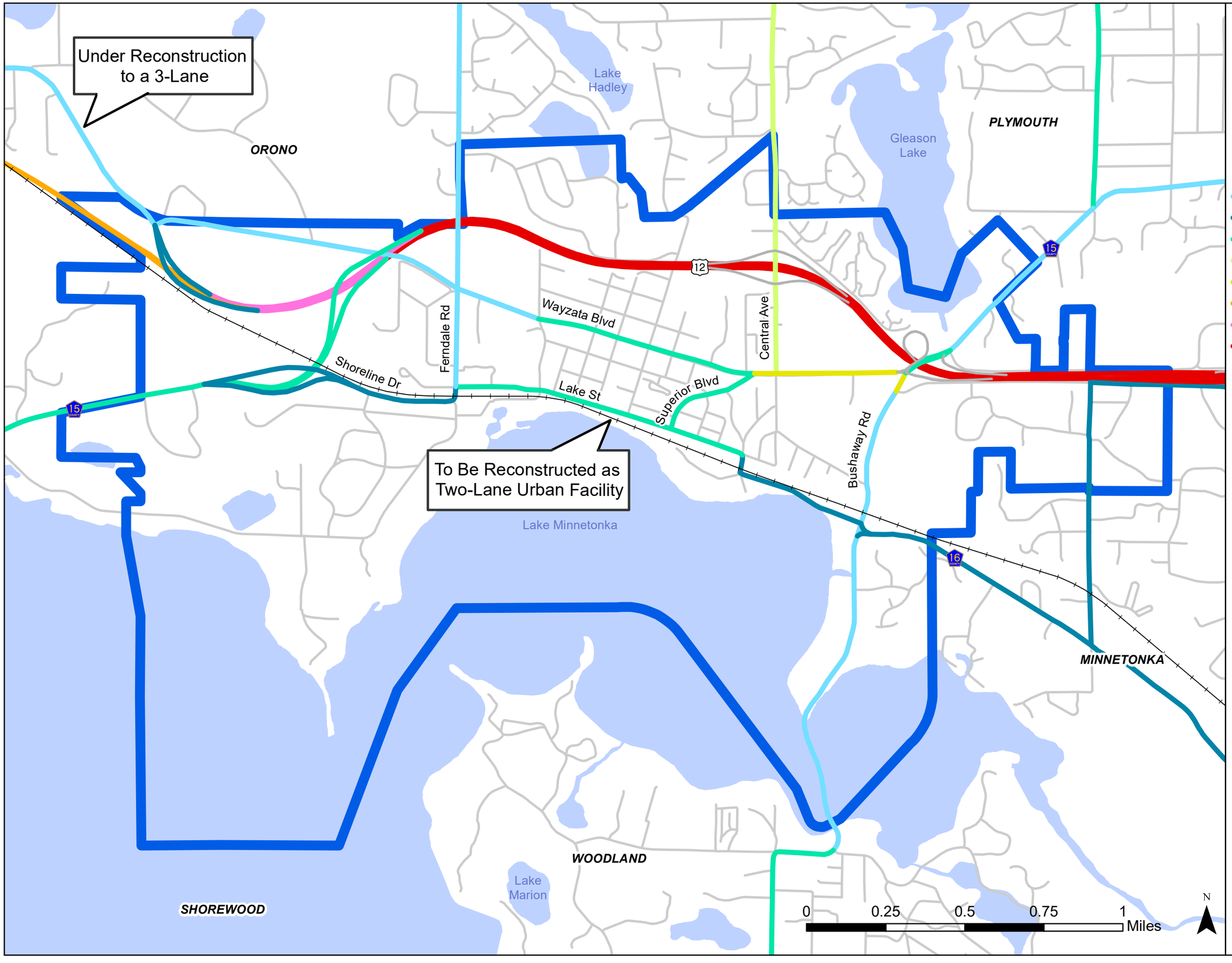
Year 2040 Daily Traffic Forecasts

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 6) 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 7. Roadways that are approaching or over capacity under future year conditions are shown in Figure 8.



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City of Wayzata

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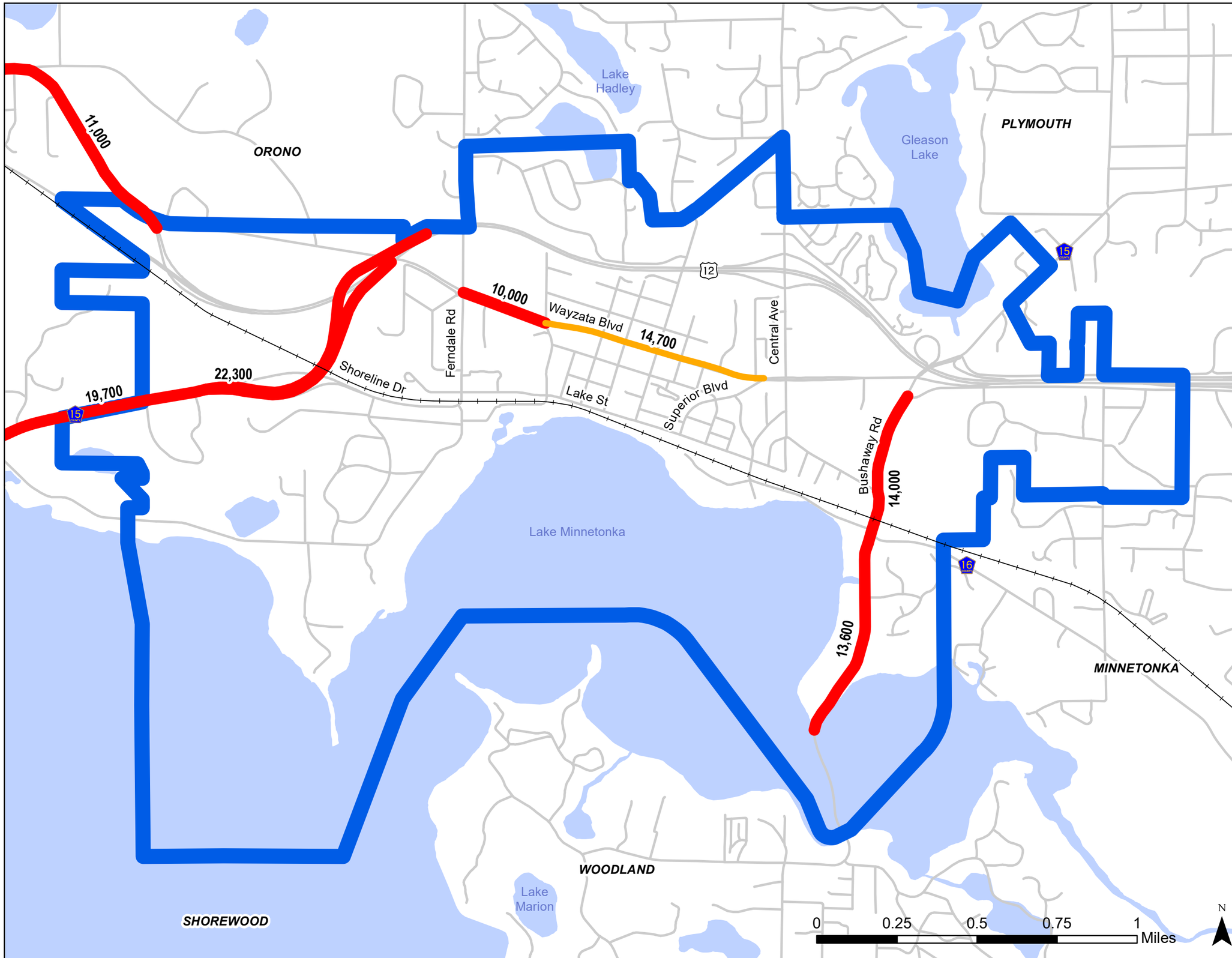
City Limits

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 6

Existing Roadway Design (2018)



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City Limits

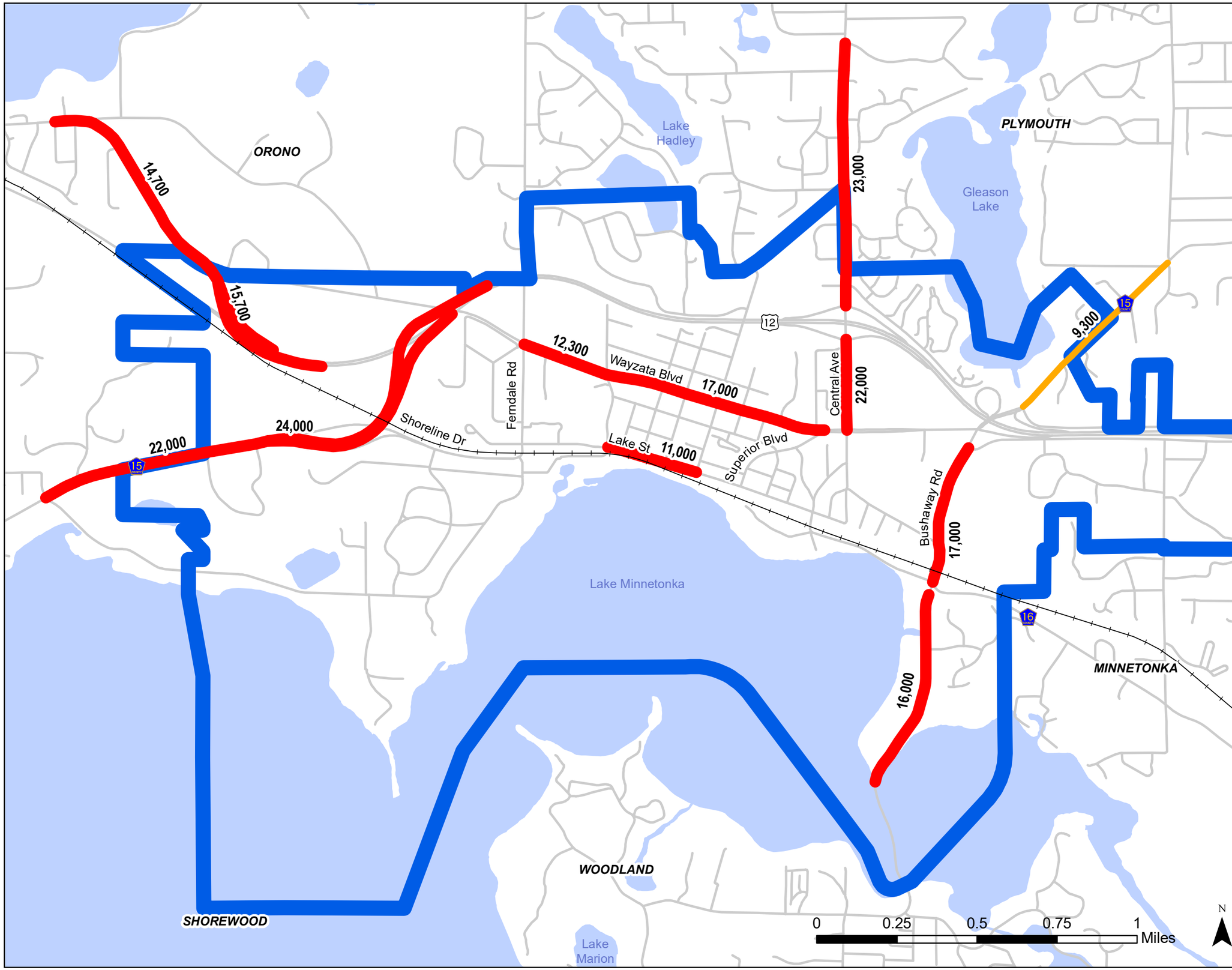
Capacity Deficiencies

Approaching Capacity (V/C >= 0.85)

Over Capacity (V/C >= 1.0)

Figure 7

Existing Capacity Deficiencies



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City Limits

Capacity Deficiencies

Approaching Capacity (V/C >= 0.85)

Over Capacity (V/C >= 1.0)

Figure 8

Year 2040 Capacity Deficiencies

As shown in Figures 7 and 8, 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. The planning-level capacity is 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 additional access on the west side of the City to and from TH 12 will be evaluated for further consideration.

Back in the 1980's, a half-diamond interchange with ramps to and from the east at Ferndale Road and TH 12 was originally proposed by the City of Plymouth and MnDOT. At that time, a feasibility study of a new Ferndale Road interchange did not move forward. Over time, the need for a new interchange on the west side of the City has been raised, although a formal study process involving agency discussion has not occurred. Further discussions and a detailed analysis should occur to determine the feasibility, benefits and impacts of an additional access to and from TH 12.

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 dedicated sidewalk. This redesign will accommodate future traffic needs while improving pedestrian and bicycle friendliness.

Safety Issues

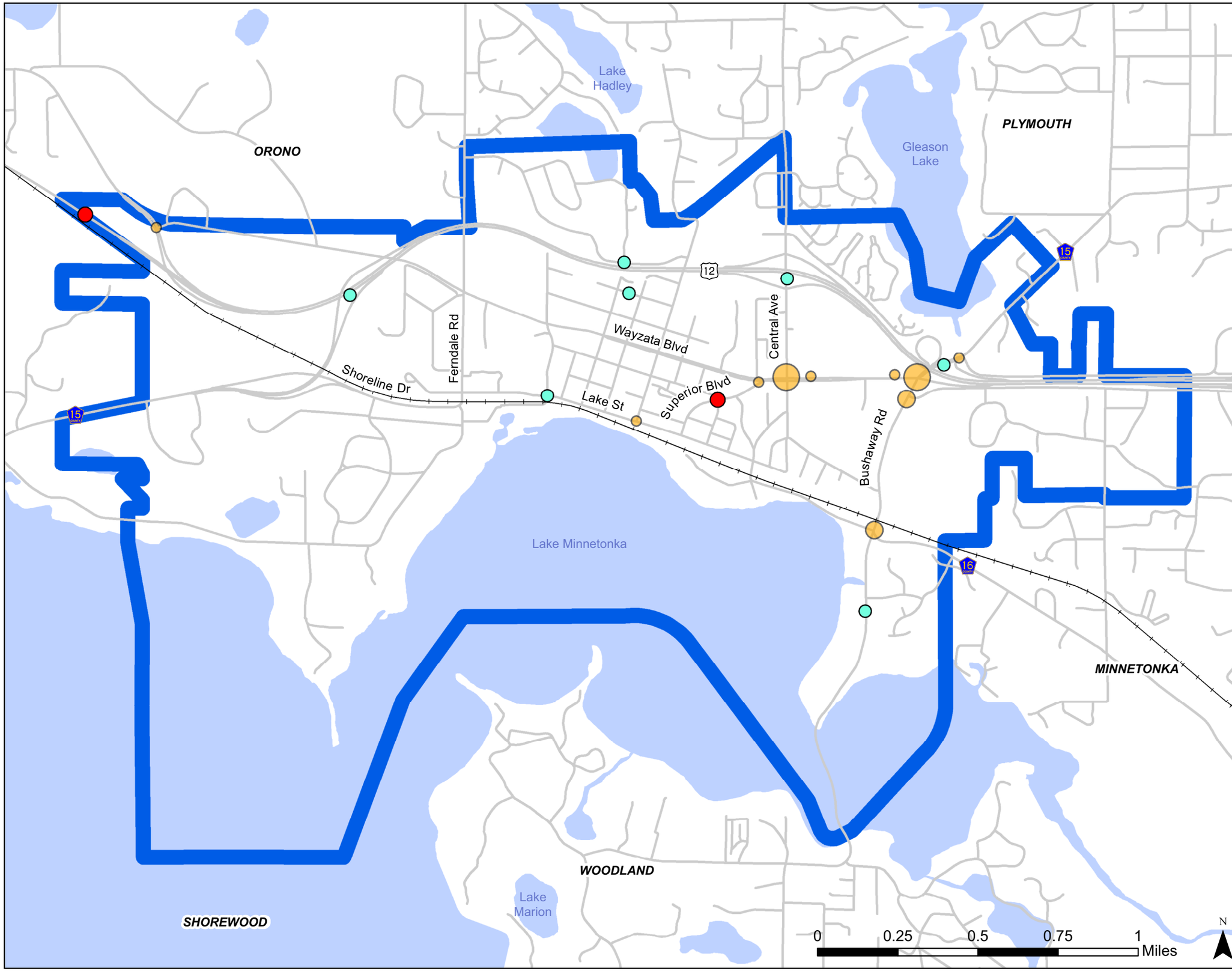
A central concern of this plan is roadway safety, not only for motor vehicles, but for bicyclists and pedestrians as well. The Wayzata community envisions a pedestrian and bicycle friendly community with a transportation system that emphasizes mobility.

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 9 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



City of Wayzata

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City Limits

Life Altering Crashes

- Fatality
- Incapacitating Injury

Top 10 Crash Sites

- 10 - 20
- 20 - 30
- > 30

Figure 9

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.

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 10). 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.

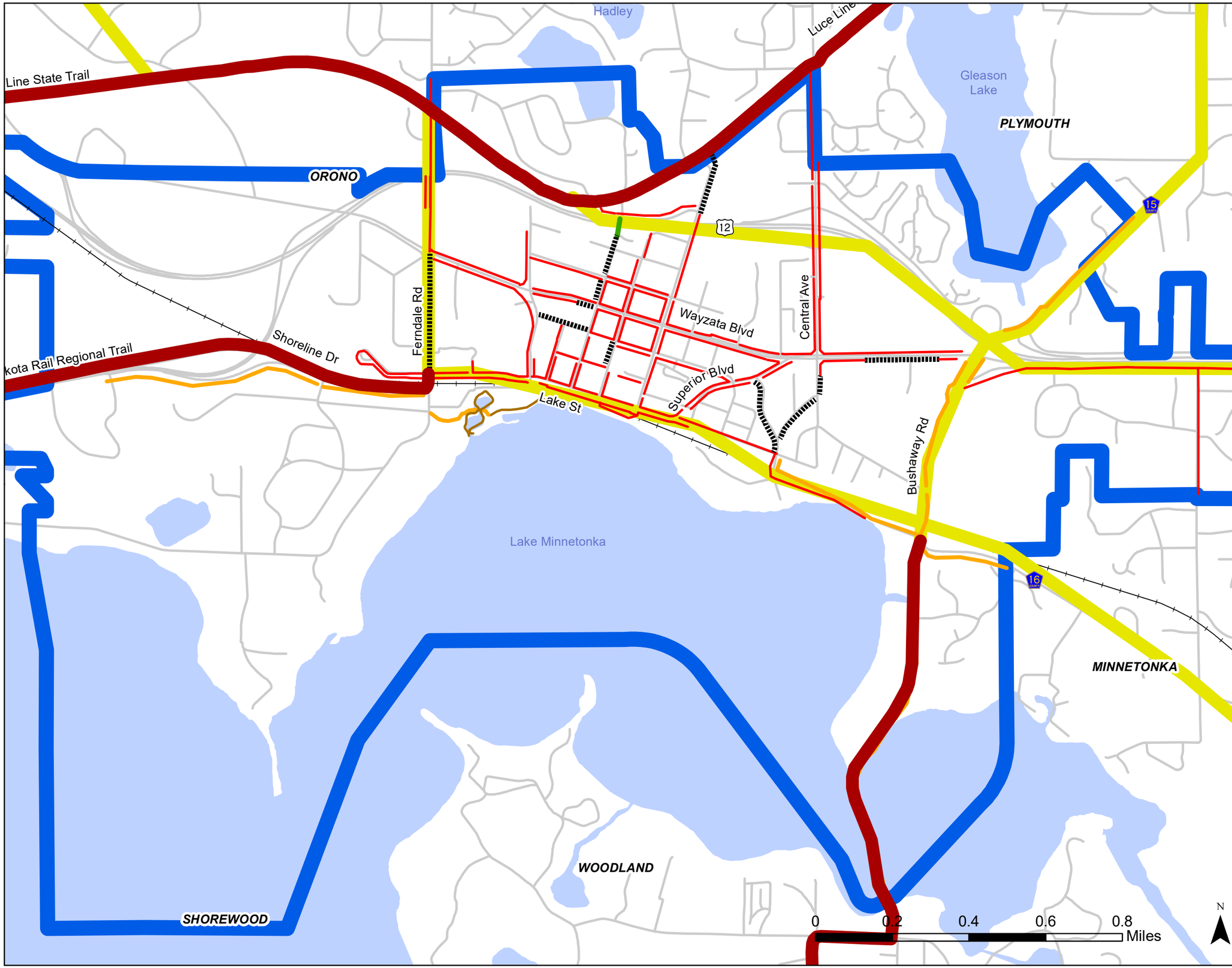
Resulting from the City's policy, there are currently sidewalks and trails on one or both sides of almost every minor arterial and major collector. This system makes it possible to travel by sidewalk or trail across the entire City. The City will continue to review the trail and sidewalk network to determine 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.



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City of Wayzata

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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

Figure 10

Existing Pedestrian and Bicycle Facilities

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. The implementation of Safe Routes to School funding and improvements will also be discussed and considered to improve safety conditions to and from school.

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.

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

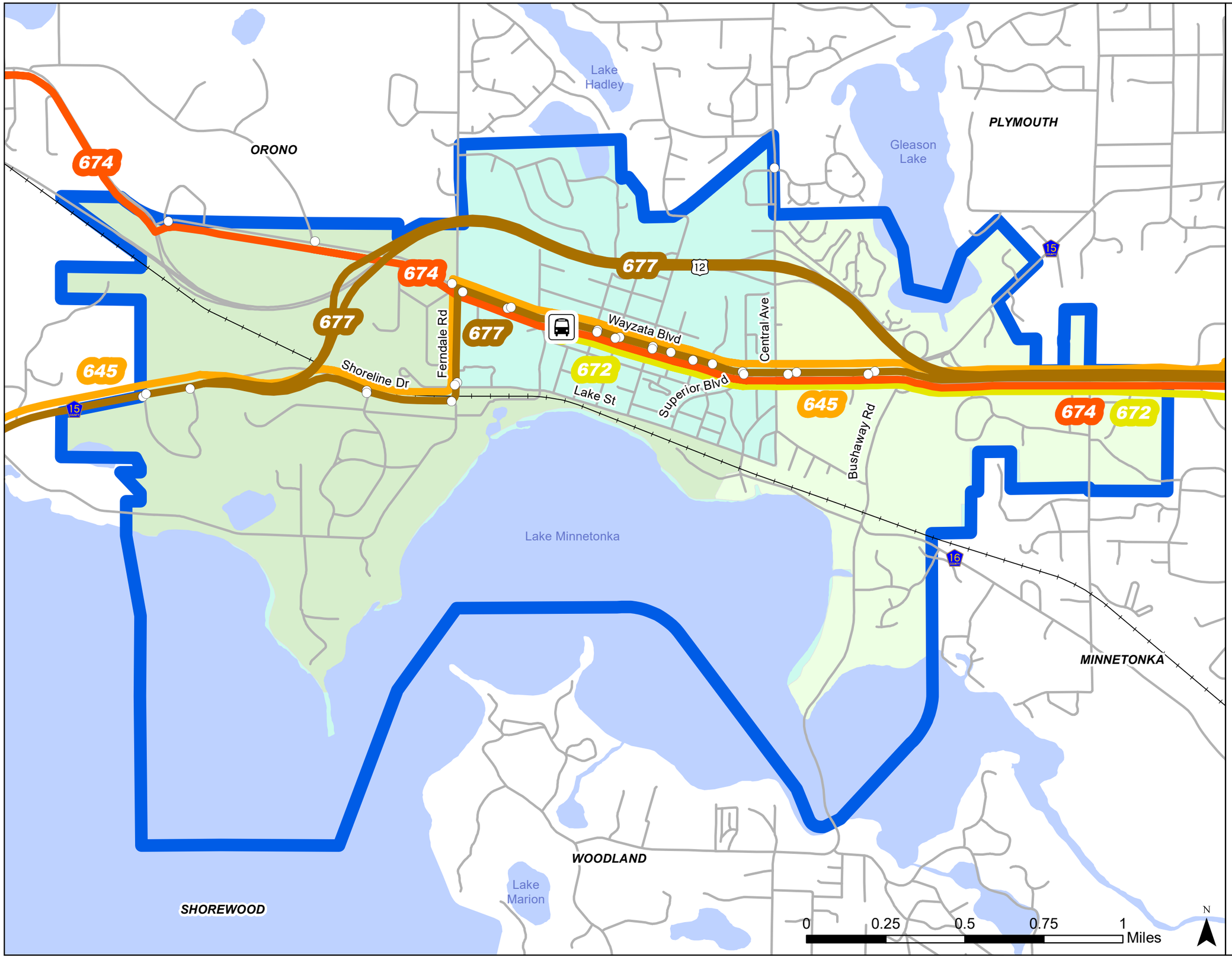
Route 674 is an express route that connects the Maple Plain Park-N-Ride to downtown Minneapolis via I-394. This route makes stops at both the Wayzata Park-N-Ride and the Wayzata Boulevard and Central Avenue (Heritage Park) and bus stop. Three inbound trips are serviced in the morning and three outbound 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.



City of Wayzata

Comprehensive Plan 2040

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

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.

- **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

[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/

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

- 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 6 – Natural and Community Resources

Introduction

The purpose of this Natural and Community Resources Chapter is to establish the basic framework for how natural and community resource decisions will be made and implemented within the City in coordination with other Chapters of this Comprehensive Plan. This Chapter summarizes the important issues identified by the community, as they relate to natural and community resources, and provides objectives and policy statements to guide the City in preserving and enhancing these important natural and community amenities.

Often described as the "Gem by the Lake", Wayzata's unique character is intimately connected to the wealth of natural and scenic resources that exist within the community. These resources serve an important role in enhancing the high quality of life enjoyed by residents, while also performing vital ecological roles. As part of the community's commitment to sound land use development decisions, the need for additional infill growth and development must be balanced against preserving and enhancing the natural and community amenities that create Wayzata's "sense of place".

Beginning with Wayzata's early settlement in the 1850's, the community's proximity to Lake Minnetonka, large growth forest land, and significant wetlands have served as important natural amenities for the City's growth and development. As Wayzata continues to grow and redevelop, care must be taken to balance changes in the built form against their impact to the community's significant natural resources.

Furthermore, Wayzata has an extensive lakeshore very close to the start of Minnehaha Creek. Coupled with high elevations close to the lake and the lack of naturally filtering wetlands and marshes, there is potential for significant unfiltered stormwater runoff reaching the lake. Finally, Wayzata citizens have expressed their desire to incorporate sustainable development practices and patterns that will ensure that these natural resources will remain for future generations to enjoy.

Summary of Natural and Community Resources

Protect and Enhance Lake Minnetonka as the Most Significant Asset for the Community

Residents at the City's community visioning expressed that Lake Minnetonka is a critical component of Wayzata's sense of place, and the preservation of its vistas, ecological systems, and open spaces are important to the community's character.

Maintaining and Enhancing Tree Coverage and Streetscaping

This issue identifies the community's desire to maintain attractive, mature, and healthy tree-lined streets, boulevards, and open spaces within the City. Healthy tree coverage serves important ecological functions and provides numerous water, health, and air quality benefits. Existing significant tree coverage is depicted on Figure 1. The primary factors influencing this issue are:

- The need to maintain neighborhoods that preserve and protect mature trees and other foliage.
- The need for improved streetscaping and landscaping efforts.
- The importance of City's flower program and gardens in creating Wayzata's sense of place.

Ecological and Wildlife Resources

This issue identifies the community's desire to protect critical wildlife habitats and other ecological systems. To protect and enhance Lake Minnetonka, the City must protect the other critical wildlife habitats and ecological systems which are an extremely important part of the lake system. The preservation of these resources is important not only to natural and scenic beauty of the community, but also to maintaining ecologically linkages with the larger region, such as with the Gleason Creek wetlands and the Minnehaha Creek Watershed District. The National Wetland Inventory for Wayzata is depicted on Figure 2. The primary factors influencing this issue are:

- The impact of development on local wetlands, watersheds, and tree coverage.
- The importance of the "Big Woods" site to the community.
- The importance of maintaining the few natural watershed filters in the City.

Solar Access Protection

This issue identifies the community's desire to protect solar access within the community. Metropolitan cities in Minnesota are required to include an element for protection and development of access to direct sunlight for solar energy system in the Update. A solar access protection element is included to assure the availability of direct sunlight to solar energy systems. Solar energy is an alternative means to energy that has much less impact on natural resources and the environment than the use of fossil fuels. The purpose of this policy item is to ensure that direct sunlight access to active and passive solar energy use is not subjected to shading from nearby trees, buildings, or other structures.

The University of Minnesota continues to lead an effort of analyzing the solar suitability for locations throughout the State of Minnesota using LIDAR data and GIS technology. This analysis resulted in the identification of locations of optimal to poor suitability for capturing solar energy. Due to the existing tree canopy throughout the City of Wayzata, a majority of the land area within the city has poor solar suitability (see Figure 3). However, there are some locations of higher suitability scatter throughout the community. The gross and rooftop solar generation potential for the City has also been calculated from the University of Minnesota analysis (see Table 1). These calculations identify how much electricity could be generated using existing technology and assumptions on efficiency conversion.

Table 1: Gross and Rooftop Solar Resource Calculations

Gross Potential (mwh/yr)	Rooftop Potential (Mwh/yr)	Gross Generation Potential (Mnwh/year)*	Rooftop Generation Potential (Mwh/yr)*
2,769,635	246,270	276,963	24,627

**In general, a conservative assumption for panel generation is to use 10% efficiency for conversion of total insolation into electric generation. These solar resources calculations provide an approximation of each community's solar resources.*

Public Art

In 2016, the City Council adopted a Public Art Policy to support the community's desire to increase the City's public arts programs and policies. Public art installations and the local arts community provide an important component to the City's unique character. The primary factor influencing this issue is the importance of public art and the local arts community to the City's unique character. The intent of the Public Art Policy is to:

- Guide the City's approach to public art in new development or redevelopment;
- Provide a mechanism for the inclusion of public art throughout the city;
- Encourage the creation and enhancement of public spaces;
- Enrich the city's public environment for its residents, business community, and visitors by providing a world class guest experience;
- Insure that stakeholders in the community are given a forum share their perspectives, input, experience, and knowledge; and
- Provide public art with the highest quality of aesthetic experience that has a "Home Town" feel and celebrates the proud history of the lake.

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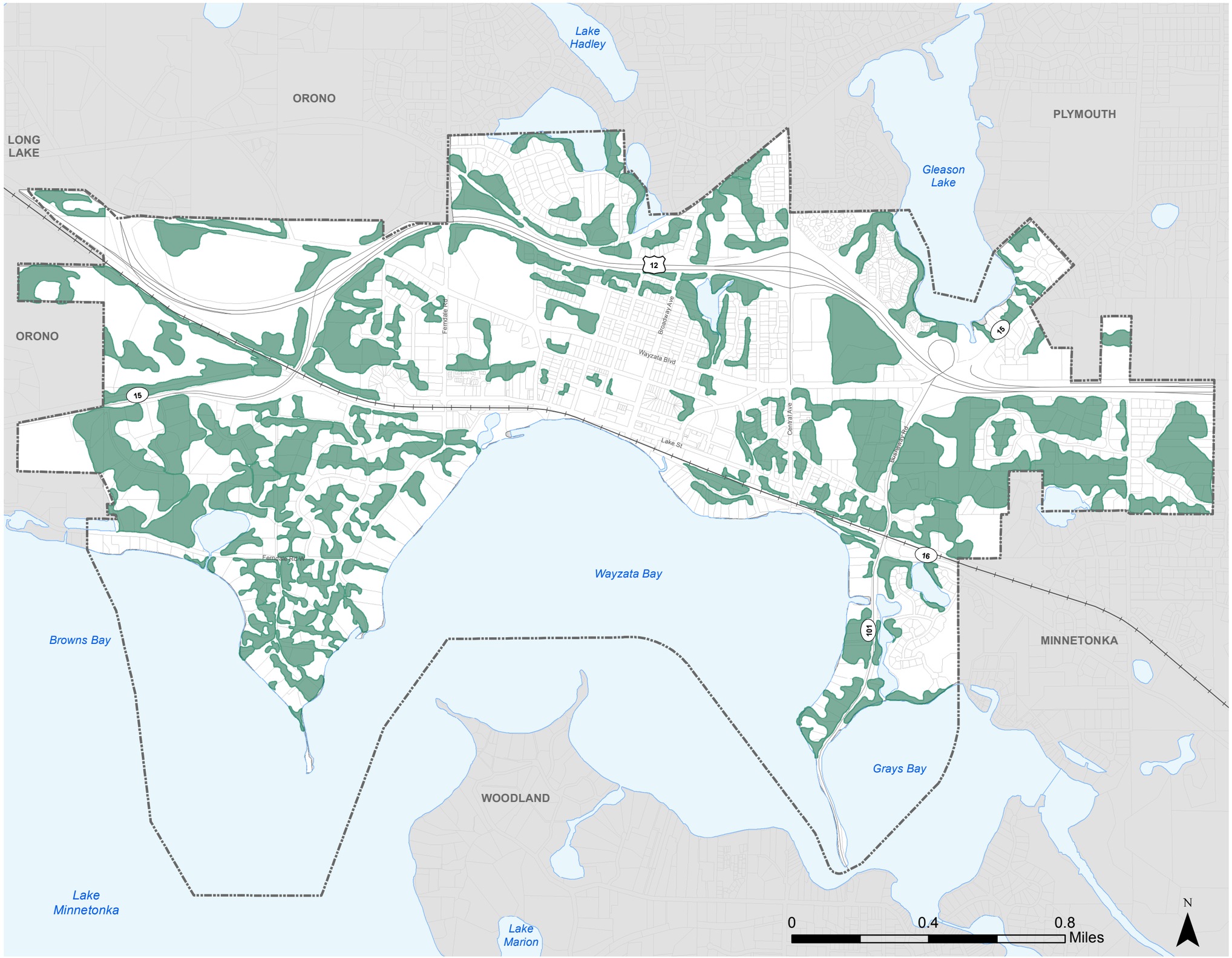

City of Wayzata

Comprehensive Plan 2040

Legend

- Wayzata City Boundary
- Significant Tree Coverage

Figure 2

Vegetation

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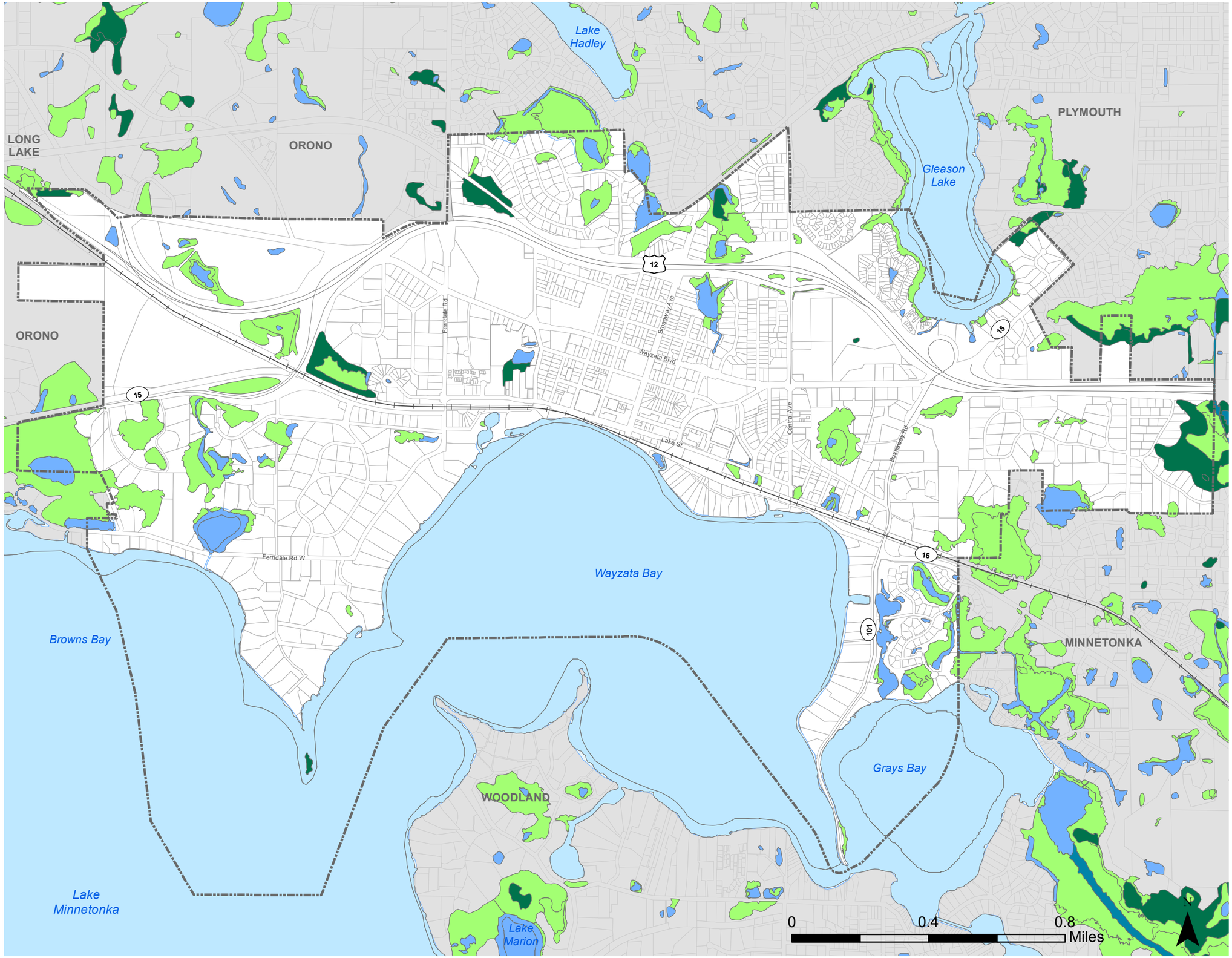


City of Wayzata

Comprehensive Plan 2040

Legend

Wayzata City Boundary

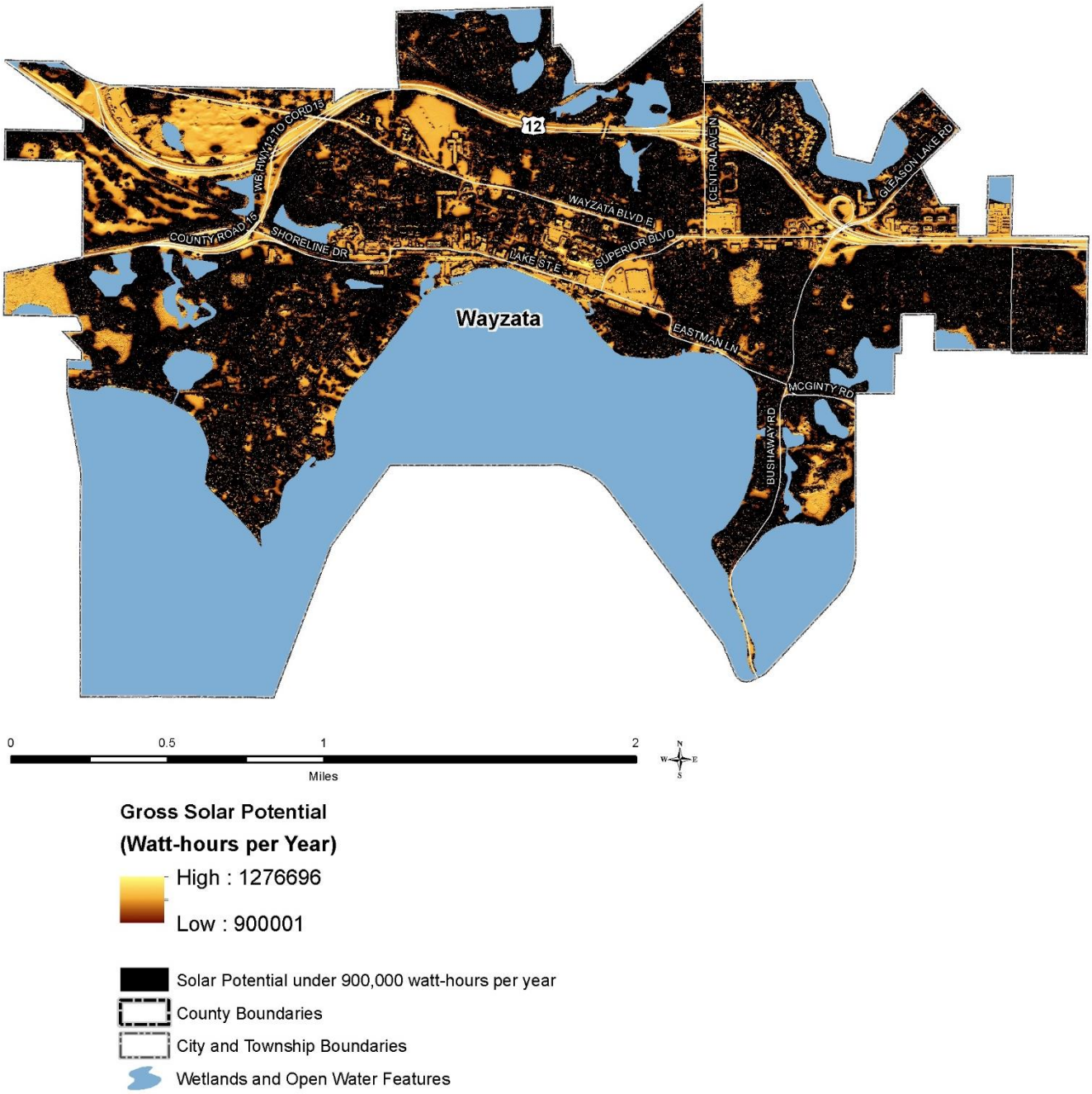
Wetland Type

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine

Figure 3

National Wetland Inventory

Figure 3: Wayzata Solar Suitability



Source: University of Minnesota U-Spatial Statewide Solar Raster.

Natural and Community Resources Objectives and Policies

The following objectives and policies provide the basic framework for natural and community resource decisions within the city. An *objective* is a statement that describes a specific future condition to be attained. A *policy* is a course of action or rule of conduct to achieve the goals and objectives of the Plan.

Objective 1: Promote sound land use development decisions which protect and enhance Lake Minnetonka and other wetlands as a significant natural resource to the community's vitality and "sense of place".
Review existing performance standards for developments in areas adjacent to the lake edge to ensure minimal disruption to views to and from the lake. Develop and implement additional standards as necessary to preserve or create lake views.
Identify ecological impacts on the lake caused by proposed land use developments, for example stormwater runoff, and work to mitigate these impacts.
Research Low Impact Design (LID) techniques, and innovative stormwater management practices for all new development within the community.
Objective 2: Utilize and support sustainable development practices for public and private developments within the City.
Evaluate potential impacts to air quality for all proposed developments within the community, including construction processes. Encourage developers to utilize techniques and equipment which minimize impacts to air quality.
Evaluate potential noise pollution impacts associated with proposed developments and existing highways and railroads, including construction processes. Encourage developers to utilize techniques and equipment which minimize noise pollution impacts to the community.
Research and adopt a City policy on the use of renewable energy systems in public and private development projects.
Research and provide information to residential property owners on the *Minnesota GreenStar Certified Green Homes and Remodeling* program.
Research and promote stormwater management best practices, including rain gardens, pervious pavers systems, and Low Impact Design (LID) techniques. Evaluate how these items may be incorporated into and implemented through the City's Zoning Ordinance and other policy documents.
Research and promote "Smart Growth" and context-sensitive design development practices. Research and determine if a "Form-Based" Zoning code is appropriate for Wayzata.
Research and support the installation of "green roofs" and rooftop gardens on residential and commercial developments. Adopt a set of standards for the selection of materials, installation, and maintenance of green roofs and other rooftop landscaping.
Objective 3: Promote sound land use decisions which protect and preserve native ecological systems and wildlife habitats within Wayzata.
Evaluate the potential impacts on wildlife habitats and other critical ecological systems when reviewing proposed land use developments.
Ensure the protection, conservation, and maintenance of the natural environment in the design of public open spaces and private developments.
Objective 4: Support a healthy tree coverage

Enforce the City's tree ordinance to ensure that the tree removal, replanting, and tree care standards for development projects and construction are adhered to, and review and update the ordinance as necessary to protect and preserve significant tree coverage.
Require all development proposals to indicate the location, type, and condition of existing vegetation, and preserve existing trees wherever feasible.
Utilize the Design Standards to implement streetscaping and landscaping standards for all development projects which require Design Review.
Preserve and protect existing stands of mature trees on public and private property when at all possible.
Establish green corridors and entrances to the City that are identified by tree-lined boulevards, signage, landscaping buffers, and other appropriate features.
Continue to research and implement tree replanting programs for private properties within the City.
Educate citizens on the importance of proper species selection and how to protect trees from disease.
Objective 5: Protect important topographical features and views within the community.
Require erosion control plans for all site grading to prevent erosion, dust, and soil sedimentation.
Require soil tests for review by the City Engineer for any development proposed on slopes exceeding twelve percent (12%). In instances where development on steep slopes is permitted, plans must be provided for grading and erosion control which prevent erosion, dust, and soil sedimentation.
Protect and preserve soil types associated with drainage ways in order to channel flowage, control erosion, and prevent flooding.
Review development plans to evaluate the impact on significant views for other surrounding properties.
Protect views of natural resources from public lands.
Objective 6: Solar Access Protection
Review Zoning Ordinance and consider appropriate amendments to exempt active and passive solar energy systems from lot coverage and setback provisions.
Review City Code and consider appropriate amendments to require swimming pools and hot tubs to be heated using solar or other forms of renewable energy resources, where appropriate and possible.
Within Planned Unit Developments (PUDs), consider varying setback requirements in residential zoning districts as a means of protecting solar access.
Objective 7: Support public art, and increase arts resources in the City
Maintain the City's Public Art Policy to support public art installations within the community.
Consider the integration of public art with new or remodeled City facilitates.

Chapter 7 – Historic and Cultural Preservation

Introduction

Historic and cultural resources are an integral component of Wayzata's charm and small town character, as they provide an important link to the community's rich heritage. With continued population growth and infill redevelopment projected for the next thirty years, the City faces the challenge of how to preserve, protect, and utilize the existing historical and cultural resources that contribute to the community's diverse character and to the roots of the community.

Wayzata's rich cultural history extends from the pre-historic period to the community's growth and development well into the middle of the 20th century. The report, *Historical and Architectural Resources of Wayzata, Minnesota*, produced by Robert C. Vogel and Associates in 2003 (Vogel Report), serves as the City's extensive reconnaissance survey of historically, architecturally, and archaeologically important sites within the community. The study was a windshield survey of historic properties, and was limited due to only a few property owners giving permission to access their property for further historic research. The policy framework contained in this Chapter is influenced by and builds upon the findings included within the Vogel Report. Further historical study may be undertaken to document the history and important archaeological elements relevant to the City.

In addition to the Vogel Report, Hess, Roise and Company prepared an assessment of the Great Northern Section House for the Wayzata Historical Society in 2011 (Roise Report). The Section House is located in downtown Wayzata on a narrow strip of land owned by the City between the railroad tracks and Lake Minnetonka. The property is the site of the Eco Park as part of the City's Lake Effect project. The Roise Report states that the building may meet the criteria for the National Register of Historic Places, albeit with restoration needed to address the building's historic integrity. Based on the Roise Report, the Section House is included in the updated list of significant historic buildings in the City.

To assist in efforts to preserve and protect Wayzata's historic resources, the City Council enacted Ord. No. 607 in 1998, creating the Heritage Preservation Board (HPB). The HPB was established as a Council appointed volunteer advisory board working under the purview to the Planning Commission and City Council to advise on the identification and preservation of historic sites within the City, and to assist local property owners in the preservation of historically important sites. It is important to note that historic preservation activities within the City are entirely voluntary in nature, in that the HPB works on preserving the history of a building at the request of the property owner. The City's historic preservation ordinance establishes the City government's role in preservation planning, defines the responsibilities of the HPB, and outlines the process that determines whether a historic property is worthy of preservation and how it should be protected. Significant historic and cultural sites can be found in Table 1 and Figure 1.

Table 1: Listing of Significant Historic and Cultural Sites in Wayzata

Map #	Historical Name	Type of Resource	Address	Year Constructed	Status
1	Hague-Rosekrans House	Building	456 Arlington Cir	1890	Lost
2	Gold Mine Antiques	Building	332 Broadway Ave S	1880	Pending Development
3	Sweatt Estate	Building	500 Bushaway Rd	1927-1941	Lost
4	Piper House	Building	555 Bushaway Rd	1929	Existing
5	Brooks House	Building	601 Bushaway Rd	1919	Existing
6	Northrup House	Building	426 Ferndale Rd S	1894	Lost
7	House	Building	223 Gleason Lake Rd	1914	Existing
8	Ramaley House	Building	121 Grove La E	1914	Existing
9	House	Building	139 Grove La E	1910	Existing
10	Doc Palmer House	Building	165 Grove La E	1910	Existing
11	Hadley Hull House	Building	503 Harrington Rd	1930	Existing
12	Crosby House	Building	553 Harrington Rd	1907-1915	Existing
13	Meyer Bros. Dairy	Building	105 Lake St E	1941	Lost
14	Old Drug Store	Building	275 Lake St E	1920	Lost
15	Wayzata State Bank	Building	305 Lake St E	1908	Pending Development
16	Kallestad Building	Building	401 Lake St E	1875	Existing
17	Wayzata Depot	Building	402 Lake St E	1906	Protected*
18	Wayzata Post Office	Building	229 Minnetonka Ave S	1941	Existing
19	Wayzata Congregational Church	Building	605 Rice St E	1916	Existing
20	Gee House	Building	936 Shady La E	1928	Protected**
21	Arnao House and Grounds	Building	1201 Wayzata Blvd E	1934	Existing
22	Sween Bros Dairy Barn	Building	200 Wayzata Blvd W	1920	Existing
23	Section Foreman House	Building	738 Lake St E	1902	Existing
24	Ferndale Bridge	Structure	Ferndale Rd over outlet of Peavey Lake	1913	Lost
25	Harrington Farms Gates	Structure	Harrington Rd at Ferndale Rd	1915	Existing
26	Greenlawn Cemetery	Landscape	501 Park St E	1897	Existing
27	Wayzata Cemetery	Landscape	100 Walker Ave S	1882	Existing
28	Spirit Island	Landscape	N/A	Use prior to 1854	Existing
29	Bluff Neighborhood	District	N/A	1875-1945	N/A
30	North Wayzata Neighborhood	District	N/A	1900-1945	N/A
31	Old Holdridge Neighborhood	District	N/A	1890-1945	N/A

*National Register of Historic Places

**Local Heritage Preservation Site

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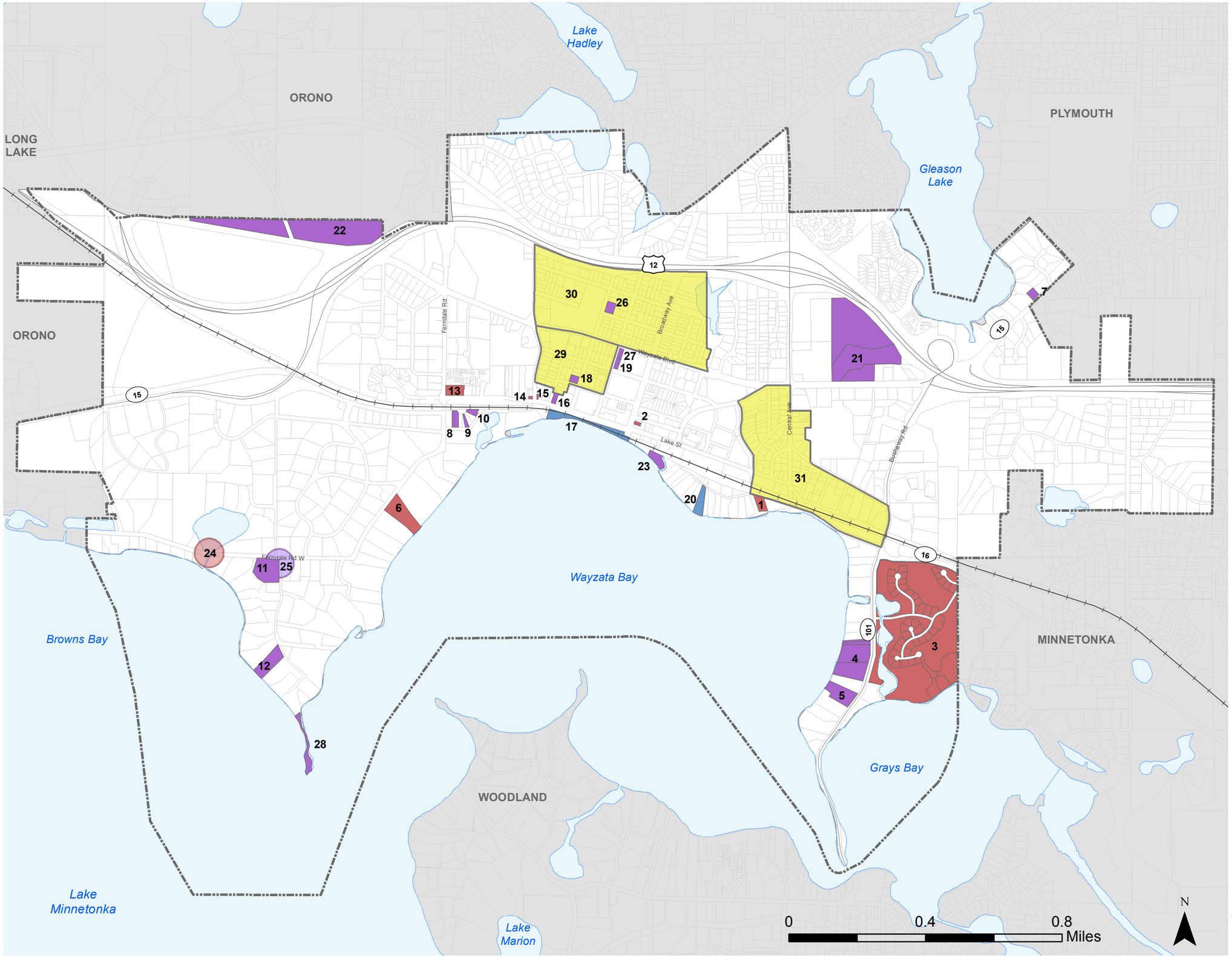

Comprehensive Plan 2040

City of Wayzata

Legend

- Wayzata City Boundary
- Existing
- Lost
- Protected Heritage Site
- Existing Structure
- Lost Structure
- Neighborhood

Existing Historical Resources

1. Hague - Rosekrans House
2. Gold Mine Antiques
3. Sweatt Estate
4. Piper House
5. Brooks House
6. Northrup House
7. House
8. Ramaley House
9. House
10. Doc Palmer House
11. Hadley Hull House
12. Crosby House
13. Meyer Bros. Dairy
14. Old Drug Store
15. Wayzata State Bank
16. Kallestad Building
17. Wayzata Depot
18. Wayzata Post Office
19. Wayzata Congeregational Church
20. Gee House
21. Amao House and Grounds
22. Sween Bros. Dairy Barn
23. Section Foreman House
24. Ferndale Bridge
25. Harrington Farms Gates
26. Greenlawn Cemetery
27. Wayzata Cemetery
28. Spirit Island
29. Bluff Neighborhood
30. North Wayzata Neighborhood
31. Old Holdridge Neighborhood

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Figure 1

Historical Resources

Historic and Cultural Resource Preservation Objectives and Policies

The following objectives and policies provide the basic framework for historic and cultural resources decisions within the City. The objectives and policies included reflect previously adopted plans, reports, and studies, as well as input from the Heritage Preservation Board members, and the *Wayzata 2040, Sailing Ahead* community visioning.

Objective 1: Provide for Historic and Cultural Preservation The City's objective for Historic and Cultural Preservation is to manage preservation in a manner consistent with the goals, policies, and procedures established by the City's Heritage Preservation Ordinance, its Zoning Code, and other City Ordinances.
This Chapter, consistent with the City's Preservation ordinance (Ord. No. 607) establishes the basic framework for how preservation decisions should be made and implemented within the city. Historic preservation decisions should be based on a comprehensive evaluation of each potential site, building or artifact, both individually as well for their contributions to the community as a whole.
The HPB, as a Council appointed volunteer advisory board working under the purview to the Planning Commission and City Council, is tasked with advising on the identification and preservation of historic sites within the City and to assist local property owners in the preservation of historically important sites.
Based on recommendations from the HPB, Planning Commission and residents, the City Council will review and update, as is deems necessary, Section 911 of the Wayzata Zoning Ordinance in implementing the goals, objectives, and policies included in this Chapter.
Objective 2: Identify and Protect Resources of Historic and Cultural Significance. In the interest of preserving the rich heritage of Wayzata, it is an objective that the Heritage Preservation Board continues to identify, document, and evaluate historic, architectural, and archaeological resources in the City; to work to place historic and cultural resources on the local and National Registers as appropriate; and to recommend the issuance of awards and recognitions for historic preservation.
The City's Heritage Preservation Board, with assistance from the City Planning Department, should continue to identify, document, and evaluate historic, architectural, and archaeological resources in the City, including determination of their significance and vulnerability; work with property owners to place historic and cultural resources on the local and National Registers as appropriate; and recommend the issuance of awards and recognition. These efforts are to be coordinated with the City Planning Department and other City departments as necessary, the Wayzata Historical Society, and other non-profit preservation organizations as warranted. The HPB should utilize the Secretary of the Interior's Standards for historic preservation planning, identification, evaluation, registration, and treatment of any publicly held historic features.
The HPB should utilize the *Historic and Architectural Resources of Wayzata, Minnesota* (Vogel Report) as a basis for the inventory of historic, architectural, and archaeological resources under governmental and private ownership. With assistance from the City Planning Department and Wayzata Historical Society, the HPB should organize, maintain, and update a database of historic sites. As resources allow, the survey and the data base should be

updated as necessary, according to Minnesota SPHO standards, to document the status of existing and newly identified historic and cultural resources.
Objective 3: Promote Public Education, Awareness, and Appreciation of Historic and Cultural Resources. Because public awareness is important to the preservation of the City's heritage, it is the objective of the HPB, in cooperation with the Wayzata Historical Society and the Wayzata Public Library, to encourage heritage education programs directed at residents, tourists, the business community, and the general public; and continuing to support the operation of activities related to historic resources, as specified in the following policies.
Under the guidance of the City Council, the HPB, in cooperation with the Wayzata Historical Society and the Wayzata Public Library, should encourage heritage education programs directed at residents, tourism, the business community, and the general public. This may be accomplished through pamphlets, audio-visual material for Wayzata Community TV (WCTV); public information display; supporting and promoting National Historic Preservation Month in May; and holding seminars as appropriate, and as resources allow.
The City's historic preservation program activities should aim to heighten awareness of locally significant properties, and educate property owners on how to preserve, rehabilitate, restore, and reconstruct their significant buildings and sites. As resources allow, the HPB, in cooperation with other non-profit preservation organizations, should provide public information, education, and technical assistance, as available and appropriate, relating to historic preservation efforts.

Chapter 8 – Community Facilities

Introduction

Community facilities include the land, buildings or services and systems which are provided on a public or semi-public basis in the interest of the residents of the community. The facilities and services are offered as a necessity within the urban environment and are therefore a major contribution to the quality and safety of urban living.

Public utilities need to be improved and maintained to assure continued, effective service. The City has prepared separate plans addressing the utility needs of the community, and the City continues to implement the recommendations of these plans.

Wastewater System

Background

The purpose of the wastewater plan is to provide an inventory of Wayzata's current wastewater system and assure that any necessary expansion and upgrading is properly planned to accommodate future growth. The comprehensive plan is to include a wastewater plan element covering the collection and disposal of wastewater generated by Wayzata. Similarly, the Metropolitan Sewer Act requires the City to submit a Comprehensive Sewer Plan (CSP) which describes the current and future service needs required from the Metropolitan Council.

The Metropolitan Council's 2040 Water Resources Policy Plan (2040 WRPP) lays out requirements for the wastewater plan element of the comprehensive plan as well as the Comprehensive Sewer Plan. For simplicity, the Metropolitan Council has combined the required elements of both plans into a single set of criteria, contained in the 2040 WRPP.

The 2018 Wayzata CSP addresses the criteria of the 2040 WRPP. It provides growth projections, design parameters for the existing sanitary sewer system, potential improvements to the system, and strategies for addressing excessive infiltration and inflow (I/I) in the system. This section presents the wastewater plan element of the Wayzata 2040 Comprehensive Plan. It is organized to provide the information required in the 2040 WRPP.

Forecasts

Table 1 presents Met Council projections of sewered and unsewered population, households, and employees for the City of Wayzata from the 2040 WRPP. Table 2 presents City projections of total population, households, and employees for the City.

Table 1: Growth Projections – Met Council Projections

Year	Component	Population	Households	Employment
2020	Sewered	4,140	2,100	4,800
2020	Unsewered	0	0	0
2030	Sewered	4,520	2,310	4,920
2030	Unsewered	0	0	0
2040	Sewered	4,650	2,400	5,000
2040	Unsewered	0	0	0

Table 2: Total Growth Projections – City Projections

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

Table 3 presents projected wastewater flows for Wayzata, from the 2040 WRPP. It is assumed that Metropolitan Council projections pertain to Wayzata only and do not include flows entering the interceptors from outside City limits.

Table 3: Average Wastewater Flow Projections

Year	Wayzata Projected Average Flow
2020	0.53
2030	0.54
2040	0.53

Trunk Sewer System

Wayzata's trunk sanitary sewer system consists of four primary trunk sewers and 25 lift stations. Map 1 shows the trunk sewers and lift stations, sewer service districts, and connection points to the MCES system. Each of Wayzata's trunk sewer lines discharges to a lift station that pumps wastewater directly into the MCES forcemain. Wayzata's system discharges to the existing MCES Interceptor 7018, which carries wastewater flows to the Blue Lake Wastewater Treatment Plant in Shakopee, MN. Wayzata is a fully-developed community, and no new trunk sewers are proposed. Instead, sewer system improvements largely involve the repair and upgrade of existing sewer lines and lift stations. Table 4 presents trunk sewer design flows and capacities. Nodes in the table refer to Figure 1.

Table 4: Trunk Sewer Design Flows and Capacities

Trunk Line	From Node	To Node	Design Flow, MGD	Capacity, MGD
1	1.3	1.2	0.07	0.83
	1.2	1.1	0.22	0.92
	1.1	MCES 1	0.37	0.86
2	2.3	2.2	0.35	1.13
	2.2	2.1	0.44	1.54
	2.1	MCES 2	0.44	1.27
3	3.3	3.2	0.25	1.07
	3.2	3.1	0.46	1.19
	3.1	MCES 3	0.82	5.27
4	4.3	4.2	0.29	0.81
	4.2	4.1	0.47	2.36
	4.1	MCES 4	0.52	2.00

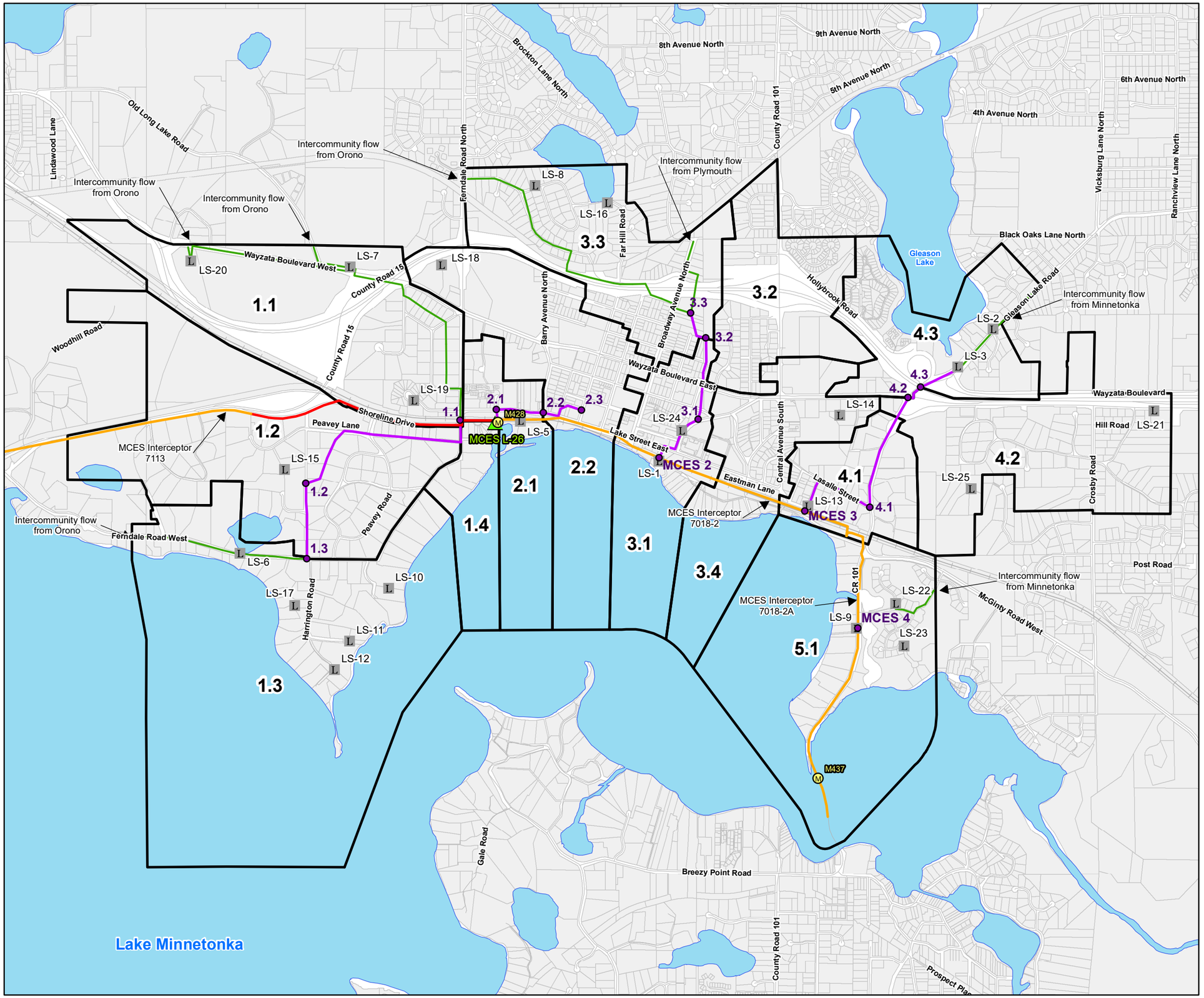
Wayzata receives intercommunity flows from Orono in four (4) locations (Wayzata Blvd, Old Long Lake Road, Ferndale Road North, and Ferndale Road West), Plymouth in one (1) location (Broadway Avenue North), and Minnetonka in two (2) locations (Gleason Lake Road and Locust Hills Trail)). These are existing intercommunity flows, and there are no intercommunity flow agreements that have been entered into since 2008. There are no private or public wastewater treatment plants in the City.

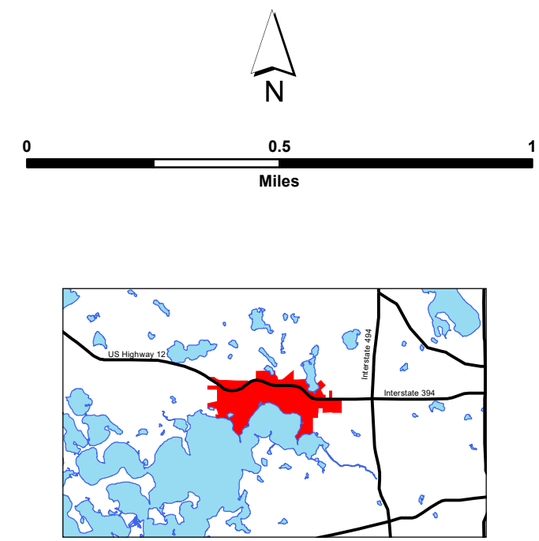
There are approximately fifteen (15) subsurface sewage treatment systems within Wayzata. Most are located on large wooded properties or in older residential developments that occurred prior to sewer service area expansion. These properties are located in the Hillside Drive neighborhood, and select parcels along Bushaway Road. In 2011, the City transferred regulatory and enforcement authority for Individual Sewage Treatment Systems (ISTS) to Hennepin County. Part IV, Chapter 402, Section 3 of the Wayzata City Code requires the connection of sanitary facilities to its sewer system. If service is not available, facilities must be connected within 24 months of written notice from the City that service has been provided. Immediate connection is required if a subsurface sewage treatment system requires repair within this 24-month period.

Trunk Sanitary Sewer

Figure 1

Comprehensive Sewer Plan
Wayzata, Minnesota





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Miles

- Existing Trunk
- Existing Laterals
- Trunk Node
- City Lift Station
- Sewer Districts
- Parcels
- Lakes
- MCES Forcemain
- MCES Gravity Pipe
- MCES Lift Station
- MCES Meter

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Infiltration/Inflow (I/I)

Since excess I/I is a local concern to Wayzata, as well as a regional concern to the Metropolitan Council, Wayzata will continue to work on reducing I/I in its sanitary sewer to the greatest extent practicable. The City's goals generally are to identify and prevent I/I from exceeding local and regional system capacity and causing local backups, and to work to remove I/I from the system to the greatest extent practicable. Specific strategies include:

- Preserve capacity in the local and regional system
- Minimize I/I in the system
- Prevent excessive I/I, backups, and overflows
- Televise and inspect sewers and manholes on a regular basis
- Perform repairs or rehabilitation of pipes and manholes as needed
- Work to identify and disconnect sump pump and roof leader connections to the sanitary sewer system

Sump pump and rooftop drain connections to the sanitary sewer system are prohibited by ordinance (see the appendix), and the City works to prevent I/I through inspection of connections to the sanitary sewer system. The City also installs new sewer facilities in accordance with current standards for materials and construction to prevent I/I. The focus of I/I mitigation efforts has been on the public improvements side through pipe rehabilitation and manhole sealing improvements. I/I mitigation on the private side is addressed voluntarily through educational efforts.

Potential sources of I/I in the City's system could include:

- Non-compliant residential sump pump connections to the sanitary sewer
- Leaky pipes and structures under groundwater or flooded conditions
- Service line leaks
- Inflow from floor drains of flooded structures

No recent, detailed, citywide analysis of I/I has been completed. The City will perform specific evaluations in the future of areas with excessive I/I on an as-needed basis. Based on review of metering records from MCES, the City estimates I/I to be less than 5% of wastewater flow.

The City has approximately 1640 residential units (single family, townhome, condominium, etc.). Approximately 650 of these units are listed to be constructed prior to 1970. In the spring of 1993, the City inspected all residential and commercial buildings for sump pump connection to sanitary sewer system. 52 sump pumps were found to be in non-compliance and were disconnected.

Since 2009, the City has invested nearly $500,000 in trunk sewer rehabilitation projects, including lining of pipes (largely in the vicinity of lakes) and lining and sealing of manholes.

Infiltration/Inflow (I/I) improvements will continue to be made in the City. A summary of ongoing implementation activities to prevent or eliminate excessive I/I from the system include:

- Annually televise and inspect sewer facilities for degradation and leaks
- Perform annual maintenance, repairs, or rehabilitation of sewer facilities, as needed
- Replace old sewers as part of street and utility reconstruction

- Install new sewer facilities in accordance with current standards for materials and construction
- Conduct plumbing and other inspections during installation and connection to the system
- Continue work towards disconnecting prohibited/unused connections to the sewer system

Table 5 presents a summary of budgeted implementation costs to address I/I in the City's system. Funding for the implementation activities will come from a combination of sewer fees and the City's capital fund.

Table 5: Estimated I/I Implementation Costs

I/I Implementation Activity	Cost
I/I inspection program	$10,000/year
Annual maintenance	$80,000/year
Sewer replacement/rehabilitation as part of street	$40,000/year
I/I investigation – Phase 1 (east side of City)	$40,000
Sewer lining	$1,300,000

Water Supply System

The City's water system includes water supply, treatment, distribution, and storage to meet the water demands of the City's customers. The City operates three (3) groundwater wells to supply water, two (2) water treatment plants (WTP) to remove iron and treat water, one (1) underground tank to store treated water, and one (1) elevated water tower to sustain water system pressures and provide water during emergencies. The water distribution system contains over 34 miles of water main, ranging in nominal diameter from 4 inch up to 18 inch.

The City's Water Supply Plan (WSP), submitted for approval in October 2018, is attached to the 2018 Comprehensive Plan as an appendix. All public water suppliers in Minnesota that operate a public water distribution system, serve more than 1,000 people, and/or all cities in the seven-county metropolitan area, must have a water supply plan approved by the Department of Natural Resources (DNR). The WSP is required by DNR and Metropolitan Council. Completing a Water Supply Plan that receives DNR approval fulfills a water supplier's statutory obligations under M.S. 13G.291. For water suppliers in the metropolitan area, the Water Supply Plan will help local governmental units fulfill their requirements under M.S. 473.859.

The Water Supply Plan is attached as an appendix and is organized as follows:

- Part 1. Water Supply System Description and Evaluation
- Part 2. Emergency Preparedness Procedures
- Part 3. Water Conservation Plan

To project future water demand, future community growth projections are needed. Two methods for determining future water demands were completed. Future water demand was calculated on a per capita basis for the Water Supply Plan based on the City's 2040 Comprehensive Plan population projections. Second, an evaluation of future developable land was conducted to determine future demand based on land use from the 2040 Comprehensive Plan. The per capita demand projections for

2040 were slightly larger than the land use based calculations, since only 136 acres for future growth/redevelopment were identified. Table 6 provides the existing and future water demand conditions for water system evaluations.

Table 6: Existing and Future Water Demand Projections

Demand Condition	Existing Design Water Demand	Future Design Water Demand
Average Day Demand	0.72 MGD	0.84 MGD
Maximum Day Demand	1.80 MGD[1]	2.10 MGD[1]
Peak Hour Demand	2,000 gpm[2]	2,330 gpm[2]

[1] Maximum day demand design factor equal to 2.5

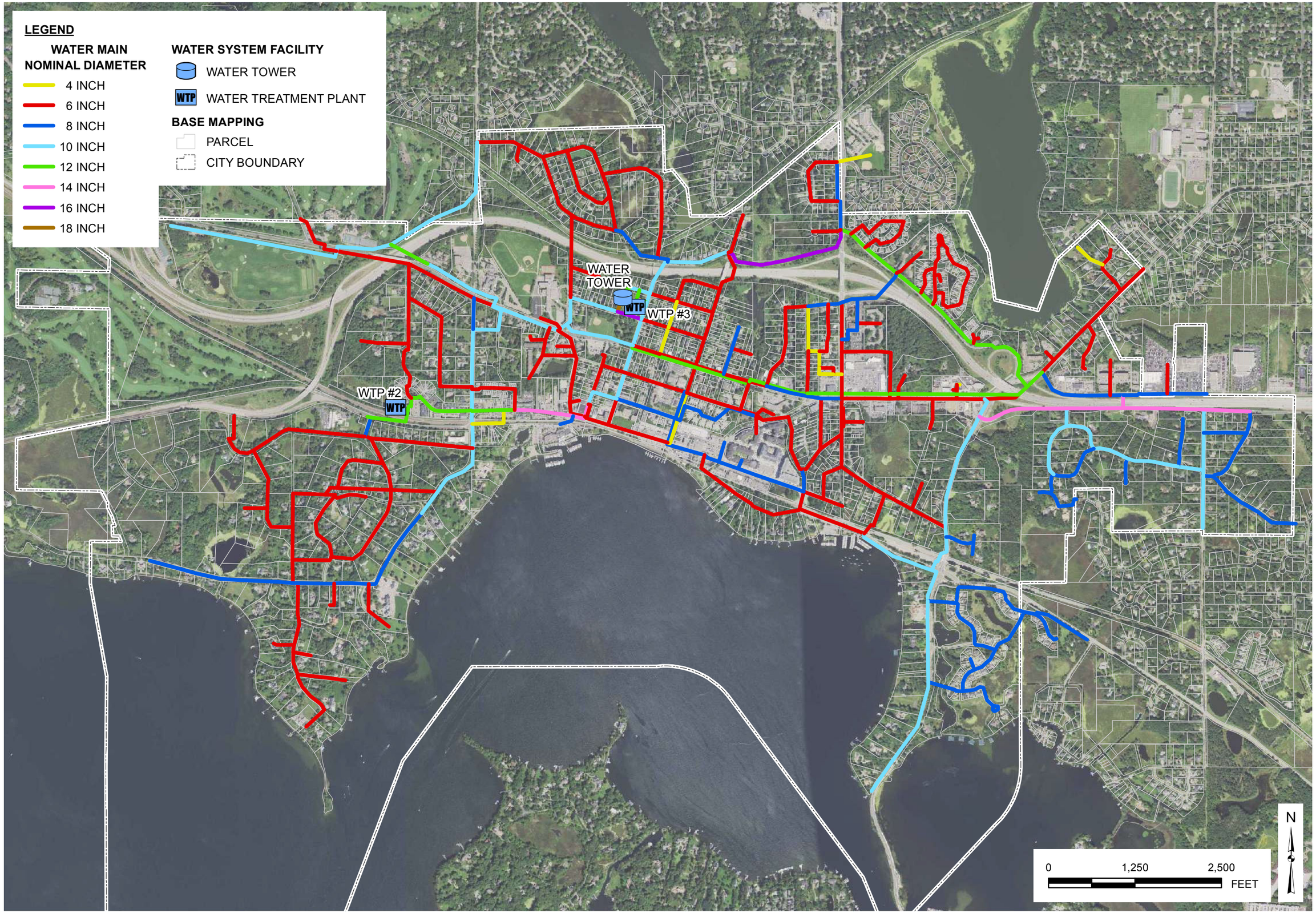
[2] Peak hour demand design factor equal to 1.6.

Current water supply and storage exceeds recommended capacity. Firm water supply capacity exceeds maximum day demands. Water storage up to 1.0 MG exceeds the existing recommended storage capacity based on average day demand, operational parameters, and fire flow needs. The underground tank at WTP No. 3 provides both water supply and water storage during a fire flow event. WTP No. 2 provides a second source of water supply but currently is supplied by a single well.

The City has planned for possible future construction of Well 6 to provide additional supply reliability and redundancy. Well 6 would work in rotation with Well 5 to supply WTP No. 2; therefore, even with one well out of service the WTP can continue to supply water to meet maximum day demands. The WTP No. 3 high service pumps can serve as a water supply point and in an emergency, provide fire protection supply from the underground tank. The construction of Well 6 would provide the City with increased operational flexibility, increased redundancy, and allow for more storage from the underground tank at WTP No. 3 to be utilized in a short duration fire flow event.

The City will continue replacing aging infrastructure and upsizing water mains as street reconstruction projects occur. For example, extending the trunk water system on Lake Street east to Broadway will improve fire flow to recent redeveloped areas and strengthen the distribution system. The water system will be expanded to serve residents not currently connected to the water system when possible. Water main looping to improve fire flow is also recommended.

Figure 2 depicts the City's existing water system.



The information on this map has been compiled by Stantec staff from a variety of sources and is subject to change without notice. Stantec makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information.

V:\1938\active\193804254\GIS\Projects\Fig1 Existing System.mxd

FIGURE 2 - EXISTING WATER DISTRIBUTION SYSTEM

WAYZATA WATER SYSTEM MASTER PLAN

November 2018

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Stantec Consulting Services
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Saint Paul, MN 55113
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Storm Sewer System

Executive Summary, Water Resource Management Related Agreements, and Amendment Process

The 2018 Wayzata Local Surface Water Management Plan (LSWMP) serves as a comprehensive planning document to guide the City in conserving, protecting, and managing its surface water resources. This plan has been created to comply with Minnesota Statutes 103B (Metropolitan Surface Water Management Act), Minnesota Rules 8410, and requirements of the Minnehaha Creek Watershed District (MCWD). This document provides an inventory and assessment of water resource-related information including the results of assessments conducted by other governmental units, both local and state. From this inventory and assessment, Wayzata sets forth its goals and policies and implementation program. This section provides a summary of the LSWMP. It is organized to provide the information required in the Metropolitan Council's 2040 Water Resources Policy Plan.

The City has a Memorandum of Understanding (MOU) for Local Water Planning and Regulation with the Minnehaha Creek Watershed District (MCWD). Under this MOU, Wayzata exercises sole regulatory authority within City boundaries with respect to matters now subject to regulation under MCWD Rules B (erosion control), D (wetland protection), and N (stormwater management). The MCWD retains approval of a local plan that requires a finding that municipal ordinances are at least as protective of water resources as the MCWD Rules.

The LSWMP will be incorporated into the City's 2040 Comprehensive Plan update, by reference, and will be applicable until 2028, at which time an updated plan will be required. Periodic amendments may be required to incorporate changes in local practices. Changes to the MCWD Watershed Management Plan may necessitate revisions to this plan. Plan amendments will be incorporated by following the review and adoption steps outlined in Minnesota Statues 103B.235.

Physical Environment and Land Use

The City lies along the north shore of Brown's Bay, Wayzata Bay, and Gray's Bay on Lake Minnetonka. The three-square miles of the City encompass more than 70 wetlands, Peavey and Gleason Lakes, wooded areas, and parks, as well as portions of Lake Minnetonka. Historical water quality data show that Brown's and Wayzata Bays consistently exhibit among the best water quality of any Lake Minnetonka bays. The character and general economy of Wayzata is influenced strongly by its lakeside location. The City lies entirely within the jurisdictional boundaries of the MCWD. Existing and proposed land use in the City is presented in Chapter 3.

Glacial activity that occurred about 11,000 years ago is largely responsible for the current topography of Wayzata and the configuration of the subwatersheds within the City. Most of Wayzata is rolling to hilly with poorly-drained depressions that hold wetlands and ponds. Wayzata is covered by soils of glacial origin that are between 100 and 250 feet thick over most of the City. Most of Wayzata is underlain by the Hayden-Burnsville-Peaty muck. This association is comprised of level, organic soils and hilly to steep, moderately fine textured to moderately coarse textured soils that developed in glacial till. The eastern margin of Wayzata includes the Hayden Peaty muck association while the western portion of Wayzata is underlain by the closely related Hayden-Cordova-Peaty muck association. Groundwater

underlying the City in both the Quaternary (glacial drift) aquifers as well as the bedrock aquifers (Prairie du Chien and Jordan) flows toward the south and southeast to the Minnesota and Mississippi Rivers.

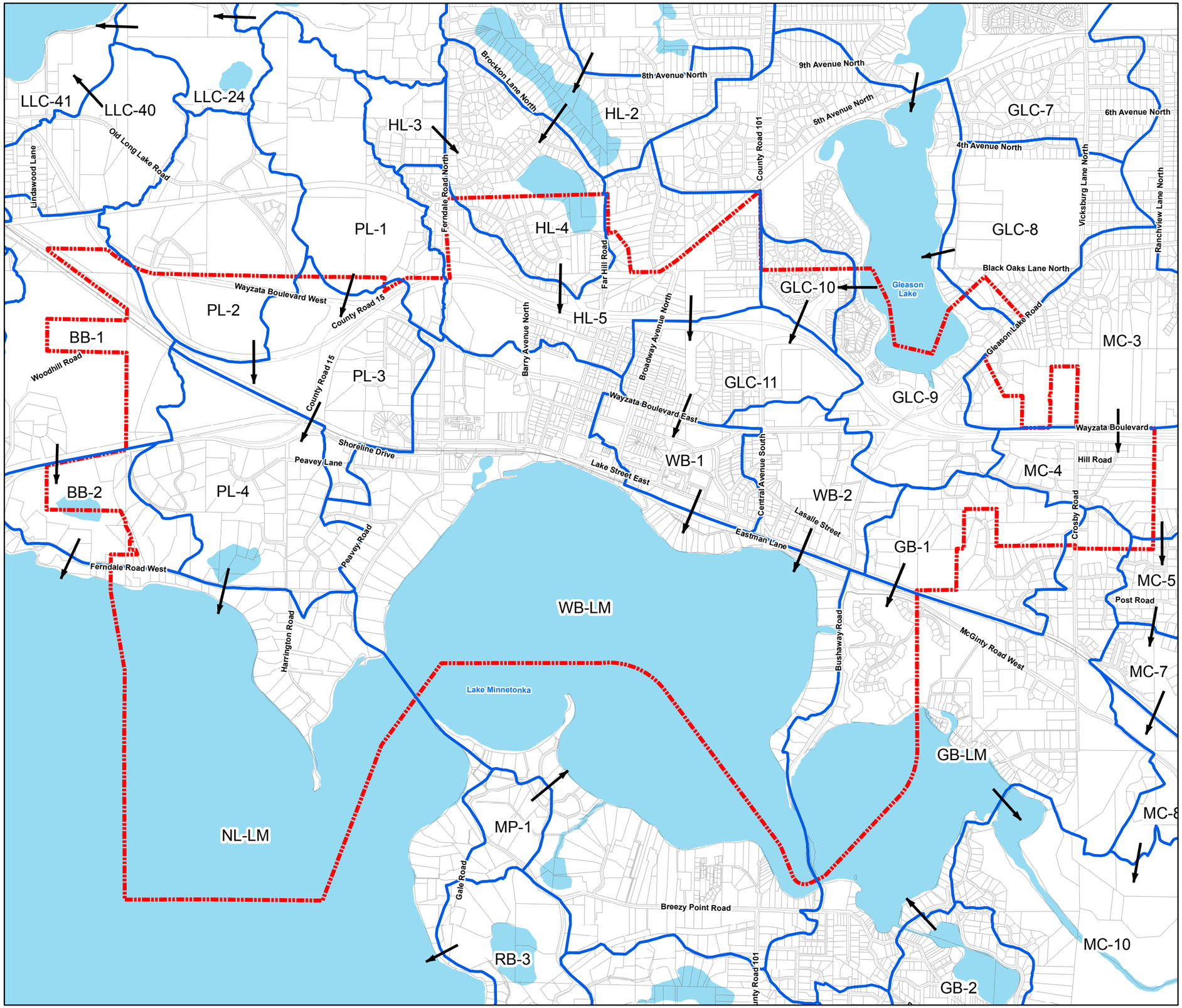
Figure 3 presents drainage areas and flow paths in the City. Table 7 presents peak flow rates, as taken from modeling prepared by the MCWD.

Table 7: Modeled Peak Flows for 100-year, 24-hour Rain Event

Subwatershed	Peak Flow, cfs
BB-1	316
BB-2	0
PL-1	80
PL-2	81
PL-3	98
PL-4	530
HL-4	3
HL-5	75
GLC-8	176
GLC-9	128
GLC-10	129
GLC-11	165
WB-1	178
WB-2	8
GB-1	5
MC-3	11
MC-4	13

City of Wayzata

Figure 3
Subwatersheds



0 0.5 1
Miles

- Flow Direction
- Subwatersheds
- City Boundary
- Lakes

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V:\1938\active\193804403\GIS\Projects\Storm Map1 subwatersheds.mxd

Existing and Potential Water Resource-Related Problems

The City contains or discharges to five impaired waters: Lake Minnetonka (Lower Lake), Lake Minnetonka (Gray's Bay), Gleason Lake, Peavey Lake, and Minnehaha Creek. The affected uses are generally aquatic consumption, aquatic use, and aquatic recreation. TMDLs have been approved for the first three and remain to be completed for the last two. Table 8 lists the impaired waters and TMDL status.

Table 8: Impaired Waters Receiving Discharge from Wayzata

Impaired Water	Year Listed	Affected Use	Pollutant or Stressor	TMDL Approved
Lake Minnetonka – Lower Lake (27-0133-02)	1998	Aquatic Consumption	Mercury in fish tissue	2008
Lake Minnetonka – Gray's Bay (27-0133-01)	1998	Aquatic Consumption	Mercury in fish tissue	2008
Gleason Lake (27-0095-00)	2010	Aquatic Recreation	Nutrients	2014
Peavey Lake (27-0138-00)	2014	Aquatic Life	Chloride	2016
	2014	Aquatic Recreation	Nutrients	2024*
Minnehaha Creek (07-0101-06)	2004	Aquatic Life	Fish bioassessments	2025*
	2010	Aquatic Life	Dissolved Oxygen	2025*
	2014	Aquatic Life	Aquatic Macroinvertebrate bioassessments	2025*

*Planned TMDL completion date

The City has a Wetland Management Plan, which was prepared as part of the City's 2009 SWMP. That plan assesses the wetlands within the City and presents recommendations for their protection and management based on management classifications. Wetlands in the City and their classifications are shown on Figure 4.

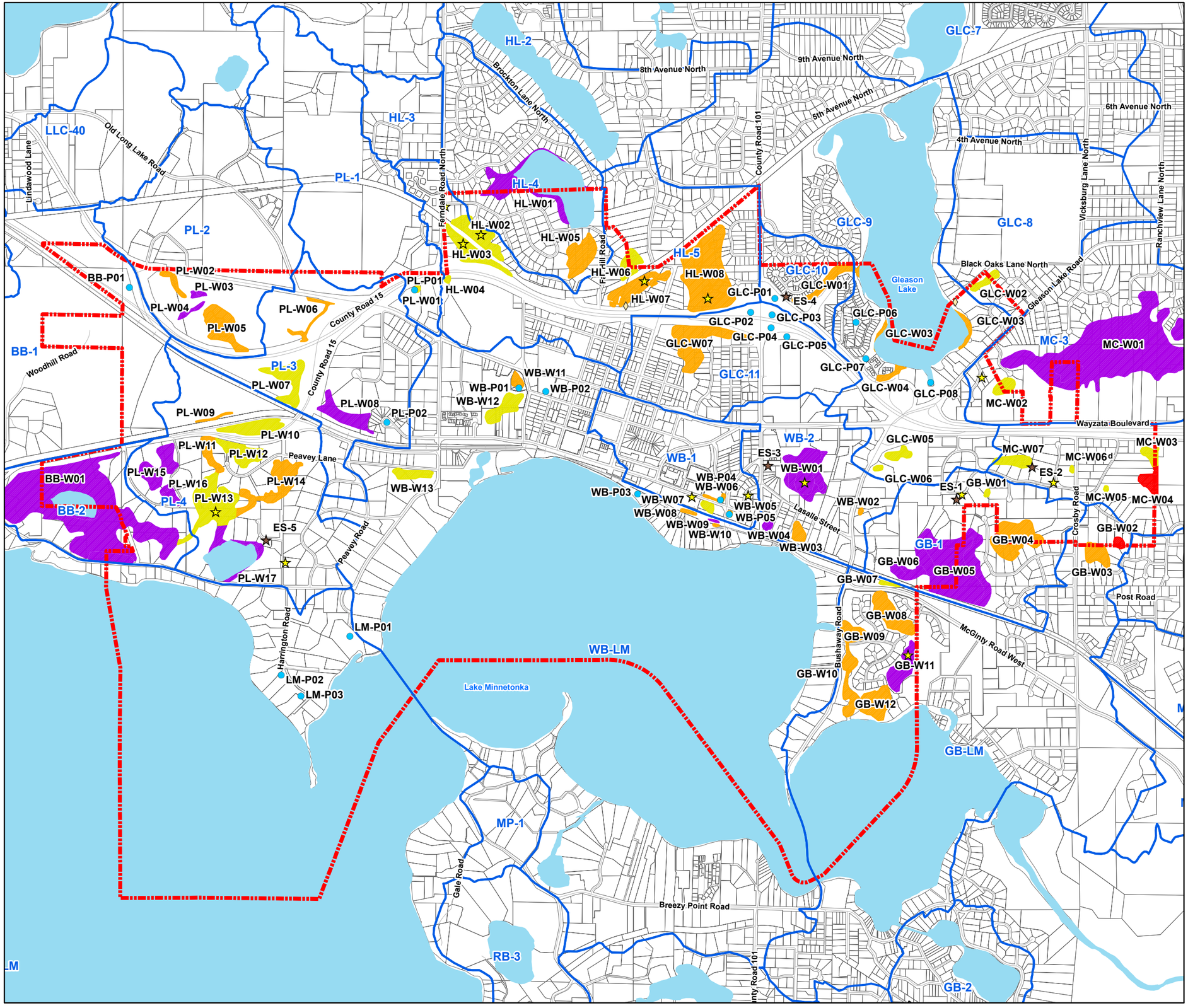
Several erosion problems have been identified within the City, as shown in Table 9

Table 9: Erosion Problems in Wayzata

Problem
Erosion on Bovey Road Cul-De-Sac
Erosion on Central Avenue S
Erosion along north side of Gleason Lake Road, south of Gleason Lake, undermining FES, wall & trail
Erosion behind 16116 Holdridge Road West

City of Wayzata

Map 2
Wetland Classification



N
W E
S

0 0.5 1
Miles

- Erosion Improvement Site
- Stormwater Pond
- Stormwater Improvement Site
- Sediment Basin
- Subwatersheds
- City Boundary

Wetland Sensitivity

- High
- Moderate
- Slight
- Least

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V:\1938\active\193804403\GIS\Projects\Storm Map2 Wetland Classification.mxd

A number of other issues have also been identified in the City, largely involving roadway drainage and pond outlet controls. These are summarized, along with proposed improvements, in Table 11 below.

The MCWD has also performed or is performing several assessments affecting the City. These include:

- A multi-year Hydrologic, Hydraulic, and Pollutant Loading Study in 2003.
- A Functional Assessment of Wetlands in 2003.
- A Curly-leaf Pondweed Management Study on Gleason Lake that was active from 2007-2012.
- Monitoring the population of zebra mussels in Lake Minnetonka, a study started in 2011.

Local Implementation Plan/Program

There are extensive regulatory controls in place for water resources protection and preservation within the City. These controls include but are not limited to: erosion and sediment control, shoreland and floodplain protection, wetland preservation, illicit discharge detection and elimination, and water quality and quantity control. Regulatory authority is primarily shared among the City, MCWD, and Minnesota Pollution Control Agency (MPCA), though the Minnesota Department of Natural Resources (MnDNR) and the US Army Corps of Engineers (Corps) also have regulatory authority over wetlands and floodplain activities. Table 10 presents a summary of the City's surface water-related ordinances, as well as the need for updates.

Table 10: Surface Water Management Related Codes

Chapter	Code Name	Status
406	Stormwater Drainage Utility	Update as needed as fees change
408	Surface Water Management Plan	No update needed
409	Land Disturbance	No update needed
410	Stormwater and Urban Runoff Pollution Control	No update needed
806	Flood Plain Management	No update needed
916.04	General Building and Performance – Grading and Drainage	No update needed
991	Shoreland Overlay District	No update needed
992	Wetlands Overlay District	No update needed
993	Flood Plain Overlay District	No update needed
1006.10	Subdivision Design Standards - Drainage	No update needed
1006.13	Subdivision Design Standards – Erosion and Sediment Control	No update needed
1006.14	Subdivision Design Standards – Protected Areas	No update needed
1007.06	Construction - Drainage	No update needed

Through its MOU with the MCWD, Wayzata exercises sole regulatory authority within City boundaries with respect to erosion control, wetland protection, and stormwater management. The City adopts the MCWD's standards regarding rate control, phosphorus control, and volume control.

The City is identified as the Local Government Unit (LGU) responsible for the administration and enforcement of the Wetland Conservation Act (WCA), which requires the avoidance, minimization, or mitigation of all potential wetland impacts. The City prepared a Wetland Management Plan as part of the 2009 LSWMP, which lays out a strategy for protecting and restoring the City's wetlands.

The City proposes a Capital Improvement Plan (CIP) that includes several projects that address problems identified in its system assessment. Planned project types include drainage improvements, pond outlet improvements, wetland enhancement, and erosion repair. This program reflects the needs and concerns of many stakeholders including the City Council, City Staff, citizens, and the MCWD. The CIP is presented in Table 11.

Table 11: Capital Improvement Program

Activity	Proposed Start	Projected Cost w/ Inflation	Funding Responsibility
Central Ave South Drainage Project	2019	$169,900	City
Chicago Ave North Drainage Project	2019	$77,300	City
Circle Drive East Stormwater Improvements	2019	$158,600	City
Clean Ditch on North Side of Shoreline Drive	2019	$20,600	City
Villa Pond Outlet	2019	$45,400	City
Bovey Road Cul-De-Sac Ditch Repairs	2019	$21,000	City
Replace Storm Sewer at Klapprich Park	2019	$86,100	City
N. Broadway Wetland Bank Site Phase 2	2019	$31,100	City
Repair erosion on Central Ave S	2019	$30,000	City
Repair erosion behind 16116 Holdridge Rd W	2019	$30,000	City
N. Broadway Wetland Enhancement – Pond Site	2020	$315,300	City
Repair erosion along north side of Gleason Lake Rd, south of Gleason Lake, undermining FES, wall & trail	2021	$15,000	City
Methodist Center to TH12 Stormwater Improvements	2023	$92,400	City

Parks System

The City of Wayzata has a varied park and trail system with approximately 16 miles of sidewalks and trails and 45 acres of parkland which include; a thriving public beach, extensive natural areas and quaint mini parks. (See Figure 5.) Additional parkland is expected to be included in the system with the adoption of the City's Lake Effect project. The Lake Effect project proposes to construct a park on Lake Street, in the location of an existing parking lot at Broadway Avenue, enhance the parkland adjacent to the Wayzata Depot, repurpose the city-owned Section Foreman house property to a functional park, and provide a pedestrian boardwalk along Lake Minnetonka.

The parks and trails of the Wayzata park system provide the community with opportunities for healthy recreation and connections to nature. Recreational facilities in the parks are focused on activities that have historically been very popular in the City and area, including tennis, bocce, hockey/skating, and traditional playground structures. Trails throughout the system are well used and are an important part of the City's park system, including the Dakota Rail and Luce Line Trails. Both trails have created an important east-west pedestrian/ bike connection through the city and to adjacent suburbs. These pedestrian/bicycle connections have positively added to the quality of life in Wayzata.

In 2018, the City of Wayzata initiated the preparation of a Parks and Trails Master Plan in order to provide framework for the City to continue refining their park system to meet the needs of current and

future residents. Having a strong vision for the park system, based on strong community input, will allow the Parks and Trails Board to set a course that will maximize the cost/benefit of park infrastructure for the City. Responding to changing recreation needs, infrastructure and technology updates, and modern lifestyles are important considerations for the Plan. Equally important is the balance between maintaining the unique character, while still providing amenities and services that will help attract new families to the City. The park system can play an important role in balancing progress and tradition as the City and its housing stock modernize. Natural resources, and the connection to Lake Minnetonka will continue to be a critical element in defining the character of Wayzata in the future.

The Wayzata Parks and Trails Master Plan builds on the recommendations made in the City's Wayzata 2040 Sailing Head, Comprehensive Plan Engagement Initiative, which was adopted in March 2018. Wayzata 2040, Community Vision encapsulates the broad stakeholder engagement process and draws analysis of community issues and emergent trends to provide a comprehensive city-wide vision.

Wayzata 2040 became the backbone for the guiding principles, initial designs and system wide-visions for Wayzata's parks, trails, and open spaces. The following Guiding Principles will assist in directing the Parks and Trails Board as future decisions are made and have been used to inform decisions reflected in the Master Plan.

Guiding Principles

1. Develop a variety of active and passive parks and programs that are accessible to all Wayzata residents.
2. Ensure each park is well connected, bikeable and pedestrian friendly.
3. Support resident's desire and ability to stay healthy, active, and engaged in the community.
4. Create vibrant parks with activities and programming for all seasons.
5. Foster environmental and economic sustainability that protects Wayzata's water and natural resources.
6. Create a multi-generational park system that builds community, attracts young families and supports aging in place.

Connecting Lake Effect

Lake Minnetonka is one-of-a-kind asset and a historical backbone for the City's establishment and success. The Lake Effect project is a strategic initiative by the City of Wayzata which has been developed through several years of engagement and collaboration with the community, to improve public access along the shoreline of Lake Minnetonka – extending from the Section Foreman House to the historic Depot Park. This proposed parkland will be a part of the larger City Park System and will be maintained and managed by the City. The proposed project has proven to be the very essence of Wayzata's preferred future of 'FTSC Forward Thinking, Socially Connected.'

The Lake Effect plan was approved to move forward with the design implementation and construction documents on March 6, 2018. The proposed improvements intend to better connect residents and downtown Wayzata to the Lake Minnetonka waterfront. The Wayzata Parks and Trails Board emphatically recommends that all changes to Lake Street and the Lake Street waterfront should prioritize and accommodate safe use by pedestrians and recreational bikers, and enhance the viewing of, appreciation of, and access to the waterfront park space. The Lake Effect plan has been a parallel, yet

integral part of the City's Parks and Trails Master Plan effort and will continue to affect future modifications of this document.

Connecting Regional Trails

The City of Wayzata intersects with two regional trail systems within the seven-county metropolitan area, including the Luce Line Trail to the north, and the Dakota Rail Trail to the southwest. The Luce Line Trail (MN DNR) and the Dakota Rail Trail (Three Rivers Park District) support a more extensive trail network connecting Wayzata to surrounding communities - as far west as Cosmos and Lester Prairie and east into Minneapolis and surrounding trail networks. These trails provide both recreational and commuter opportunities for residents. It was identified that connections between these two trails were important to residents.

In January of 2009, the City and SRF Consultants completed a study of potential trail connection corridors between the two trail systems through a planning grant funded by Hennepin County. In 2018, as part of the Master Planning process, the following regional trail connection improvements were identified and are shown on Figure 5–Proposed Parks and Trails:

1. Ferndale Road - The current on-street bicycle "sharrow", also known as shared lane marking, is perceived as unsafe and providing an off-street bike and pedestrian trail is preferred. This improvement is identified as a long-term improvement because of the coordination with homeowners.
2. Minnetonka Avenue - Reduced car traffic, minimized slopes and connection to adjacent park properties, make this route a preferred choice. An existing pedestrian overpass allows for access across 394, however the stairs limit most bicyclists. With the future replacement of the bridge, better bicycle accommodations should be considered (i.e. switch back ramp). Additional on-street bicycle "Sharrow" designations and traffic calming measures are recommended along Minnetonka Avenue to encourage use of this route.
3. Broadway Avenue - Short-term bicycle lane designation is recommended.
4. Dakota Trail extension - The City is currently working with the Three Rivers Park District, as they pursue options for this regional trail extension through Wayzata. This proposed extension would provide a safe off-road trail along Wayzata's Lake Street. This would shift some of the focus from a car-centric Lake Street to one that better serves pedestrians and cyclists.

Complete Streets

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users including pedestrians, cyclists, motorists, and transit riders. The City of Wayzata should adopt a complete streets policy to ensure that City engineers and planners design beyond the curb and address broad concerns of accessibility and access. Complete streets will help create livable communities for various users, especially children, those with restricted access, and seniors.

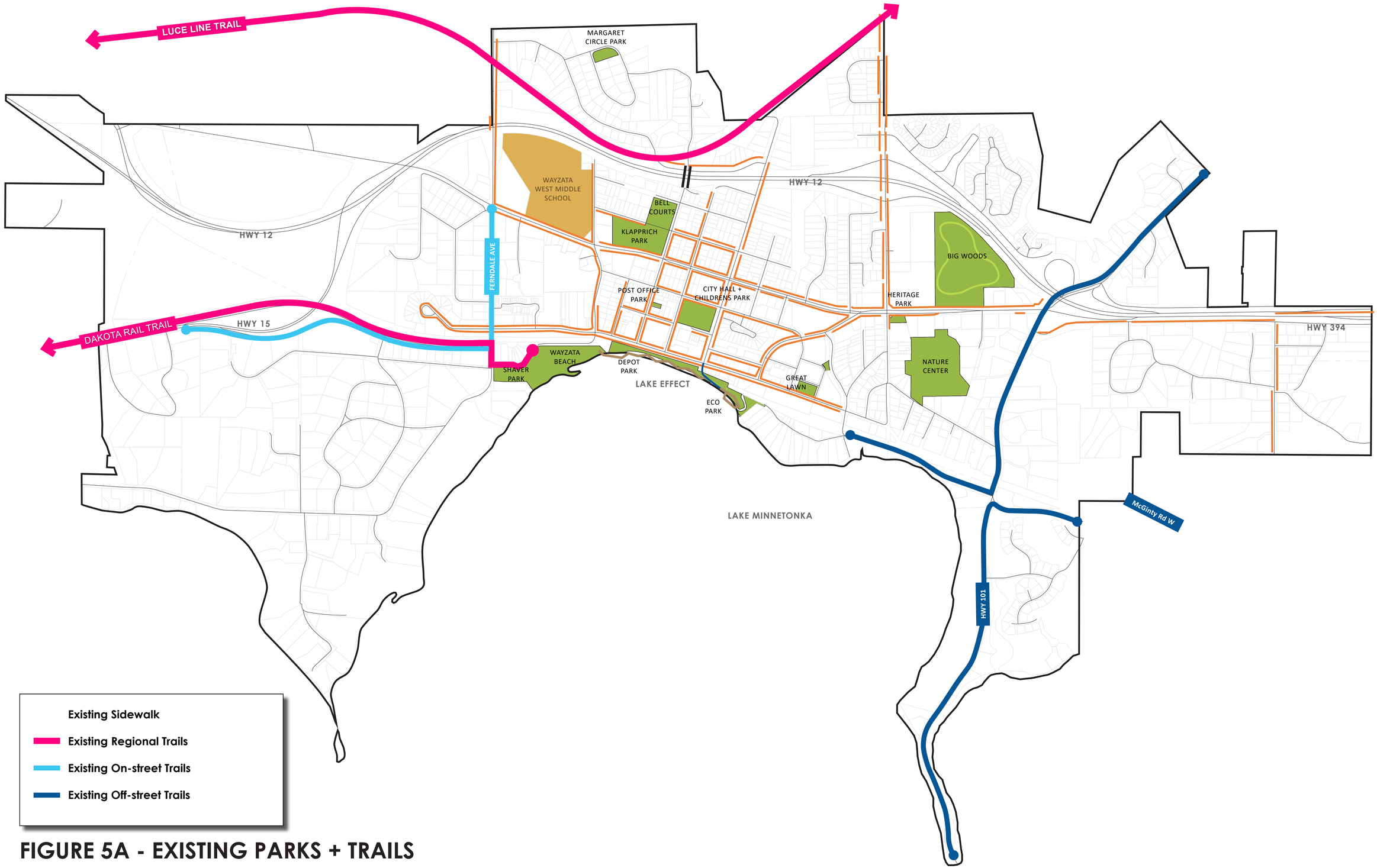

FIGURE 5A - EXISTING PARKS + TRAILS

WAYZATA PARKS AND TRAILS MASTER PLAN

CONFLUENCE

City of Wayzata

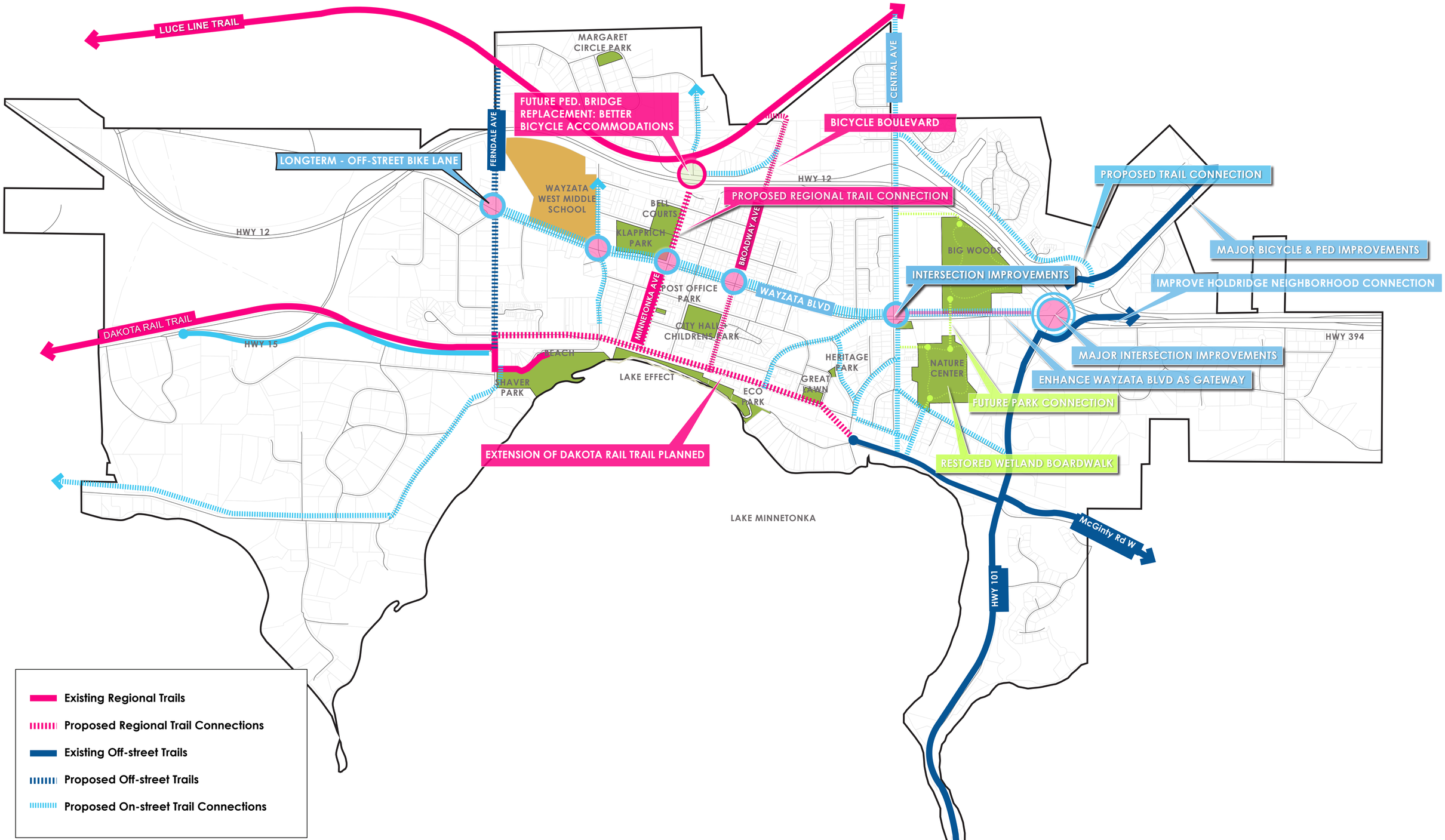

FIGURE 5B - PROPOSED PARKS + TRAILS

WAYZATA PARKS AND TRAILS MASTER PLAN

CONFLUENCE

City of Wayzata

Existing and Proposed Parks

Figure 7 depicts the locations of existing proposed park facilities within Wayzata.

Table 12, below provides an inventory of amenities at the existing facilities.

Table 12: Existing Park Inventory

Amenities	Klapprich Field & Bell Courts	Wayzata Beach & Shaver Park	Margaret Circle	Nature Center	City Hall & Children's Park	Big Woods Preserve	Heritage Park	Post Office Pocket Park	Great Lawn (private)	Wayzata Depot
Lighted Hockey Rink	X									
Ice Rink	X		X							
Warming House	X									
Ball Field	X									
Picnic Grounds	X									X
Tennis Courts	X									
Rest Rooms	X	X								X
Playground	X	X							X	
Volleyball Courts		X								
Marina		X								X
Bathhouse		X								
Swimming Beach		X								
Docks		X								X
Walking Path		X		X	X	X	X		X	
Seating	X	X	X		X	X	X	X	X	
Undeveloped Open Space			X	X		X	X	X	X	

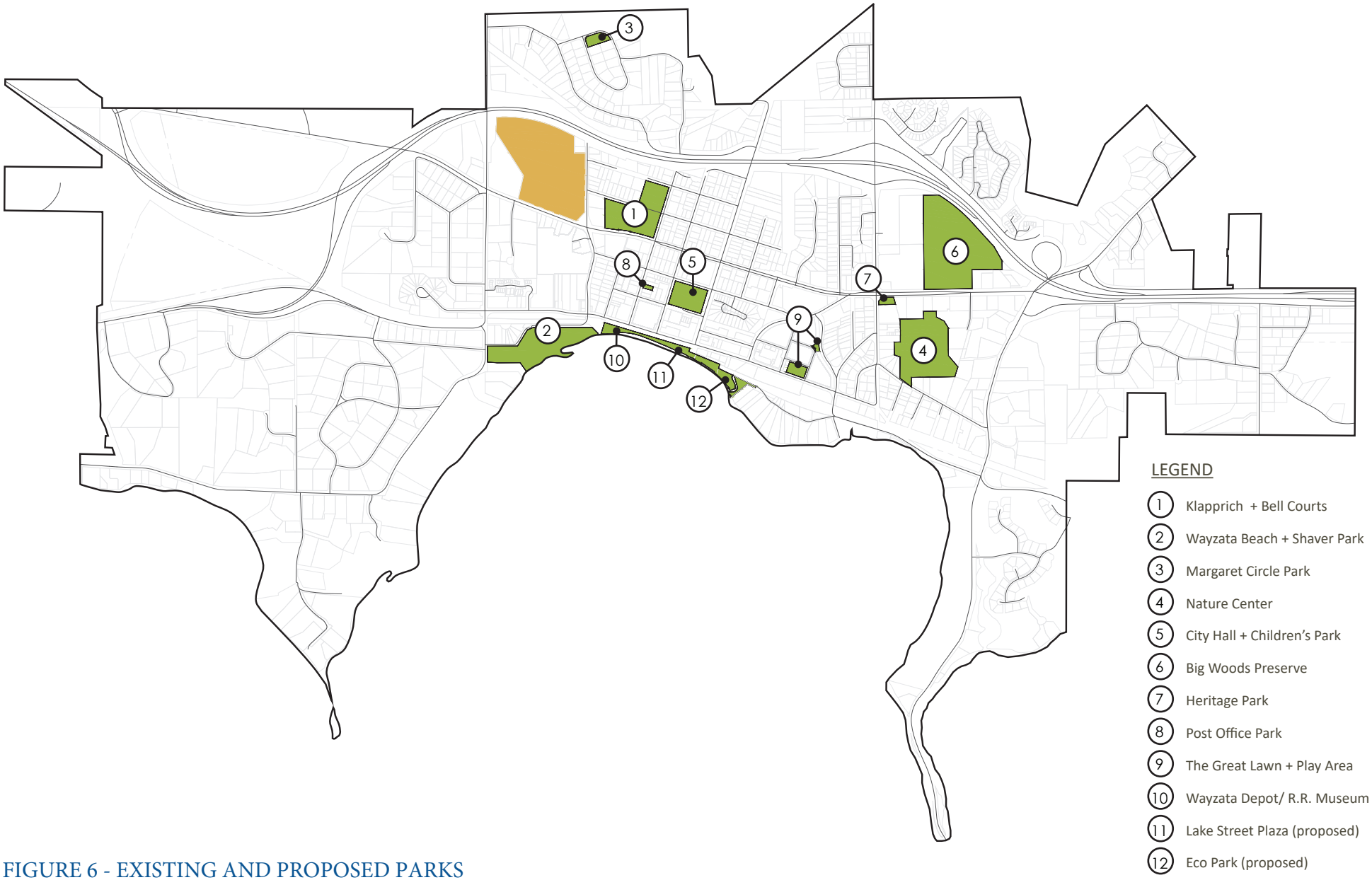

FIGURE 6 - EXISTING AND PROPOSED PARKS

DRAFT

At this time, three (3) additional new parks are planned within the community. All are proposed to be constructed as part of the City's Lake Effect initiative. These three (3) parks will be the proposed Lake Street Plaza, the proposed boardwalk between the Broadway Docks and the Depot, and the proposed Eco Park.

Lake Street Plaza

The Lake Street Plaza will dramatically transform the existing municipal parking lot into a community space to be used during all seasons. A series of green outdoor rooms will flank a flexible plaza space that can be used to accommodate existing uses such as farmers markets, Art Experience, James J. Hill Days and also provide new uses in the winter such as ice skating and informal games of hockey or curling. A permanent restroom will be located at the East end of the park and plaza providing year-round facilities for the public. Shaded green rooms build upon the existing elevated garden spaces by providing additional space for siting, relaxing or a shady spot to enjoy a picnic. Two slender shade structures framing the flexible plaza create a respite from the sun in the summer and a place to gather near a fire pit in the fall and winter.

Eco Park

The proposed Eco Park, located on the east end of the City's lakefront, proposes to enhance the existing, historic Section Foreman House, as an interpretive center, and construct a boardwalk which will loop visitors through several plant communities. This new experience creates many opportunities for learning about the variety of plants and animal species that are integral to this the lake ecosystem.

The City will continue to monitor demand for park facilities, and propose additional facility upgrades or new park site developments as necessary and feasible. Proposed improvements for parks, trails, and open space facilities are included in the Implementation Chapter.

Community Facilities

Since the 2030 Comprehensive Plan, the City has constructed a new Water Treatment Plant #3 at Klapprich Park (2009) and a new parking structure on Mill Street (2017). The City does not anticipate a need for any new major public facility buildings in the near future, but will incorporate any identified facility needs into the City's Capital Improvements Program, as necessary and appropriate. Existing community facilities are identified on Figure 8.

Community Facilities Polices

- Design public facilities to enhance community identity and recognition.
- Design and locate civic facilities so that they serve to enhance the community and neighborhoods.
- Develop, improve, and maintain all public facilities according to the highest adopted standards of design sustainability and performance to serve as examples for private development.
- Screen, landscape, and buffer public facilities to minimize their impact on surrounding uses and to enhance the community and area in which they are located.
- Construct and rehabilitate public structures and civic facilities to accommodate changing community needs and demands.
- Monitor police and fire protection demands closely to ensure adequate facilities and levels of service as the community grows.

Public Utility Policies

- Anticipate demand for urban services and, to the extent possible, facilitate and work with neighborhoods in the responsible extension of service systems.
- Constantly monitor design and performance and maintain all public as well as private sewer and water utility systems to assure a safe and high quality standard of service.
- Regulate and monitor on-site septic systems or private wastewater treatment plants.
- Reduce inflow and infiltration (I/I) in the sanitary sewer system.
- Implement maintenance and replacement programs as specified in the utility plans, as fiscally possible.
- Require underground installation of all new utility services and, when economically feasible, encourage and promote the conversion of existing overhead systems to underground systems.
- Promote and encourage cooperation and coordination between governmental units in the provision of public utilities and services.
- Manage surface runoff to protect the ground water recharge areas.
- Preserve natural drainage to the extent possible in order to minimize storm sewer costs.
- Prepare and annually update the Capital Improvements Program (CIP) for all public utilities.
- Route any non-local utility lines and essential service facilities to be located in the community or jurisdictional area in such a fashion as to minimize impact upon existing as well as future development.

Parks and Recreation Policies

- Provide and maintain adequate neighborhood and community recreational facilities for the enjoyment and use of Wayzata residents.
- Establish additional sidewalks to improve pedestrian connections and walkability within the community, where appropriate.
- Implement the sidewalk and trail plan to provide for the establishment of adequate recreational amenities for Wayzata residents and to provide safe pedestrian and bicycle routes and trail crossings to connect to existing parks, open spaces, and regional trails.
- Plan recreation/open space improvements and update them annually in accordance with capital improvement programming and location.
- Design and maintain all parks with proper lighting, landscaping, shelter design, and amenities to ensure a high degree of personal and property safety.
- Encourage citizen participation in the planning, development and operation of recreational open space.
- Develop and improve parks and open space to take advantage of natural community features.
- Provide for safe and convenient pedestrian and bicycle access to recreational facilities.
- Maintain cooperative agreements with the adjacent communities for provisions of recreational open space areas and services.
- Encourage safe and convenient pedestrian crossings on streets, roadways, and railroad crossings
- Plan and develop park and open space facilities in coordination with similar services of the surrounding region as a whole.
- Periodically review adjacent land uses to ensure that such uses do not negatively impact the safety and ambiance of parks and open spaces. Encourage low density and low impact land uses around park and open spaces to serve as buffers when at all possible.
- Review current programming and design of existing park and open spaces to ensure that there is an adequate balance between active and passive uses.
- Periodically review parkland dedication requirements to ensure that adequate land and financial resources exist for planning park and open spaces within the community.

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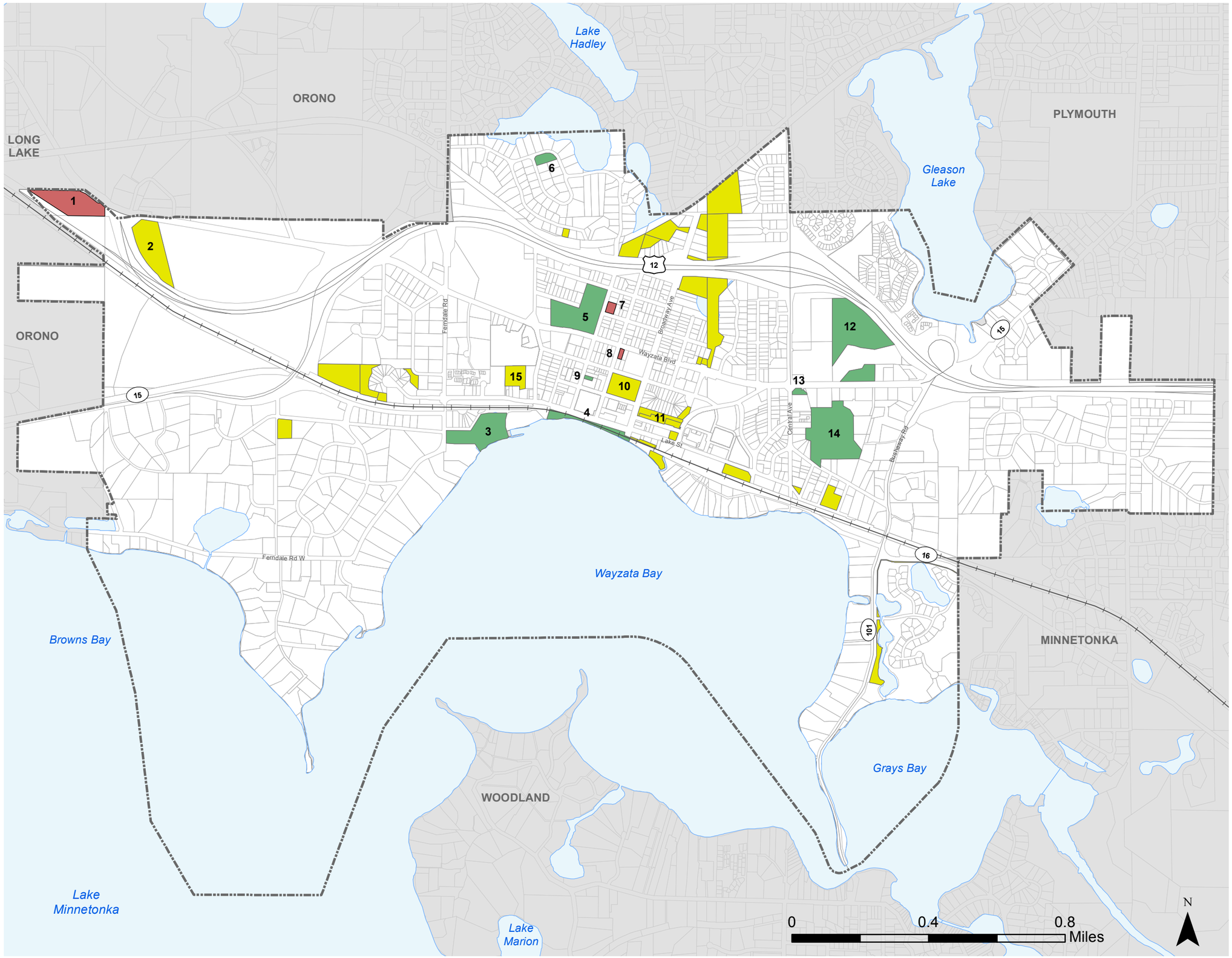


City of Wayzata

Comprehensive Plan 2040

Legend

Wayzata City Boundary

City Owned Properties

- City Park
- Municipal Property
- Public Cemeteries

Existing Community Facilities

1. Summit Park Cemetery
2. Public Works Department
3. Shaver Park / Wayzata Beach
4. Wayzata Depot
5. Klapprich Park / Field
6. Margaret Circle Park
7. Greenlawn Cemetery
8. Wayzata Cemetery
9. Post Office Pocket Park
10. City Hall, Police Department, Fire Department, Library
11. Municipal Parking Ramp / Wayzata Bar & Grill
12. Big Woods Preserve
13. Heritage Park
14. Nature Center
15. Downtown West Parking

Figure 1

Natural & Community Resources

Chapter 9 - Implementation

Introduction

The purpose of this Implementation Chapter is to establish the framework for how the City will accomplish the policy goals included in the other chapters of the Comprehensive Plan. In order to implement these goals, the City will rely, in part, on official controls, such as the Zoning Ordinance, Subdivision Ordinance, and Capital Improvement Plan (CIP). These official controls provide a means of managing redevelopment within the City in a manner that is consistent with the goals of the Comprehensive Plan.

Additionally, input was gathered throughout the Visioning and Comprehensive Plan process that identified specific actions that can be taken to achieve the City's long-range vision and goals. These specific actions were developed from the input received from the public and local stakeholders. The City shall work with its partners to take action on these implementation measures as resources are available.

Official Controls

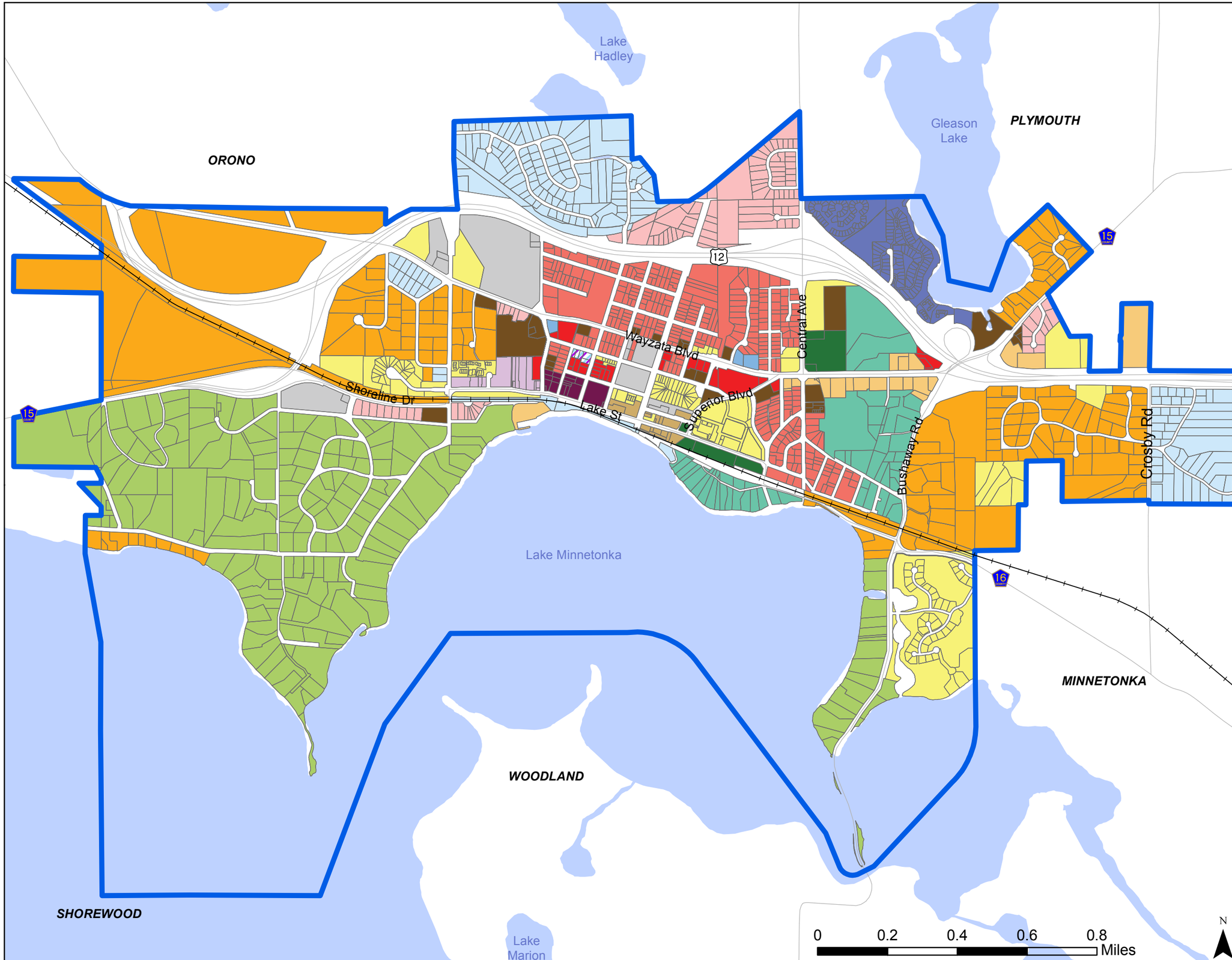
Zoning and Subdivision Ordinances

The City maintains a Zoning Ordinance included as Section 801 of the Wayzata City Code, which outlies the zoning districts applied to each parcel on the adopted Zoning Map (Figure 1). The Zoning Ordinance provides a primary means of implementing the policies of the 2040 Comprehensive Plan. Each of the existing zoning districts is established with a use description and minimum lot size (see Table 1). The Subdivision Ordinance, Section 805 of the Wayzata City Code, provides the foundation for the division, combination, and design of land parcels within the community. In addition, the City adopted a set of Design Standards in 1999, which regulates the mass, scale, density and architectural design of new development to ensure consistency and compatibility with existing structures and commercial areas. These official controls will allow the City to implement objects of the Comprehensive Plan and regional goals.

Table 1: Existing Zoning Districts

District	Name	Primary Use	Minimum Lot Size
R-1A	Low Density Single Family Estate District	Single Family Dwellings	80,000sf
R-1	Low Density Single Family Residential District	Single Family Dwellings	40,000sf
R-2	Medium Density Single Family Residential	Single Family Dwellings	15,000sf
R-2A	Single Family Residential District	Single Family Dwellings	25,000sf
R-3	Single and Two Family Residential District	Single and Two Family Dwellings	9,000sf

District	Name	Primary Use	Minimum Lot Size
R-3A	Single and Two Family Residential District	Single and Two Family Dwellings	9,000sf
R-4	Medium Density Multiple Residential District	Multiple Family Dwellings	• 9,000 sf – Single Family • 18,000sf – Two Family • 27,000sf – Townhome
R-5	Average Density Multiple Residential District	Multiple Family Dwellings	• 9,000 sf – Single Family • 10,600sf – Two Family • 20,000sf – Townhome • 20,000sf – Multiple Family
C-1	Office and Limited Commercial District	Multiple Family Dwellings	9,000sf
C-1A	Neighborhood Office and Limited Commercial District	Office, Service and Retail	9,000sf
C-2	Shopping Center Business District	Planned Shopping Center	20,000sf
C-3	Service District	Service and Retail	15,000sf
C-4	Central Business District	Downtown Office, Service and Retail	12,000sf
C-4A	Limited Central Business District	Downtown Office, Service and Retail	12,000sf
C-4B	Central Business District	Downtown Office, Service and Retail	12,000sf
INS	Institutional	Public Use	• Elementary Schools – 15 acres • Junior High Schools – 30 acres • Senior High Schools – 50 acres • Religious Institutions – 3 acres • Hospitals – 10 acres • Community Centers – 3 acres
PUD	Planned Unit Development		None
W	Wetland System	Overlay District	None
S	Shoreland	Overlay District	None
FP	Floodplain District	Overlay District	None



City of Wayzata

Comprehensive Plan 2040

Legend

Zoning

- C-1 Office and Limited Commercial District
- C-1A Neighborhood Office & Limited Commercial District
- C-1B Mixed Use Residential
- C-2 Shopping Center Business District
- C-3 Service District
- C-4 Central Business District
- C-4A Limited Central Business District
- C-4B Central Business District
- INS Institutional
- PUD Planned Unit Development
- R-1 Low Desnity Single Family Residential District
- R-1A Low Density Single Family Estate District
- R-2 Medium Density Single Family Residential District
- R-2A Single Family Residential District
- R-3 Single and Two Family Residential District
- R-3A Single and Two Family Residential District
- R-4 Medium Density Multiple Residential District
- R-5 Average Density Multiple Residential District
- Lakes

Figure 1

Existing Zoning Map

Environmental Projection

The City of Wayzata's Zoning and Subdivision Ordinances are the primary tools to implement the natural and community resource goals and policies included in this Comprehensive Plan. The Zoning Ordinance includes sections of wetland, shoreland, and floodplain regulations, which govern, how, where, and at what density development can occur in these sensitive areas. In addition to the City's regulations, the rules and regulations of agencies such as the Minnehaha Creek Watershed District, the Lake Minnetonka Conservation District, and the Department of Natural Resources will play an important role in the protection of natural resources within Wayzata.

Housing Implementation Program

One of the greatest challenges facing Wayzata is the economic reality of increasing land values and shifts in housing needs for various population groups. 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. These external economic factors have caused challenges in the provision of a diverse housing stock that accommodates a range of affordability levels and life-cycle housing opportunities. While the City and the Wayzata Housing and Redevelopment Authority (HRA) are committed to providing opportunities for a range of individuals, the City will strive to identify appropriate locations for additional affordable units when opportunities are presented. The new Mixed-Use – Commercial/Residential land use category is established to guide residential development at a density of 14 units per acre or higher and serves as the primary land use designation for redevelopment within the community. The proposed density and guided locations of this district may help to increase opportunities for affordable and life-cycle housing developments in Wayzata. Much of the existing affordable using 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. Additional discussion of programs and policies that the City of Wayzata participates in to achieve its affordable housing goals are included in Chapter 5.

Capital Improvement Plan

The City annually evaluates and updates its Capital Improvement Plan (CIP) to address anticipated capital expenditures, including infrastructure repair and investment, parking, recreation, building maintenance and other activities. The CIP process provides an avenue for the City to conduct longer term capital project planning. The 2018-2024 Capital Improvement Plan is included in Appendix B.

Plan Amendment Process

The 2040 Comprehensive Plan is designed to be a flexible policy document that provides guidance to the City in pursuing its community goals. The City should conduct a periodic review of the Comprehensive Plan to determine if amendments are needed to incorporate change in goals or trends within the community. In pursuing changes to the Comprehensive Plan, the City will utilize the process established by state law, including the Metropolitan Land Planning Act (MLPA). All amendments to the Comprehensive Plan require a public hearing and must be submitted to the Metropolitan Council and affected/adjacent agencies for review prior to implementation.

2040 Implementation Measures

The following table outlines specific actions, projects and efforts that the City can complete in an effort to achieve the vision and policies established in the plan. The City should find partners to assist with the outlined measures as warranted to provide cost effective and collaborative implementation. This list should be monitored and evaluated regularly to ensure that the appropriate actions are being pursued.

The Guiding Principles established with the 2040 Vision are identified within the implementation measures table. This evaluation helped to ensure that the City is working towards achieving each of the established Guiding Principles.

Implementation Measure	Charming	Walkable and Pedestrian Friendly	Healthy, Engaged and Active	Vibrant Parks and City Spaces	Environmental Sustainability	Multi-Generational	Connected	City Nodes with Greater Housing Diversity
Revitalizing Lake Street to de-emphasize cars, creating a pedestrian-centric atmosphere. Sidewalk cafes, wide sidewalks and bike/cross country ski parking.	✓	✓	✓	✓		✓	✓	
Explore opportunities to introduce public art into the community.	✓		✓				✓	
Monitor the condition and minimize potential impacts to historic resources, preserving them for future generations.	✓			✓			✓	
Update the Design Standards to promote the development of pedestrian friendly node development.		✓	✓	✓			✓	✓
Complete a parking study along Lake Street to analyze the impacts of converting on-street parking to other uses.		✓	✓					
Create a master pedestrian plan.		✓	✓	✓		✓	✓	
Adopt a “Complete Streets” Policy to create streets that are safe and designed for all users.		✓	✓	✓			✓	
Promote and enhance recreational opportunities for residents and visitors to engage with nature and exercise.	✓	✓	✓	✓		✓	✓	

Implementation Measure	Charming	Walkable and Pedestrian Friendly	Healthy, Engaged and Active	Vibrant Parks and City Spaces	Environmental Sustainability	Multi-Generational	Connected	City Nodes with Greater Housing Diversity
Create a City of Wayzata Health Living series where experts give monthly lectures for interested parties.			✓				✓	
Explore opportunities to create a Parks and Recreation position as a part of City staff to centralize and enhance recreational and educational opportunities for residents.			✓	✓		✓	✓	
Explore opportunities along Lake Street to create a vibrant and pedestrian focused City Plaza.			✓	✓		✓	✓	
Establish a "Safe Routes to Parks" program		✓	✓	✓		✓		
Create recreational programs for multiple generations (sports leagues, classes in parks).				✓		✓		
Establish a Wayzata Sustainability Commission to promote sustainable actions and identify employable best practices.					✓	✓		
Review and update city codes to ensure they align with the City's sustainability objectives.					✓			
Reduce the number of City maintained landscapes that have high levels of water consumption.					✓			
Review and update the solar and other green energy permitting process to promote efficiency and collaboration.					✓			
Update building policies and codes to promote energy efficiency.					✓			
Minimize impacts to existing tree cover and explore opportunities to growth the City's urban tree canopy.	✓				✓			
Monitor and review run off policies and best management practices to reduce potential impacts.					✓			

Implementation Measure	Charming	Walkable and Pedestrian Friendly	Healthy, Engaged and Active	Vibrant Parks and City Spaces	Environmental Sustainability	Multi-Generational	Connected	City Nodes with Greater Housing Diversity
Foster intergenerational programs throughout the community.						✓	✓	
Encourage establishment of startup companies in Wayzata.	✓					✓	✓	
Support developments that create multi-generational friendly housing.						✓	✓	✓
Implement the recommendations of the Parks and Trails System Master Plan.		✓	✓	✓		✓	✓	
Promote opportunities to create higher density development nodes that promote walkability, diversity of services, and accessibility for all.	✓	✓	✓	✓		✓	✓	✓
Encourage mixed use developments along Wayzata Boulevard.	✓	✓	✓			✓	✓	✓
Encourage the development of a variety of housing types that provides options for all age ranges and income levels.	✓		✓			✓	✓	✓
Update Wayzata's affordable housing plan.						✓		✓
Review and update city codes and practices on a regular basis to provide the best service to residents.					✓		✓	
Encourage opportunities to engage with residents and stakeholders during multiple phases of the planning process.							✓	
Utilize the 2040 Comprehensive Plan during the decision-making process, and update as needed.	✓	✓	✓	✓	✓	✓	✓	✓

City of Wayzata
Planning Commission
Agenda Report

MEETING DATE: May 29, 2019	**AGENDA ITEM:** 3.f.
TITLE: Discussion of Additional Comments and/or Questions	
PREPARED BY: Eric Zweber, Planning Consultant	
REVIEWED BY: Jeff Dahl, City Manager	
60 DAY DEADLINE: N/A	

BACKGROUND:

This agenda item will be dedicated to allow open discussion of the draft 2040 Comprehensive Plan and next steps.

ACTION REQUESTED:

None required.

ATTACHMENTS:

None